



South Coast Air Quality Management District

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

A G E N D A

SCAQMD SPECIAL MEETING IN LOS ANGELES

MEETING, OCTOBER 6, 2017

A meeting of the South Coast Air Quality Management District Board will be held at 9:00 a.m., in the Emerald Ballroom at the Millennium Biltmore Hotel Los Angeles, 506 South Grand Avenue, Los Angeles, California.

Questions About an Agenda Item

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

Meeting Procedures

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

Questions About Progress of the Meeting

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

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

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

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

Cleaning the air that we breathe...

CALL TO ORDER

- Pledge of Allegiance
- Opening Comments: William A. Burke, Ed.D., Chair
Other Board Members
Wayne Nastri, Executive Officer
- Recognition of Legislative Consultants **Burke**

Staff/Phone (909) 396-

CONSENT CALENDAR (Items 1 through 22)

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

1. Approve Minutes of September 1, 2017 Board Meeting **Garzaro/2500**
2. Set Public Hearings November 3, 2017 to Consider Adoption of and/or Amendments to SCAQMD Rules and Regulations: **Nastri/3131**
 - A. Certify Final Environmental Assessment and Adopt Proposed Rule 415 - Odors from Rendering Facilities **Fine/2239**

PR 415 is designed to reduce odors from facilities conducting inedible rendering operations. PR 415 is the result of a long-standing issue that was identified by the Working Group for the Clean Communities Plan in the pilot study area of Boyle Heights, a community near the City of Vernon rendering facilities. PR 415 includes implementation of Best Management Practices, use of either permanent total enclosures or a closed system for process areas that have high potential for odors, as well as other measures to control odors from rendering operations. This action is to adopt the Resolution: 1) Certifying the Final Environmental Assessment for Proposed Rule 415 - Odors from Rendering Facilities; and 2) Adopting Rule 415 – Odors from Rendering Facilities. (Reviewed: Stationary Source Committee, February 20, 2015 and September 15, 2017)

B. Certify Final Environmental Assessment and Amend
Rule 1420 – Emissions Standard for Lead

Nakamura/3105

Rule 1420 was adopted in September 1992 with the purpose of reducing lead emissions from non-vehicular sources. On October 15, 2008, the U.S. EPA lowered the National Ambient Air Quality Standard (NAAQS) for lead from 1.5 µg/m³ to 0.15 µg/m³ averaged over a rolling 3-month period to protect public health and the environment. PAR 1420 – Emissions Standard for Lead will further protect public health from exposure to lead from facilities not covered under recently adopted Rules 1420.1 and 1420.2, and to help ensure continued attainment of the lead NAAQS. The SCAQMD staff is proposing an initial ambient air lead concentration limit of 0.150 µg/m³ averaged over any consecutive 30 days which will be lowered to a final limit of 0.100 µg/m³ consistent with Rules 1420.1 and 1420.2. The proposed rule also establishes requirements for enclosures, revisions to the point source lead emission limits, periodic source testing, conditional ambient air monitoring, and enhanced housekeeping. This action is to adopt the Resolution: 1) Certifying the Final Environmental Assessment for Proposed Amended Rule 1420 – Emissions Standard for Lead; and 2) Amending Rule 1420 – Emissions Standard for Lead. (Reviewed: Stationary Source Committee, September 15, 2017)

Budget/Fiscal Impact

3. Execute Contracts to Implement Advanced Building Energy
Management Projects

Miyasato/3249

In November 2016, the CEC released two competitive solicitations to fund efficiency projects using pre-commercial technologies and advanced renewable energy coupled with battery storage. During CEC's open solicitation process, staff was approached by two firms, Willdan Energy Solutions and Advanced Microgrid Solutions, to utilize the SCAQMD building as a site for their proposed energy projects. CEC subsequently awarded Willdan Energy Solutions \$3,994,265 for pre-commercial efficiency projects; and Advanced Microgrid Solutions \$2,731,862 for advanced renewable energy with a battery storage project. This action is to execute contracts with Willdan Energy Solutions in an amount not to exceed \$2,293,645 from the Infrastructure Improvement Fund (02) and Advanced Microgrid Solutions for a 20-year power efficiency agreement. (Reviewed: Technology Committee, September 15, 2017; Recommended for Approval)

4. **Execute Contract to Assess Air Quality and Greenhouse Gas Impacts of Microgrid-Based Electricity System** **Miyasato/3249**

California has set a goal of installing 12,000 megawatts of distributed generation in the state by 2020 to reduce criteria pollutant and greenhouse gas emissions from the electricity and transportation sectors. Microgrids allow local management of energy resources and loads, which will more easily allow electrification of transportation. The University of California Irvine (UCI) through its Advanced Power and Energy Program proposes to perform three projects to evaluate air quality and greenhouse gas impacts. These projects will focus on potential fuel cell technology applications for industrial operations and petroleum refineries, assess impacts of renewable hydrogen blending in existing natural gas infrastructure and equipment, and compare economic performance of a fuel cell and battery-electric bus operating in a microgrid. This action is to execute contract with UCI in an amount not to exceed \$660,000 from the Clean Fuels Fund (31). (Reviewed: Technology Committee, September 15, 2017; Recommended for Approval)

5. **Recognize Revenue, Execute Contracts for Electric Yard Tractor Replacements, Transfer Funds, Reimburse General Fund for Administrative Costs, and Issue Program Announcement for Commercial Lawn and Garden Equipment Exchange Program** **Miyasato/3249**

In March 2017, SCAQMD was awarded \$4,954,500 from U.S. EPA's 2016 Targeted Air Shed Program for electric yard tractor replacements and a Commercial Electric Lawn and Garden Equipment Exchange Program. This action is to recognize revenue up to \$4,954,500 from U.S. EPA for these two projects and issue a Program Announcement to solicit proposals from manufacturers or suppliers for replacement of older commercial lawn and garden equipment with zero emission, battery-electric commercial grade equipment. This action is also to recognize up to \$312,500 and \$187,500 from the Port of Los Angeles and Port of Long Beach, respectively, into the Advanced Technology, Outreach and Education Fund (17), transfer \$500,000 as a temporary loan and \$442,750 for SCAQMD's cost share from the Clean Fuels Program Fund (31) into the Advanced Technology, Outreach and Education Fund (17), and execute contracts for electric yard tractor replacements in an amount not to exceed \$3,360,000 from the Advanced Technology, Outreach and Education Fund (17). Finally, this action will also reimburse the General Fund for administrative costs up to \$60,000 for the electric yard tractor replacements project. (Reviewed: Technology Committee, September 15, 2017; Recommended for Approval)

6. Recognize and Transfer Funds, Execute and Amend Agreements for Installation and Maintenance of Air Filtration Systems, and Reimburse General Fund for Administrative Costs **Miyasato/3249**

U.S. EPA Region 9 and Wal-Mart Transportation, LLC, as well as CARB and Murillo's Trucking are executing Supplemental Environmental Project (SEP) agreements to install and maintain air filtration systems in the South Coast region with SCAQMD to act as the SEP implementer. There are also unspent TraPac project funds that can be utilized towards replacement filters for schools. These actions are to recognize up to \$300,000 from Wal-Mart and \$27,000 from Murillo's Trucking into the Air Filtration Fund (75), transfer the same amount as a temporary loan from the Clean Fuels Fund (31) to the Air Filtration Fund (75), and execute agreements with Wal-Mart and Murillo Trucking. These actions are to also execute contracts with IQAir North America for installation of air filtration systems in amounts not to exceed \$285,000 and \$25,650 respectively, and reimburse the General Fund for administrative costs up to \$16,350 from the Air Filtration Fund (75), as well as to amend a contract with IQAir North America to add \$468,838 from the TraPac Air Filtration Fund (52). (Reviewed: Technology Committee, September 15, 2017; Recommended for Approval)

7. Amend Award to Develop and Demonstrate Electric School Buses with Vehicle-to-Grid Capability **Miyasato/3249**

In March 2017, the Board approved an award to Blue Bird Body Company, Inc., (Blue Bird) to develop, manufacture and demonstrate electric school buses. Blue Bird had proposed to use a specific technology partner (TransPower) as their component supplier and integrator, but subsequent to Board approval, Blue Bird decided to use a different technology partner for the project. Blue Bird's component supplier and integrators will now be Efficient Drivetrain, Inc., and Adomani, Inc. DOE has approved this change. This action is to amend the award with Blue Bird noting the change in technology partners, for the development, manufacture and demonstration of electric school buses with vehicle-to-grid capability. (Reviewed: Technology Committee, September 15, 2017; Recommended for Approval)

8. Recognize Revenue and Appropriate Funds for Improving Interpretation of PM2.5 Measurements from Satellites **Miyasato/3249**

The National Aeronautics and Space Administration awarded its competitive "Research Opportunities in Earth and Space Science 2016: Citizen Science for Earth Systems Program" research grant to SCAQMD, Research Triangle Institute (RTI) and Goddard Space Flight Center (GSFC) to implement a spatially dense network of low-cost PM2.5 sensors to be operated by citizen-scientists. SCAQMD will collaborate with researchers from RTI and GSFC to deploy a network of 25 sensors, and resulting data will be used to improve the interpretation of PM2.5 measurements from satellites. This action is to recognize revenue and appropriate up to \$75,884 to support this project. (Reviewed: Administrative Committee, September 8, 2017; Recommended for Approval)

9. Recognize Revenue, Transfer and Appropriate Funds, Purchase Equipment, Execute Contracts and Issue Purchase Orders to Address Operational Needs for Metals Monitoring and Analysis **Miyasato/3249**

The elevated levels of hexavalent chromium (Cr6+) that have recently been measured in the cities of Paramount and Compton have created an urgent need to further enhance SCAQMD's air quality monitoring and laboratory analysis capability as part of the community air toxics initiative. This action is to invest in new laboratory and field equipment, demonstrate the capability of advanced technology for measuring toxic metals (including Cr6+) in near real-time, study the mechanisms that lead to Cr6+ production from heat treating furnaces, and issue purchase orders for compressed gases and cryogenic liquids for a wide variety of analytical and monitoring needs. This will allow SCAQMD to appropriately address the increasing demand for monitoring of Cr6+ and other toxic pollutants, and to develop more efficient monitoring approaches to detect Cr6+ emissions from potential sources. (Reviewed: Stationary Source Committee, September 15, 2017; Less than a quorum was present; the Committee Members concurred that this item be approved by the Board)
10. Issue, and If Necessary Re-Issue, Program Announcement for the Replacement of Heavy-Duty Diesel Trucks and Authorize Execution of Contracts Under Proposition 1B-Goods Movement Program **Minassian/2641**

Under the fifth year and final funding cycle of the Proposition 1B-Goods Movement Program, the SCAQMD has twice issued program announcements for the replacement of heavy-duty diesel trucks and transport refrigeration units with zero and near-zero emission technologies. Although the Program was initially oversubscribed, due to the commercial unavailability of some technologies, various award recipients have decided or may decide not to move forward with their project based on their evolving business needs. As a result, there are available funds that need or may need to be committed. CARB has agreed that air districts solicit projects for heavy-duty trucks for the undersubscribed amount and execute contracts until funds are exhausted. This action is to issue, and if necessary re-issue, a Program Announcement for the replacement of heavy-duty diesel trucks and authorize the Executive Officer to execute contracts for eligible projects approved by CARB, until any returned and remaining funds under the "Year 5" grant of the Proposition 1B-Goods Movement Program Fund (81) are exhausted. (Reviewed: Technology Committee, September 15, 2017; Recommended for Approval)
11. Issue Program Announcement for School Bus Replacements **Minassian/2641**

Since 2001, the SCAQMD has replaced over 1,600 pre-1994 publicly owned school buses and retrofitted nearly 3,400 school buses. The Carl Moyer AB 923 funds can be utilized for replacement and retrofit of school buses. This action is to issue a Program Announcement to replace pre-1994 school buses owned by public school districts with new alternative fuel buses. (Reviewed: Technology Committee, September 15, 2017; Recommended for Approval)

12. **Issue Purchase Order for Ingres Relational Database Management System Software Support** **O'Kelly/2828**

The Ingres Relational Database Management System is used for the implementation of the Central Information Repository database. This database is used by most enterprise-level software applications at the SCAQMD and currently supports a suite of client/server and web-based applications known collectively as the Clean Air Support System (CLASS). The CLASS applications are used to support all of the SCAQMD's core activities. Maintenance support for this software expires on November 29, 2017. This action is to issue a purchase order with Actian Corporation for a total amount not to exceed \$208,647. Funds for this expense are included in the FY 2017-18 Budget. (Reviewed: Administrative Committee, September 8, 2017; Recommended for Approval)

13. **Authorize Purchase of Toxic Vapor Analyzers and Remove Various Fixed Assets from SCAQMD Inventory** **Gilchrist/3459**

Toxic Vapor Analyzers (TVAs) are routinely used by SCAQMD compliance staff to monitor for hydrocarbons and verify compliance at refineries, landfills, oil/gas operations and to investigate complaints, where appropriate. The SCAQMD's current inventory of 26 TVAs dates back as early as 2002. Eight of these TVAs are in a state of disrepair and the remaining units are in use by field compliance staff and will only be supported by the manufacturer, Thermo Environmental Instruments, for another year. Funding for the purchase of eight new units is available in the FY 2017-18 Budget. Thermo Environmental Instruments has offered an \$8,000 trade-in allowance for the agency's existing eight inoperable TVAs, which would be applied towards the purchase of new TVA units. This action seeks approval for the sole source purchase of eight TVAs from Thermo Environmental Instruments and to authorize the removal of eight existing TVA units from the SCAQMD inventory. The TVA units will be surrendered to the manufacturer at the time of purchase. (Reviewed: Administrative Committee, September 8, 2017; Recommended for Approval)

14. **Approve Contract Awards and Modification as Approved by MSRC** **Pettis**

As part of their FYs 2016-18 AB 2766 Discretionary Fund Work Program, the MSRC approved new contracts under the Major Event Center Transportation and Natural Gas Infrastructure Programs. The MSRC also approved a modification to a contract under the Local Government Match Program as part of their FYs 2012-14 Work Program. At this time the MSRC seeks Board approval of the contract awards and modification. (Reviewed: Mobile Source Air Pollution Reduction Review Committee, September 21, 2017; Recommended for Approval)

Action Item/No Fiscal Impact

15. Special Meeting of Health Effects of Air Pollution Foundation **Wiese/3460**

This item is to amend the Foundation's bylaws to reflect the Foundation's new name. In March 2017, the Governing Board amended the Foundation's Articles of Incorporation to expand the type of research the Foundation can fund to include all health conditions that may be caused or aggravated by air pollution and to change the Foundation's name from the Brain & Lung Tumor and Air Pollution Foundation to the Health Effects of Air Pollution Foundation. (No Committee Review)

Items 16 through 22 - Information Only/Receive and File

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

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

17. Hearing Board Report **Prussack/2500**

This reports the actions taken by the Hearing Board during the period of August 1 through August 31, 2017. (No Committee Review)

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

This reports the monthly penalties from July 1 through August 31, 2017, and legal actions filed by the General Counsel's Office from July 1 through August 31, 2017. An Index of District Rules is attached with the penalty report. (Reviewed: Stationary Source Committee, September 15, 2017)

19. 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 August 1, 2017 and August 31, 2017, and those projects for which the SCAQMD is acting as lead agency pursuant to CEQA. (Reviewed: Mobile Source Committee, September 15, 2017)

20. Approve Annual Report on AB 2766 Funds from Motor Vehicle Registration Fees for FY 2015-16 **Fine/2239**

This report contains data on the AB 2766 Subvention Fund Program for FY 2015-16 as requested by CARB. This action is to approve the AB 2766 Annual Report. (Reviewed: Mobile Source Committee, September 15, 2017; Recommended for Approval)

21. Rule and Control Measure Forecast **Fine/2239**
- This report highlights SCAQMD rulemaking activities and public workshops potentially scheduled for the year 2017 and portions of 2018. (No Committee Review)
22. 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, September 8, 2017)
23. Items Deferred from Consent Calendar

BOARD CALENDAR

24. Administrative Committee (Receive & File) **Chair: Burke Nastri/3131**
25. Legislative Committee (Receive & File) **Chair: Mitchell Alatorre/3122**
26. Marine Port Committee (Receive & File) **Chair: Buscaino Fine/2239**
27. Mobile Source Committee (Receive & File) **Chair: Parker Fine/2239**
28. Stationary Source Committee (Receive & File) **Chair: Benoit Tisopulos/3123**
29. Technology Committee (Receive & File) **Chair: Buscaino Miyasato/3249**
30. Mobile Source Air Pollution Reduction Review Committee (Receive & File) **Board Liaison: Benoit Minassian/2641**
31. California Air Resources Board Monthly Report (Receive & File) **Board Rep: Mitchell Garzaro/2500**

PUBLIC HEARING

32. Certify Final Environmental Assessment and Amend Rule 1168 – Fine/2239 Adhesive and Sealant Applications

The proposed amendments will implement, in part, the 2016 Air Quality Management Plan Control Measure CTS-01: Further Emission Reductions from Coatings, Solvents, Adhesives, and Sealants, which targets a 1 ton per day VOC emission reduction by 2023. The amendments include: revision of VOC content limits for various categories; reporting and labeling requirements; clarification of rule language and applicability; language that distinguishes when products are regulated by the California Air Resources Board Consumer Products Regulation or Rule 1168; harmonization of language and requirements with regulations (state and national) affecting the same type of products; addition of test methods; removal of, or addition to, certain exemptions; and prohibition of Group II exempt compounds as defined in Rule 102. This action is to adopt the Resolution: 1) Certifying the Final Environmental Assessment for Proposed Amended Rule 1168 – Adhesive and Sealant Applications; and 2) Amending Rule 1168 – Adhesive and Sealant Applications. (Reviewed: Stationary Source Committee, September 15, 2017)

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 contract modifications with Transportation Power, Inc. (Contract No. C160461), US Hybrid Corporation (Contract Nos. C160471 & C134332) and Gladstein, Neandross & Associates LLC (Contract No. C170972). The contractors are potential sources of income for Governing Board Member Joseph Lyou, which qualify for the remote interest exception of Section 1090 of the California Government Code. Dr. Lyou abstained from any participation in the making of the contract modifications.

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:

- SCAQMD v. Anaplex, Los Angeles Superior Court Case No. BC608322 (Paramount Hexavalent Chromium);

- In the Matter of SCAQMD v. Aircraft Heat Treating Co., Inc. and Anaplex Corp., SCAQMD Hearing Board Case No. 6066-1 (Order for Abatement);
- Arizona v. Bahr, United States Supreme Court Case No. 16-1369 (Contingency Measures);
- 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. BS161399 (RECLAIM);
- Communities for a Better Environment v. South Coast Air Quality Management District, Los Angeles Superior Court Case No. BS169841; Safe Fuel and Energy Resources California, et al. v. South Coast Air Quality Management District, Los Angeles Superior Court Case No. BS169923 (Tesoro);
- 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);
- 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); and
- SCAQMD v. EPA, U.S. Court of Appeals, D.C. Circuit, Case No. 15-1115 (consolidated with 15-1123, Sierra Club, et al. v. EPA) (Out-of-Area RFP).

CONFERENCE WITH LEGAL COUNSEL – INITIATING LITIGATION

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

CONFERENCE WITH NEGOTIATORS

It is also necessary to recess to closed session pursuant to Government Code Section 54957.6 to confer regarding upcoming labor negotiations with:

- designated representatives regarding represented employee salaries and benefits or other mandatory subjects within the scope of representation [Negotiator: A. John Olvera; Represented Employees: Teamsters Local 911 and SCAQMD Professional Employees Association]; and to confer with:
- labor negotiators regarding unrepresented employees [Agency Designated Representative: A. John Olvera; Unrepresented Employees: Designated Deputies and Management and Confidential employees].

ADJOURNMENT

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

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

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

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

ACRONYMS

AQ-SPEC = Air Quality Sensor Performance
Evaluation Center

AQIP = Air Quality Investment Program

AQMP = Air Quality Management Plan

AVR = Average Vehicle Ridership

BACT = Best Available Control Technology

Cal/EPA = California Environmental Protection Agency

CARB = California Air Resources Board

CEMS = Continuous Emissions Monitoring Systems

CEC = California Energy Commission

CEQA = California Environmental Quality Act

CE-CERT = College of Engineering-Center for Environmental
Research and Technology

CNG = Compressed Natural Gas

CO = Carbon Monoxide

CTG = Control Techniques Guideline

DOE = Department of Energy

EV = Electric Vehicle

FY = Fiscal Year

GHG = Greenhouse Gas

HRA = Health Risk Assessment

LEV = Low Emission Vehicle

LNG = Liquefied Natural Gas

MATES = Multiple Air Toxics Exposure Study

MOU = Memorandum of Understanding

MSERCs = Mobile Source Emission Reduction Credits

MSRC = Mobile Source (Air Pollution Reduction) Review
Committee

NATTS = National Air Toxics Trends Station

NESHAPS = National Emission Standards for
Hazardous Air Pollutants

NGV = Natural Gas Vehicle

NOx = Oxides of Nitrogen

NSPS = New Source Performance Standards

NSR = New Source Review

OEHA = Office of Environmental Health Hazard
Assessment

PAMS = Photochemical Assessment Monitoring
Stations

PAR = Proposed Amended Rule

PEV = Plug-In Electric Vehicle

PHEV = Plug-In Hybrid Electric Vehicle

PM10 = Particulate Matter \leq 10 microns

PM2.5 = Particulate Matter \leq 2.5 microns

PR = Proposed Rule

RECLAIM = Regional Clean Air Incentives Market

RFP = Request for Proposals

RFQ = Request for Quotations

SCAG = Southern California Association of Governments

SIP = State Implementation Plan

SOx = Oxides of Sulfur

SOON = Surplus Off-Road Opt-In for NOx

SULEV = Super Ultra Low Emission Vehicle

TCM = Transportation Control Measure

ULEV = Ultra Low Emission Vehicle

U.S. EPA = United States Environmental Protection
Agency

VOC = Volatile Organic Compound

ZEV = Zero Emission Vehicle

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BOARD MEETING DATE: October 6, 2017

AGENDA NO. 1

MINUTES: Governing Board Monthly Meeting

SYNOPSIS: Attached are the Minutes of the September 1, 2017 meeting.

RECOMMENDED ACTION:

Approve Minutes of the September 1, 2017 Board Meeting.

Denise Garzaro
Clerk of the Boards

DG

FRIDAY, SEPTEMBER 1, 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 10:20 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 9:00 a.m.

- Pledge of Allegiance: Led by Chairman Burke.
- Opening Comments

Supervisor Rutherford reported that she spoke at the Women in Green Forum held on August 30, 2017, in Los Angeles.

Dr. Lyou reported he and Council Member Mitchell attended the California Council for Environmental and Economic Balance Summer Issues Seminar on July 18, 2017. He participated on panels regarding air quality sensors and indirect source rules. He announced that he attended the Asilomar Conference on Transportation and Energy in Pacific Grove, CA held August 22- 25, 2017, where he participated in discussions about clean freight. He expressed concern with the lack of enforcement of CARB's heavy-duty truck rules.

In response to Dr. Lyou's comment, Council Member Mitchell noted that CARB is considering a rule that will require heavy-duty trucks pass smog emissions testing when they are registered, which will assist in compliance efforts.

Chairman Burke announced that on August 26, 2017, he and Dr. Parker attended the 50th anniversary of the California Legislative Black Caucus. He noted that it was a great event that highlighted the progress that has been made over the last 50 years through legislation.

CONSENT CALENDAR

1. Approve Minutes of July 7, 2017 Board Meeting
2. Set Public Hearing October 6, 2017 to Consider Adoption of and/or Amendments to SCAQMD Rules and Regulations

Certify Final Environmental Assessment and Amend Rule 1168 –
Adhesive and Sealant Applications

Budget/Fiscal Impact

3. Execute Contract to Cosponsor Versatile Plug-In Auxiliary Power Systems Demonstration
4. Execute Contract to Demonstrate Low NOx Combustion Technology on Refinery Boiler

5. Approve Additional Funds for Replacement of Onboard CNG Fuel Tanks on School Buses and Authorize Execution of Grant Agreements
6. Amend Contracts to Continue Implementation of Enhanced Fleet Modernization Program and Transfer Funds
7. Issue RFP for Legislative Representation in Sacramento, California
8. Execute Contract for Insurance Brokerage Services
9. Approve Position Reclassifications in Information Management and Compliance & Enforcement
10. Close and Transfer Residual Balances from Five Special Revenue Funds and One Enterprise Fund
11. Approve Contract Awards and Modification and Issue Solicitation Approved by MSRC

Items 12 through 19 - Information Only/Receive and File

12. Legislative, Public Affairs and Media Report
13. Report to Legislature and CARB on SCAQMD's Regulatory Activities for Calendar Year 2016
14. Hearing Board Report
15. Civil Filing and Civil Penalties Report
16. Lead Agency Projects and Environmental Documents Received by SCAQMD
17. Rule and Control Measure Forecast
18. Status Report on Major Ongoing and Upcoming Projects for Information Management
19. FY 2016-17 Contract Activity

Dr. Lyou announced his abstention on Item No. 3 because Southern California Edison and L.A. Department of Water & Power are potential sources of income to him.

Supervisor Rutherford noted that she serves on the Board of Directors for Omnitrans which is involved with Item No. 11.

Mayor Pro Tem McCallon noted that he serves as an alternate on the Board of Directors for Omnitrans which is involved with Item No. 11.

Mayor Pro Tem Benoit and Supervisor Ashley noted that they are members of the Riverside County Transportation Commission which is involved with Item No. 11.

Agenda Item Nos. 1, 3, 6 and 7 were withheld for comment and discussion.

MOVED BY CACCIOTTI, SECONDED BY
BENOIT, AGENDA ITEMS 2, 4, 5 and 8
THROUGH 19 APPROVED AS
RECOMMENDED, BY THE FOLLOWING
VOTE:

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

NOES: None

ABSENT: Nelson

20. Items Deferred from Consent Calendar

1. Approve Minutes of July 7, 2017 Board Meeting

Dr. Lyou moved to amend the minutes of the July 7, 2017 meeting to reflect the reason for his abstention on Item 9 and 34.

MOVED BY LYOU, SECONDED BY
CACCIOTTI, AGENDA ITEM 1 APPROVED,
WITH THE MODIFICATION TO THE MINUTES
AS SET FORTH BELOW, BY THE
FOLLOWING VOTE:

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

NOES: None

ABSENT: Nelson

Amend Minutes of July 7, 2017 Board meeting as follows:

Page 4, second to the last paragraph:

Dr. Lyou announced his abstention on Item No. 4 because IQAir North America is a potential source of income to him; on Item No. 5 because Port of Long Beach is a potential source of income to him; and Item Nos. 9 and 34 because ~~Sonoma Technology is a potential source of income to him~~ **of a contractual relationship between his employer, Coalition for Clean Air, and Sonoma Technology**; and on Item No. 14 because of a financial interest in Google.

3. Execute Contract to Cosponsor Versatile Plug-In Auxiliary Power Systems Demonstration

Dr. Lyou left the room during discussion of Item No. 3.

Mayor Cacciotti spoke in favor of the demonstration project and asked staff to provide an overview of the proposed project.

Dr. Matt Miyasato, DEO/Science and Technology Advancement, explained that the demonstration project will evaluate the emissions and fuel usage benefits and impacts of providing job site electric auxiliary power. The core principle is to use battery energy storage to provide zero emission electric power in place of power supplied by traditional vehicle engines or portable internal combustion generators.

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

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

NOES: None

ABSTAIN: Lyou

ABSENT: Nelson

6. Amend Contracts to Continue Implementation of Enhanced Fleet Modernization Program and Transfer Funds

Mayor Cacciotti asked staff to provide an update on outreach efforts and program participation.

Fred Minassian, Assistant DEO/Science and Technology Advancement, reported that approximately 2,000 vehicles have been replaced through the Replace Your Ride Program, and added that outreach includes a dedicated website and program flyers' that are distributed at various community events.

Mayor Cacciotti inquired about the mileage radius for residents living in disadvantaged communities.

Dr. Miyasato explained that applicants can enter their zip code at www.replaceyourride.com to determine eligibility.

MOVED BY CACCIOTTI, SECONDED BY
KUEHL, AGENDA ITEM 6 APPROVED AS
RECOMMENDED, BY THE FOLLOWING
VOTE:

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

NOES: None

ABSENT: Nelson

7. Issue RFP for Legislative Representation in Sacramento, California

Dr. Lyou noted that the provision of the District's procurement policy that grants points to local businesses who satisfy the requirement that

ninety percent of the work related to the contract be performed within the geographic area of the SCAQMD is not feasible for lobbyists who mainly perform duties outside of the region. He asked if the policy could be reviewed to address this issue.

Council Member Mitchell noted her support for revisiting the policy and raised the issue that Sacramento lobbyists represent many cities within the district.

Dr. Burke requested staff agendize amending the procurement policy for a future Administrative Committee meeting.

MOVED BY LYOU, SECONDED BY
CACCIOTTI, AGENDA ITEM 7 APPROVED AS
RECOMMENDED, BY THE FOLLOWING
VOTE:

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

NOES: None

ABSENT: Nelson

BOARD CALENDAR

- 21. Administrative Committee
- 22. Legislative Committee
- 23. Mobile Source Committee
- 24. Stationary Source Committee
- 25. Technology Committee
- 26. Mobile Source Air Pollution Reduction Review Committee
- 27. California Air Resources Board Monthly Report

MOVED BY ASHLEY, SECONDED BY KUEHL,
AGENDA ITEMS 21 THROUGH 27,
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, Parker, Robinson and
Rutherford

NOES: None

ABSENT: Nelson

Agenda Item	Recommendation
AB 246 (Santiago) Hazardous waste: facilities: permits: fence-line monitoring systems	Work with Author
AB 1036 (McCarty) Organic Waste: composting	Oppose
SB 615 (Hueso) Salton Sea Restoration	Support with Amendments
SB 701 (Hueso) Salton Sea Obligations Act of 2018	No Recommendation

Staff Presentation/Board Discussion

28. Status Report on Regulation XIII – New Source Review

Staff waived the presentation on Item No. 28.

MOVED BY KUEHL, SECONDED BY BENOIT,
AGENDA ITEM 28 WAS RECEIVED AND
FILED, BY THE FOLLOWING VOTE:

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

NOES: None

ABSENT: Nelson

PUBLIC HEARING

29. Determine that Proposed Amendments to Rule 1401 Are Exempt from CEQA and Amend Rule 1401– New Source Review of Toxic Air Contaminants

Susan Nakamura, Assistant DEO/Planning, Rule Development and Area Sources, gave the staff presentation on Item 29.

Dr. Parker inquired whether the vapor recovery systems would further reduce emissions from gasoline dispensing facilities.

Ms. Nakamura responded that both on-board refueling vapor recovery (ORVR) controls in new vehicles, which capture vapors during fueling and recirculate them for vehicle use, and the Phase II enhanced vapor recovery (EVR) controls in gasoline dispensing nozzles have already been in use. However, the impact of emission reductions when they are used in concert has not been evaluated. CARB has committed to review the emission factors for ORVR and EVR controls, and if necessary, staff will bring additional amendments to the Board as a result of any future revisions.

The public hearing was opened; and the following individual addressed the Board on Item 29.

Bill LaMarr, California Small Business Alliance, expressed appreciation to staff for re-evaluating refueling emission factors to account for emission reductions for enhanced vapor recovery systems for vehicles and gasoline dispensing facilities.

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

Written Comments Submitted By:

Michael S. McDonough, Pillsbury Winthrop Shaw Pittman LLP

MOVED BY CACCIOTTI, AND SECONDED BY
MITCHELL, AGENDA ITEM NO. 29
APPROVED AS RECOMMENDED,
ADOPTING RESOLUTION NO. 17-16,
DETERMINING THAT PROPOSED
AMENDMENTS TO RULE 1401 ARE EXEMPT
FROM THE REQUIREMENTS OF CEQA AND
AMENDING RULE 1401—NEW SOURCE
REVIEW OF TOXIC AIR CONTAMINANTS, BY
THE FOLLOWING VOTE:

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

NOES: None

ABSENT: Nelson

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Mr. Nastri noted that the annual Rule and Control Measure Forecast adopted in December 2016 indicated that Proposed Rule 415 regarding odors from animal rendering facilities was scheduled to come before the Board in October 2017. Due to enhanced enforcement and rule making efforts that staff has undertaken this year, the proposed rule had been moved to be considered in early 2018.

Chairman Burke stressed the importance of addressing these odors as soon as possible.

Mr. Nastri explained that in order to properly notice and prepare the Board package the proposed rule could be considered at the November or December Board meeting.

Chairman Burke directed staff to set Rule 415 for Public Hearing as soon as feasible.

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OTHER BUSINESS

30. Amend Governing Board Meeting Procedures

Kurt Wiese, General Counsel, gave the staff presentation on Item 30.

Supervisor Kuehl suggested further clarification to the section regarding willfully speaking on an issue not before the Board, as by its terms it would apply to those speaking under the public comment period and at that time, there is no item before the Board. Supervisor Kuehl suggested that it should be at the Chairman's discretion to instruct the individual to hold comments until the public comment period. In addition, it should remain the Chairman's discretion to reduce the maximum time a person can speak when several individuals have signed up to speak on a topic.

Dr. Lyou expressed concerns about the requirement to submit a comment card before discussion begins on an item and noted that it could create an inefficient process. He added that this could result in individuals signing up to potentially speak on all agenda items in order to not miss the opportunity to speak on an issue of interest to them. He added that this would be especially concerning for any latecomers who would be penalized because they did not fill out a card before discussion began. He expressed support for maintaining the current policy of allowing public comments as long as the item is still under consideration. He concurred with Supervisor Kuehl's comments about the language regarding willfully speaking on an item.

Supervisor Ashley and Dr. Parker concurred with the previously stated Board member comments regarding clarifying willfully speaking and serial speakers.

Council Member Mitchell concurred with Supervisor Kuehl about public comments and added that it is important to hear all individuals when there are health issues involved. She added that she agreed with Dr. Lyou about the speaker cards.

Council Member Buscaino stressed the importance of conducting meetings in a peaceful, efficient, and democratic manner, and added that disruptions such as the incident at the June 2, 2017 meeting, impede the business before the Board and prevents individuals from speaking.

Bill LaMarr, California Small Business Alliance, expressed concern about limiting public testimony to 90 seconds, especially regarding complex and technical matters. He expressed appreciation for the public meeting that occurred on this issue.

(Supervisor Nelson arrived at 10:20 a.m.)

Yvonne Watson, Sierra Club, expressed appreciation to staff for proposing no change to the existing three minute public testimony limit, and the recommendation for additional mobile meetings. She noted concerns about the group time limit, and proposed requirements for congregating in the aisles, as it impedes the public's ability to record or photograph the meeting. (Submitted Written Comments)

Harvey Eder, Public Solar Power Coalition, expressed support for continuing consideration of this item to incorporate additional recommendations, and stressed the importance of providing hard copies of agenda items 72 hours in advance of the meeting.

Chairman Burke directed staff to agendize this item for the next Administrative Committee meeting in order to incorporate the comments made by the by the Board and members of the public.

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

Harvey Eder, Public Solar Power Coalition, urged the District and Board to work to promote more Community Choice Aggregation (CCA) options for energy usage, and noted the value of utilizing solar-powered energy as a means to reduce premature deaths caused by PM2.5.

Ranee Alison addressed the Board regarding petrochemical odors in the City of Seal Beach that are causing headaches, nausea and dizziness, and urged the Board to install ambient air monitors to measure trace petroleum compounds. She also requested that SCAQMD look at records of ocean-going vessels and offshore platforms. She noted that this issue has been ongoing for two years and has been increasing in frequency over the last several months and provided the Board with written information regarding this issue.

Steven Stasoiski expressed concerns about petrochemical odors in Seal Beach, Huntington Beach, Long Beach and Newport Beach. He reported that residents experienced headaches, nausea and dizziness from an odor event that occurred on September 11, 2016, and suggested that the odors may be caused by ocean vessels. He urged the Board to install air monitors, partner with other government agencies to determine the source of these odors, and provide information on the SCAQMD website.

Chairman Burke commented that he received several phone calls from individuals who experienced the September 11, 2016 odor event and asked Mr. Nastri if the District had determined the cause of the odors.

Mr. Nastri responded that the transient nature of odors makes it very difficult to investigate such incidences. If the wind shifts, investigators may not be able to verify the odors when they report to the area. Staff is working with the local fire departments and has provided them training on collecting air samples during odor events. Staff has inspected all the platforms recently. He added that staff is working with U.S. EPA, U.S. Coast Guard and other agencies to coordinate efforts and is evaluating monitoring technology that may help.

Chairman Burke urged staff to investigate the odor events reported by residents in these communities and asked staff to meet with Ms. Alison and Mr. Stasoiski after the Board meeting.

Dr. Lyou inquired if wind speed and direction and meteorological data had been collected and assessed, and if supplemental environmental project funds from other agencies could be used for community monitoring.

Dr. Miyasato responded that meteorological data has been an important factor in addressing this issue.

Bayron Gilchrist, DEO/Compliance and Enforcement, noted that meteorological data has been plotted and the samples that have been collected indicate both petroleum based and biological sources, potentially from the area wetlands.

Council Member Mitchell inquired about the regulations for the use of bunker fuel by ocean-going vessels.

Mr. Nastri replied that ocean-going vessels are prohibited from using bunker fuel within 200 nautical miles of the port. He added that the wetlands release sulfur and hydrogen sulfide and could be a source of odor complaints.

CLOSED SESSION

The Board recessed to closed session at 10:55 a.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:

Beck v. SCAQMD, WCAB Case Nos. ADJ1914537 and ADJ9748689; and

SCAQMD v. EPA, U.S. Court of Appeals, D.C. Circuit, Case No. 15-1115 (consolidated with 15-1123, Sierra Club, et al. v. EPA) (Out-of-Area RFP).

- 54956.9(a) and 54956.9(d)(4) to consider initiation of litigation (one case).
- 54957.6 to confer regarding upcoming labor negotiations with:

designated representatives regarding represented employee salaries and benefits or other mandatory subjects within the scope of representation [Negotiator: A. John Olvera; Represented Employees: Teamsters Local 911 and SCAQMD Professional Employees Association]; and to confer with:

labor negotiators regarding unrepresented employees [Agency Designated Representative: A. John Olvera; Unrepresented Employees: Designated Deputies and Management and Confidential employees].

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

ADJOURNMENT

There being no further business, the meeting was adjourned by Kurt Wiese at 11:55 a.m.

The foregoing is a true statement of the proceedings held by the South Coast Air Quality Management District Board on September 1, 2017.

Respectfully Submitted,

Denise Garzaro
Clerk of the Boards

Date Minutes Approved: _____

Dr. William A Burke, Chairman

ACRONYMS

CARB = California Air Resources Board
CEQA = California Environmental Quality Act
CNG = Compressed Natural Gas
DEO = Deputy Executive Officer
FY = Fiscal Year
MSRC = Mobile Source (Air Pollution Reduction) Review Committee
NOx = Oxides of Nitrogen
PM2.5 = Particulate Matter ≤ 2.5 microns
RFP = Request for Proposals
RRP = Risk Reduction Plan
U.S. EPA = United States Environmental Protection Agency

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 2

PROPOSAL: Set Public Hearing November 3, 2017 to Consider Adoption of and/or Amendments to SCAQMD Rules and Regulations:

(A) Certify Final Environmental Assessment and Adopt Rule 415 - Odors from Rendering Facilities

PR 415 is designed to reduce odors from facilities conducting inedible rendering operations. PR 415 is the result of a long-standing issue that was identified by the Working Group for the Clean Communities Plan in the pilot study area of Boyle Heights, a community near the City of Vernon rendering facilities. PR 415 includes implementation of Best Management Practices, use of either permanent total enclosures or a closed system for process areas that have high potential for odors, as well as other measures to control odors from rendering operations. This action is to adopt the Resolution: 1) Certifying the Final Environmental Assessment for Proposed Rule 415 – Odors from Rendering Facilities; and 2) Adopting Rule 415 – Odors from Rendering Facilities. (Reviewed: Stationary Source Committee, February 20, 2015 and September 15, 2017)

(B) Certify Final Environmental Assessment and Amend Rule 1420 – Emissions Standard for Lead

Rule 1420 was adopted in September 1992 with the purpose of reducing lead emissions from non-vehicular sources. On October 15, 2008, the U.S. EPA lowered the National Ambient Air Quality Standard (NAAQS) for lead from 1.5 µg/m³ to 0.15 µg/m³ averaged over a rolling 3-month period to protect public health and the environment. PAR 1420 – Emissions Standard for Lead will further protect public health from exposure to lead from facilities not covered under recently adopted Rules 1420.1 and 1420.2, and to help ensure continued attainment of the lead NAAQS. The SCAQMD staff is proposing an initial ambient air lead concentration limit of 0.150 µg/m³ averaged over any consecutive 30 days which will be lowered to a final limit of 0.100 µg/m³ consistent with Rules 1420.1 and 1420.2. The proposed rule also establishes requirements for enclosures, revisions to the point source lead emission limits, periodic source testing, conditional

ambient air monitoring, and enhanced housekeeping. This action is to adopt the Resolution: 1) Certifying the Final Environmental Assessment for Proposed Amended Rule 1420 – Emissions Standard for Lead; and 2) Amending Rule 1420 – Emissions Standard for Lead. (Reviewed: Stationary Source Committee, September 15, 2017)

The complete text of the proposed amendment, staff report and other supporting documents will be available from the District's Public Information Center, (909) 396-2001 and on the Internet (www.aqmd.gov) as of October 4, 2017.

RECOMMENDED ACTION:

Set Public Hearing November 3, 2017 to adopt Rule 415 and amend Rule 1420.

Wayne Nastri
Executive Officer

dg

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 3

PROPOSAL: Execute Contracts to Implement Advanced Building Energy Management Projects

SYNOPSIS: In November 2016, the CEC released two competitive solicitations to fund efficiency projects using pre-commercial technologies and advanced renewable energy coupled with battery storage. During CEC's open solicitation process, staff was approached by two firms, Willdan Energy Solutions and Advanced Microgrid Solutions, to utilize the SCAQMD building as a site for their proposed energy projects. CEC subsequently awarded Willdan Energy Solutions \$3,994,265 for pre-commercial efficiency projects; and Advanced Microgrid Solutions \$2,731,862 for advanced renewable energy with a battery storage project. This action is to execute contracts with Willdan Energy Solutions in an amount not to exceed \$2,293,645 from the Infrastructure Improvement Fund (02) and Advanced Microgrid Solutions for a 20-year power efficiency agreement.

COMMITTEE: Technology, September 15, 2017; Recommended for Approval

RECOMMENDED ACTIONS:

Authorize the Chairman to execute sole source contracts with the following contractors:

1. Willdan Energy Solutions, a subsidiary of Willdan Group, Inc., in an amount not to exceed \$2,293,645 using the Infrastructure Improvement Fund (2); and
2. Advanced Microgrid Solutions for a 20-year power efficiency agreement for the implementation of additional solar and battery storage at a cost not to exceed 75 percent of the savings from the annual reduction in utilities expense from District General Fiscal Years 2017-18 through FY 2037-38 Budgets, Services and Supplies Major Object, Utilities Account and up to \$600,000 from the California Public Utilities Commission's Self Generation Incentive Program, if awarded to SCAQMD.

Wayne Nastri
Executive Officer

Background

In November 2016, the CEC released two competitive solicitations. The Emerging Energy Efficient Technology Demonstrations (EEETD) solicitation requires projects to demonstrate at least 20 percent energy efficiency improvement through the use of pre-commercial technologies on existing buildings within four funding categories: Government, Colleges/Schools, Privately Owned Buildings, and Military. The second solicitation entitled “Solar+: Taking the Next Steps to Enable Solar as a Distribution Asset” (Solar+) requires projects to explore pathways to reduce the environmental, public health, and air quality impacts of electricity generation, distribution and storage, as well as improve overall resiliency of the electrical grid infrastructure.

Staff was approached by two firms proposing to use SCAQMD’s headquarters building as the demonstration site for the above-mentioned solicitations.

- 1) Willdan Energy Solutions proposed to use SCAQMD’s headquarters as a demonstration site for the EEETD solicitation to implement several pre-commercial technologies to reduce energy use over 20 percent and provide capability to participate in utility-driven demand response events. Staff previously worked with Willdan in 2012. They reviewed the building’s systems and energy usage patterns, developed an energy model for the building, and provided recommendations to improve energy efficiency of the building through a Southern California Edison (SCE) funded program.
- 2) Advanced Microgrid Solutions (AMS) proposes to utilize SCAQMD’s headquarters as a demonstration site for the Solar+ solicitation to expand the current solar generation to include the latest photovoltaics, smart inverters, energy storage technologies, and advanced energy forecasting.

In March 2017, both firms were awarded CEC funding for their proposals. Willdan received an award in the amount of \$3,994,265 and AMS received an award in the amount of \$2,731,862. In June 2017, the AMS project was also notified by the California Public Utilities Commission’s (CPUC) Self-Generation Incentive Program (SGIP) that SCAQMD will be awarded an additional \$600,000 towards the Solar+ project. Once received, the SGIP funds will be paid to AMS to help cover the construction costs of the project. The proposed technologies from Willdan and AMS are shown in Table 1.

SCAQMD’s headquarters was opened in 1993 and has not been updated to incorporate the latest energy-efficient technologies or onsite power management systems that include renewable energy generation, battery storage, and the building’s energy usage profiles. Additionally, when SCAQMD’s headquarters building was designed, the electrical utility rate structures did not include time-of-use demand charges that now constitute the largest portion of SCAQMD’s electrical utility bills. Improving the

SCAQMD's headquarters building efficiency, adding additional onsite solar generation, and improved energy load shifting through battery storage and energy management will significantly lower SCAQMD's electricity costs, while also reducing emissions associated with power generation.

Proposal

Willdan Pre-Commercial Efficiency Project

This project implements pre-commercial technologies for commercial buildings and will demonstrate efficiency solutions for buildings with critical environments, such as laboratories. The projects include: (1) Replacing the SCAQMD building chillers with high-efficiency low global warming potential refrigerant chillers; (2) Improving SCAQMD's lighting with LED fixtures and innovative controls with off-grid exterior parking lot LED lighting, direct current (DC) LED lighting for the laboratory, and implement advanced zone-level building management system (BMS) controls; (3) replace the laboratory's constant flow fume hoods with advanced variable flow laboratory exhaust systems; and (4) develop a demand response platform for SCAQMD.

AMS Advanced Renewable Energy with Battery Storage

This project will demonstrate an aggregated system composed of a PV smart inverter, a bi-directional storage inverter, behind-the-meter solar and storage, and an aggregator platform. The project will replace many of the older solar panels at the SCAQMD building along with adding new onsite solar panels, install a 750 kW battery storage system, and provide an uninterruptible power supply to protect sensitive equipment in the event of laboratory power outages or spikes.

Table 1. Advanced Building Energy Management Project Technologies for SCAQMD Headquarters

Company	Project	Technology
Willdan	Pre-Commercial Efficiency	Low GWP Refrigerant Variable Speed Chillers
		LED Interior Lighting with Integrated Controls
		Laboratory DC Lighting
		Low-Pressure-Drop Fume Hood Air Valves and Controls
		Advanced Lighting Controls with Demand Response Capability
		Building Management System with Plug Load Integration
		Off-Grid Exterior Lighting Poles
AMS	Advanced Renewable Energy with Battery Storage	500 kW High-Efficiency Solar Panels
		750 kW Lithium Ion Battery Racks
		(3) 250 kW Bi-Directional Inverters
		Energy Storage Controller

Sole Source Justification

Sections VIII.B.2 of the Procurement Policy identifies provisions under which sole source awards may be justified. This request for a sole source award is made under provisions B.2c: (1) The unique experience and capabilities of the proposed contractor and contract team and (2) The contractor has ownership of key assets required for project performance. The EEETD project being implemented by Willdan uses a comprehensive building energy model and proprietary efficiency technologies. Additionally, the Willdan project was competitively awarded by the CEC under GFO-16-304–Emerging Energy Efficient Technology Demonstrations and staff is proposing to cost-share the project with the CEC. The solar, storage and advanced inverter project being implemented by AMS uses energy forecast and control programs that are proprietary to AMS along with bi-directional inverters that enable the solar and storage system to provide power to sensitive equipment to the laboratory along with reducing demand charges. Additionally, the AMS project was competitively awarded by the CEC under GFO-16-309–“Solar +: Taking the Next Steps to Enable Solar as a Distribution Asset” and a subsequent SGIP award by the CPUC.

Benefits to SCAQMD

The project outlined above will update the building with the latest technologies to reduce energy demand, increase renewable energy generation through high-efficiency solar PV, and implement energy peak shaving, serving as a benefit to SCAQMD financially and also reducing reliance on the electricity grid while reducing power plant emissions. The current electricity usage and cost for the building is approximately 6.7 MWh and over \$900,000 annually. Energy savings achieved through implementation of these projects should improve the efficiency of the building by over 20 percent with annual electricity cost savings over \$350,000 for the building, which does not include the development of demand response capabilities. Cost savings will recover SCAQMD’s out-of-pocket expenditures in less than eight years. Furthermore, the projects will help accelerate commercialization of the various technologies and increase public awareness of opportunities for increased efficiency and air quality benefits in existing buildings.

Resource Impacts

The total project cost for the Willdan Pre-Commercial Efficiency project is \$6,376,481 with an SCAQMD cost-share not to exceed \$2,293,645 from the Infrastructure Improvement Fund (02). Other leveraged funds include \$88,580 toward equipment from technology manufacturers, including Trane US, Inc., and Aris Renewable Energy.

The AMS Advanced Renewable Energy with Battery Storage project is a 20-year power efficiency agreement which is estimated to generate \$182,447 annual utility bill savings, of which AMS will receive 75 percent of shared savings with the remaining 25 percent to SCAQMD annually. Other leveraged funds include \$600,000 from the CPUC’s Self Generation Incentive Program. Fifty percent of the \$600,000 will be received upon

installation of the solar system and the remaining 50 percent will be received over a five-year period upon meeting required performance standards. The SGIP funds will be recognized and budget appropriated (for payment to AMS) as part of the budget process in the appropriate fiscal years and allocated to the contract, if received.

Details on project costs and funding are below:

**Table 2. Budget Summary Table for Advanced Building
Energy Management Projects**

Company	Project	CEC Awarded	SCAQMD Cost-Share	Other Leveraged Funds
Willdan	Pre-Commercial Efficiency	\$3,994,256	\$2,293,645	\$88,580
AMS	Advanced Renewable Energy with Battery Storage	\$2,731,862	\$137,000 annually*	\$600,000

*\$182,000 estimated total annual utility savings with approximately \$46,000 to SCAQMD

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 4

PROPOSAL: Execute Contract to Assess Air Quality and Greenhouse Gas Impacts of Microgrid-Based Electricity System

SYNOPSIS: California has set a goal of installing 12,000 megawatts of distributed generation in the state by 2020 to reduce criteria pollutant and greenhouse gas emissions from the electricity and transportation sectors. Microgrids allow local management of energy resources and loads, which will more easily allow electrification of transportation. The University of California Irvine (UCI) through its Advanced Power and Energy Program proposes to perform three projects to evaluate air quality and greenhouse gas impacts. These projects will focus on potential fuel cell technology applications for industrial operations and petroleum refineries, assess impacts of renewable hydrogen blending in existing natural gas infrastructure and equipment, and compare economic performance of a fuel cell and battery-electric bus operating in a microgrid. This action is to execute a contract with UCI in an amount not to exceed \$660,000 from the Clean Fuels Fund (31).

COMMITTEE: Technology, September 15, 2017; Recommended for Approval

RECOMMENDED ACTION:

Authorize the Chairman to execute a contract with UCI for the assessment of air quality and greenhouse gas impacts of a microgrid-based electricity system in an amount not to exceed \$660,000 from the Clean Fuels Fund (31).

Wayne Natri
Executive Officer

Background

The development of microgrids is gaining attention as a means of increasing the resilience and reliability of the electricity system, reducing criteria pollutant and greenhouse gas (GHG) emissions from the electricity and transportation sectors, and increasing the deployment of renewable power generation resources in serving electric load demand. The provision of electric service through microgrids has a number of potential advantages, including but not limited to:

- Reducing transmission losses and the need for transmission capacity and additional transmission lines to connect external generation;
- Taking advantage of co-/poly-generation methods such as combined heat and power or distributed heating and cooling;
- Allowing usage of otherwise stranded assets such as biogas and biomass; and
- Maintaining electric service in the event of an external grid outage.

As microgrids become more prevalent, capacity for electricity generation which was previously outside the South Coast Air Basin (Basin) will be retired and replaced with new capacity inside of the Basin. The potential of microgrids to substantially reduce criteria pollutant emissions depends entirely on their design.

The University of California Irvine (UCI) Advanced Power and Energy Program (APEP) has developed expertise in research involving electric grid modeling at the macro- and micro-grid scales and characterizing the technical, economic, and environmental performance sensitivities of these systems. This expertise was developed through several major research projects funded by DOE, California Energy Commission (CEC), and Southern California Gas (SoCalGas). UCI APEP has a Generic Microgrid Controller (GMC) to manage efficient, reliable, and resilient operation of the microgrid. APEP is also applying the GMC to a Southern California Edison state-of-the-art substation in order to explore the applicability of microgrid control to primary circuits of the utility. The proposed project will be linked with those related programs to explore microgrid design features that facilitate zero emissions of both criteria pollutants and GHGs in stationary and mobile uses.

Proposal

This action is to execute a contract with UCI to assess criteria pollutant and GHG impacts of a microgrid-based electricity system by evaluating, respectively: fuel cell technology for industrial applications, emission impacts of renewable fuel blending in the natural gas system, and environmental and economic advantages of a fuel cell and battery-electric bus operating under a microgrid. Matching funding will be provided by UCI, DOE, CEC, SoCalGas, UCI, and National Science Foundation (NSF).

Fuel Cell Technology for Industrial and Petroleum Refinery Microgrids

This project proposes an assessment of emission reductions achievable from fuel cell technology deployment at industrial sites in the Basin, with a focus on petroleum refining activities. Additionally, fuel cells within commercial microgrids will be considered with a focus on the ability of fuel cells to offset emissions from traditional backup generation. This study will address these needs by: 1) thoroughly assessing sources of emissions within the industry to better understand associated needs and constraints; 2) identifying and characterizing optimal pathways for fuel cell deployment in various industrial activities; and 3) quantifying the potential associated emission reductions in the Basin – including consideration of those in underserved communities. Based on the evaluation results, UCI will provide overall assessment of the criteria pollutant and GHG advantages of increased deployment of fuel cells in industrial and commercial applications, including petroleum refineries. This will assist the SCAQMD in developing strategies to transform stationary industrial equipment to zero- and near-zero technologies, e.g., providing insight into how incentive programs should be structured to encourage fuel cell adoption.

Assess the Emission Impacts of Renewable Fuel Blending in the Natural Gas System

Current research on renewable fuel injection into the natural gas system has focused primarily on the feasibility and safety of injection and blending of fuels, and little is known regarding the potential emissions impacts. Therefore, research is needed to support the development of holistic combustion device and burner deployment strategies targeting minimal emissions of criteria pollutants and maximum criteria pollutant, GHG, and human health benefits. This project aims to address these needs by performing the following: 1) leverage existing and currently available tools for modeling combustion burner performance and emissions available at the UCI in conjunction with developing additional tools as necessary; 2) identify and characterize emission impacts for a range of gas-consuming end-use devices to create economy-wide scenarios representative of renewable gaseous fuel blending; and 3) spatially and temporally characterize resulting criteria pollutant, air toxic emissions, and GHG impacts in the Basin. The results will evaluate advantages and disadvantages of increased renewable fuel integration into the natural gas system, as well as guidance for the design of burner-type deployment strategies in different economic sectors to maximize air quality benefits of renewable fuel utilization.

Comparative Study on Environmental-Economic Impacts of Fuel Cell and Battery-Electric Buses within a Microgrid

The improvement of air quality in urban areas requires the reduction of criteria pollutant emissions across several sectors. The public transport sector is of particular interest, in part due to the localized emissions in disadvantaged communities. Transit authorities looking to renew their fleets are faced with decisions between multiple bus technologies, each with different strengths and weaknesses, as well as infrastructure requirements. These decisions are made more difficult by the rapid rate of improvement

and less-well-known costs of advanced technologies such as battery-electric buses (BEBs) and fuel cell buses (FCBs). Both zero-emission bus (ZEB) technologies have been individually tested in several demonstration projects. UCI has been operating one FCB with Anteater Express since November 2015. Anteater Express will acquire 20 plug-in BEBs in the fall of 2017, making UCI's bus fleet the first fully zero-emissions fleet in California; and the first transit agency in the country to have an exclusive mix of BEBs and a FCB in operation. The simultaneous operation of BEB and FCB provides a unique opportunity to develop an evaluation framework under consistent conditions. The project will utilize the unique technology-mix fleet operating at UCI to produce the first comprehensive and consistent analysis of the BEB and FCB in practical operation, by leveraging tools developed by APEP to model the infrastructure requirements for the adoption of ZEBs and comparing the operational and economic performance of BEBs and FCBs in regular service.

Sole Source Justification

Section VIII.B.2 of the Procurement Policy and Procedure identifies four major provisions under which a sole source award may be justified. This request for a sole source award is made under provision B.2.d.(8): Other circumstances exist which in the determination of the Executive Officer require such waiver in the best interest of the SCAQMD. Such circumstances may include but are not limited to projects involving research and development efforts with educational institutions or nonprofit organizations

UCI is an educational institution and the APEP is an umbrella organization that addresses the broad utilization of energy resources and the emerging nexus of electric power generation, infrastructure, transportation, water resources, and the environment. Built on a foundation established in 1970 with the creation of the UCI Combustion Laboratory and the 1998 dedication of the National Fuel Cell Research Center, APEP focuses on education and research on clean and efficient distributed power generation and integration.

Benefits to SCAQMD

The proposed project supports the implementation of advanced technologies that could be used to further reduce NOx emissions from microgrid-based electricity systems. Microgrids offer many opportunities for reducing criteria pollutant emissions from many existing sources within the Basin. Specifically, fuel cell systems can be utilized to reduce emissions from commercial and industrial sources. Fuel cells can replace internal combustion engines in primary, back-up, and emergency generation to achieve emission reductions. Furthermore the injection of gaseous renewable fuels into the existing natural gas system represents a key pathway towards reducing GHG emissions by displacing the corresponding volume of fossil-derived natural gas. For mobile sources, microgrids allow local management of energy resources and loads which will more easily allow electrification of transportation within the Basin.

The proposed project is included in the *Technology Advancement Office Clean Fuels Program 2017 Plan Update* under the categories “Electric/Hybrid Technologies & Infrastructure” and “Hydrogen and Fuel Cell Technologies and Infrastructure.”

Resource Impacts

The total cost for the proposed projects is \$1,300,000, of which SCAQMD’s proposed contribution will not exceed \$660,000 from the Clean Fuels Fund (31), as summarized below.

Proposed Projects	SCAQMD Funding Amount	Match Funding Amount	Project cost
Fuel Cell for Industrial Applications	\$180,000	\$120,000 (SoCalGas, DOE, UCI)	\$300,000
Renewable Fuel Blending in Natural Gas System	\$230,000	\$320,000 (CEC, SoCalGas, UCI)	\$550,000
Performance Comparison of Battery-electric and Fuel Cell Bus	\$250,000	\$200,000 (NSF, SoCalGas, UCI)	\$450,000
Total	\$660,000	\$640,000	\$1,300,000

Sufficient funds are available from the Clean Fuels Program 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: October 6, 2017

AGENDA NO. 5

PROPOSAL: Recognize Revenue, Execute Contracts for Electric Yard Tractor Replacements, Transfer Funds, Reimburse General Fund for Administrative Costs, and Issue Program Announcement for Commercial Lawn and Garden Equipment Exchange Program

SYNOPSIS: In March 2017, SCAQMD was awarded \$4,954,500 from U.S. EPA's 2016 Targeted Air Shed Program for electric yard tractor replacements and a Commercial Electric Lawn and Garden Equipment Exchange Program. This action is to recognize revenue up to \$4,954,500 from U.S. EPA for these two projects and issue a Program Announcement to solicit proposals from manufacturers or suppliers for replacement of older commercial lawn and garden equipment with zero emission, battery-electric commercial grade equipment. This action is also to recognize up to \$312,500 and \$187,500 from the Port of Los Angeles and Port of Long Beach, respectively, into the Advanced Technology, Outreach and Education Fund (17), transfer \$500,000 as a temporary loan and \$442,750 for SCAQMD's cost share from the Clean Fuels Program Fund (31) into the Advanced Technology, Outreach and Education Fund (17), and execute contracts for electric yard tractor replacements in an amount not to exceed \$3,360,000 from the Advanced Technology, Outreach and Education Fund (17). Finally, this action will also reimburse the General Fund for administrative costs up to \$60,000 for the electric yard tractor replacements project.

COMMITTEE: Technology, September 15, 2017, Recommended for Approval

RECOMMENDED ACTIONS:

1. Recognize, upon receipt, up to \$4,954,500 from U.S. EPA's 2016 Targeted Air Shed Grant Program into the Advanced Technology, Outreach and Education Fund (17), comprised of \$2,477,250 for electric yard tractor replacements at the San Pedro Bay Ports, as well as \$2,477,250 for a Commercial Electric Lawn and Garden Equipment Exchange Program.
2. Issue Program Announcement #PA2018-03 for the Commercial Electric Lawn and Garden Equipment Exchange Program.

3. Recognize, upon receipt, up to \$500,000 comprised of \$312,500 from the Port of Los Angeles and \$187,500 from the Port of Long Beach, as cost-share funds for the electric yard tractor replacements into the Advanced Technology, Outreach and Education Fund (17).
4. Transfer \$500,000 as a temporary loan and \$442,750 for SCAQMD's cost share from the Clean Fuels Program Fund (31) into the Advanced Technology, Outreach and Education Fund (17).
5. Authorize the Chairman to execute contracts with the following entities to replace diesel- or liquefied petroleum gas-fueled yard tractors with battery-electric yard tractors:
 - a. West Basin Container Terminal, LLC for 10 yard tractors in an amount not to exceed \$2,100,000 from the Advanced Technology, Outreach and Education Fund (17); and
 - b. Total Terminals International for six yard tractors in an amount not to exceed \$1,260,000 from the Advanced Technology, Outreach and Education Fund (17).
6. Reimburse the SCAQMD General Fund up to \$60,000 from the Advanced Technology, Outreach and Education Fund (17) for administrative costs necessary to implement the electric yard tractor replacements project.

Wayne Natri
Executive Officer

MMM:FM:VAW:BC

Background

The U.S. EPA's 2016 Targeted Air Shed Grant Program is intended to reduce ozone and PM2.5 air pollution in non-attainment areas with the highest levels of exposure. In late 2016, SCAQMD applied for two grants under U.S. EPA's 2016 Targeted Air Shed Grant Program; in March 2017, the SCAQMD was awarded both grants. These grant awards are for an electric lawn and garden equipment incentive and exchange program as well as the replacement of liquefied petroleum gas (LPG)- or diesel-fueled yard tractors with electric yard tractors for demonstration at the San Pedro Bay Ports.

Proposal

This action is to recognize up to \$4,954,500 from U.S. EPA's 2016 Targeted Air Shed Grant Program into the Advanced Technology, Outreach and Education Fund (17), comprised of \$2,477,250 for a commercial electric lawn and garden equipment incentive and exchange program as well as \$2,477,250 for electric yard tractor replacements at the San Pedro Bay Ports. These actions are to also recognize revenue up to \$312,500 from the Port of Los Angeles and up to \$187,500 from the Port of Long Beach into the Advanced Technology, Outreach and Education Fund, transfer \$500,000 as a temporary loan and \$442,750 for SCAQMD's cost share from the Clean Fuels Program Fund (31) into the Advanced Technology, Outreach and Education Fund,

execute contracts, and reimburse the General Fund for up to \$60,000 for administrative costs to implement the electric yard tractor replacements project.

Electric Lawn and Garden Equipment Incentive and Exchange Program

This program will incentivize and accelerate the replacement of older commercial lawn and garden equipment with the latest zero emission, battery-electric commercial grade equipment for use in environmental justice areas. The Program will target the replacement of the most polluting commercial lawn and garden equipment, including chain saws, leaf blowers, lawn mowers and trimmers. In order to qualify for the funding, an equivalent operable gasoline or diesel lawn and garden equipment must be scrapped along with at least one fuel storage container. The Program will be made available to local governmental agencies, school districts, commercial gardeners and non-profits, and is expected to begin in the fourth quarter of this year following the conclusion of SCAQMD's Leaf Blower Exchange Program.

The SCAQMD has been working with CARB through a partnership to share information from SCAQMD's electric lawn and garden equipment incentive and exchange program. CARB has executed a \$200,000 contract with California State University Fullerton (CSUF) to collect information from participants in SCAQMD's exchange program through a series of questionnaires for a period of one year following participants' receipt of equipment. CARB may allocate a portion of their funding to incentivize program participants to complete the questionnaires in order to increase the survey response rate. Survey data collected through this program will provide information on equipment usage, performance of the zero emission equipment, specifications on the gasoline or diesel equipment traded in, and information about other commercial lawn and garden equipment currently in use. This collaboration will provide an opportunity to evaluate the feasibility of implementing programs of this scope statewide and determining readiness of this technology for marketplace deployment on a commercial level. Information collected will contribute to assessing assumptions currently used to determine the cost-effectiveness of commercial electric lawn and garden equipment and updating emissions estimates to support CARB's future rulemaking efforts.

This action is to issue a Program Announcement to solicit proposals from manufacturers and/or suppliers of zero emission, battery-electric commercial grade lawn and garden equipment, including but not limited to: chain saws, leaf blowers, lawn mowers and trimmers. The solicitation will require competitive pricing information including any volume discounts for commercial-grade electric lawn and garden equipment models that are currently available for sale.

Electric Yard Tractor Replacements at the Ports

This program will incentivize the replacement of up to 16 diesel- or LPG-fueled yard tractors with battery-electric yard tractors to demonstrate the technology's capability and durability to support demanding duty cycles of cargo handling operations at port

terminals. Successful demonstration will help promote market acceptance and accelerate wider-scale deployment of zero emission cargo transport technologies at the San Pedro Bay Ports and in our Basin. In collaboration with the Ports of Los Angeles and Long Beach, two terminal operators, West Basin Container Terminal (WBCT) and Total Terminals International (TTI), have been selected as cost-share partners to replace their yard tractors with electric yard tractors. The replaced yard tractors will be destroyed by a licensed dismantler to ensure permanent and enforceable emission reductions.

Total funding for the proposed electric yard tractor replacements project is \$5,340,000, including \$60,000 for administrative costs, as outlined in the table below:

Funding Source	WBCT	TTI	Admin. Costs	Total
U.S. EPA	\$1,344,750	\$1,072,500	\$60,000	\$2,477,250
POLA	\$312,500			\$312,500
POLB		\$187,500		\$187,500
Proponents	\$1,200,000	\$720,000		\$1,920,000
SCAQMD (<i>requested</i>)	\$442,750			\$442,750
Total	\$3,300,000	\$1,980,000	\$60,000	\$5,340,000

Sole Source Justification

Section VIII.B.3 of the Procurement Policy and Procedure identifies provisions under which a sole source award may be justified when funded in whole or in part with federal funds. The request for a sole source award for the electric yard tractor replacements project is made under the provision B.3.c: the awarding federal agency authorizes noncompetitive proposals.

Benefits to SCAQMD

The proposed projects will reduce ozone and PM2.5 air pollution in areas that have been identified by the U.S. EPA to be within the top five of the most polluted areas in the U.S. relative to annual ozone or PM2.5 standards. The proposed projects will require the replacement of in-use, higher-polluting equipment with zero emission equipment resulting in emission reductions that are needed to achieve the national ambient air quality standards. Both projects will also promote the market acceptance of zero emission battery-electric technologies. The successful integration of the proposed battery-electric equipment will help accelerate market acceptance and broader commercialization, while providing significant benefits in emission reductions and public health, as well as GHG reductions as co-benefits, for the Environmental Justice communities around the Ports and in other areas throughout the South Coast region.

Resource Impacts

The \$4,954,500 from U.S. EPA's 2016 Targeted Air Shed Grant Program will be recognized into the Advanced Technology, Outreach and Education Fund (17) for the two proposed projects: up to \$2,477,250 for the Electric Lawn and Garden Equipment Incentive and Exchange Program, and up to \$2,477,250 for the electric yard tractor replacements project.

Cost-share funds for the yard tractor replacements project comprised of \$312,500 from the Port of Los Angeles and \$187,500 from the Port of Long Beach will be recognized into the Advanced Technology, Outreach and Education Fund (17).

Additional funding of up to \$442,750 from the SCAQMD Clean Fuels Program will be used to fund the yard tractor replacements project. 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.

Attachment

Program Announcement #PA2018-03 Commercial Electric Lawn and Garden Equipment Incentive and Exchange Program in Environmental Justice Areas

Announcing the
South Coast Air Quality Management District's

Commercial Electric Lawn and Garden
Equipment Incentive and Exchange
Program in Environmental Justice Areas

Program Announcement

PA2018-03

October 6, 2017

DATE: October 6, 2017

TO: All Interested Parties

FROM: Wayne Nastri, Executive Officer, SCAQMD

SUBJECT: SCAQMD Commercial Electric Lawn and Garden Equipment Incentive and Exchange Program Announcement

The South Coast Air Quality Management District (SCAQMD) is pleased to announce this opportunity for manufacturers and/or suppliers of commercial-grade, electric lawn and garden equipment, including but not limited to: chain saws, leaf blowers, lawn mowers and trimmers. This program announcement will solicit competitive pricing information from manufacturers and/or suppliers of commercial-grade, electric lawn and garden equipment that are currently available for sale, including volume discounts that can be applied to the SCAQMD program. The SCAQMD Commercial Electric Lawn and Garden Equipment Incentive and Exchange Program is expected to start in the spring of 2018 and continue through the spring of 2020. This Program will provide a financial incentive to local governments, school districts, nonprofit organizations, and commercial gardeners that are located in environmental justice communities to turn in their old, polluting lawn and garden equipment and purchase commercial zero-emission, battery-electric lawn and garden equipment.

This program is expected to replace over 4,500 pieces of equipment with zero emission, electric lawn and garden equipment in environmental justice areas of the South Coast Air Basin. Contracts may be awarded to multiple manufacturers/suppliers. All interested parties are encouraged to apply.

The SCAQMD staff is available to assist applicants during the preparation of their applications for this program. Points of contact for administrative and technical assistance are included in the attached Program Announcement in Section F.

Should you have any questions regarding this Program Announcement, please contact:

Mr. Vasken Yardemian, Program Supervisor, at (909) 396-3296.

The Program Announcement can also be accessed via the Internet by visiting SCAQMD's website at <http://www.aqmd.gov> where it can be viewed by making the selection "Grants & Bids."

The program's main objective is to reduce emissions of harmful air pollutants from the use of gasoline or diesel powered lawn and garden equipment through their replacement with zero-emission equipment in areas of the SCAQMD jurisdiction that have been identified as environmental justice areas, and we look forward to receiving your application.

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**A. *COMMERCIAL ELECTRIC LAWN AND GARDEN EQUIPMENT
INCENTIVE AND EXCHANGE PROGRAM OVERVIEW***

The purpose of this Program Announcement is to solicit competitive proposals with pricing information from qualified manufacturers or suppliers of commercial grade, battery-electric lawn and garden equipment to be used in a lawn and garden equipment exchange program in the South Coast Air Basin. The Program will provide a financial incentive to local governments, school districts, nonprofit organizations, and commercial gardeners located in environmental justice communities to replace old, polluting commercial lawn and garden equipment with new zero-emission, electric lawn and garden equipment.

This Program Announcement will identify one or more manufacturers or suppliers of commercial electric lawn and garden equipment who will provide the best value including price and other project criteria for participation in the SCAQMD's program.

The successful bidder(s) should be knowledgeable and experienced in the manufacture, and commercial distribution of reliable commercial grade electric lawn and garden equipment. They should have an established network of customer service and distribution centers.

Total SCAQMD funding to be allocated will depend upon the availability of funds and the amount of discount per unit offered by the manufacturers and/or suppliers.

B. *PROGRAM SCHEDULE*

The implementation schedule of this program is illustrated below

October 6, 2017	Issue Program Announcement PA2018-03
December 15, 2017	Applications due no later than 1:00 PM
March 16, 2018	Mobile Source Committee Approval
April 6, 2018	Governing Board Approval
May 2018	Contract Execution
May 2020	Completion of Program

C. PROPOSAL SUBMITTAL

There is no application form for this Program Announcement, however applicants must submit a proposal that includes all of the items listed in Section D of this Program Announcement.

The applicant shall submit **four copies** of the project proposal in a sealed envelope, plainly marked in the upper left-hand corner with the name and address of the applicant and the words "Program Application PA2018-03. **All proposals for the SCAQMD Commercial Electric Lawn and Garden Equipment Exchange Program are due no later than 1:00 p.m., Friday December 15, 2017.**

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

The written proposals must be received by SCAQMD by the specified date and time regardless of when they are postmarked for delivery. Email and faxed copies will not be accepted. Be sure to obtain a receipt upon submittal of your proposal that identifies the date and time of the submittal.

D. PARTICIPATION GUIDELINES, REQUIREMENTS, & CONDITIONS

Amounts of Funding

SCAQMD received a grant in the amount of \$2,477,250 from the U.S. EPA's 2016 Targeted Air Shed Program to implement this electric lawn and garden equipment incentive and exchange program in environmental justice areas of the South Coast Air Basin. This funding is intended to reduce emissions, including ozone and PM2.5 air pollution, in non-attainment areas of the South Coast Air Basin through the accelerated retirement of older commercial lawn and garden equipment and replacement with the latest zero-emission, battery-electric commercial grade equipment. The areas that will be targeted for this funding will be those areas within the South Coast Air Basin that are disproportionately impacted by air pollution and identified as environmental justice areas.

In addition to the EPA grant funds, the SCAQMD anticipates cost share funds up to \$2,312,458 from other sources, including the participants in the program. The combined total funding for this SCAQMD commercial electric lawn and garden equipment exchange program is estimated at \$5,393,931.

Proposal Requirements

The South Coast Air Quality Management District (SCAQMD) is pleased to announce this opportunity for manufacturers and/or suppliers of commercial grade, electric lawn and garden equipment to partner with the SCAQMD in the implementation of the SCAQMD's Commercial Electric Lawn and Garden Equipment Incentive and Exchange

Program, which is expected to begin in the spring of 2018. Following this solicitation, SCAQMD will identify those manufacturers and/or suppliers who have provided competitive pricing and have been selected to partner with SCAQMD to implement this program.

The program is designed to provide the incentive funds to local governments, school districts, nonprofit organizations, and commercial gardeners to replace their older, polluting lawn and garden equipment with the latest models of zero-emission, battery-electric equipment. The SCAQMD would like the participants to have the opportunity to select from a choice of makes and models of commercial grade electric lawn and garden equipment including handheld trimmers, chainsaws, pruners, backpack and handheld blowers, and lawnmowers including ride-on and walk-behind mowers with a cutting width greater than 30 inches.

Bidders to this Program Announcement must provide the following specification details for each proposed commercial grade equipment type and model (per unit) using Table A – Equipment Specifications. Please copy this table and complete for additional equipment, as needed.

Table A – Equipment Information/Specifications

<i>Please complete the required information below, as applicable, for each make/model of electric lawn and garden equipment you propose. Please copy this table for additional equipment, as needed.</i>	
Equipment Type	
Equipment Model Number	
Cordless/Rechargeable	Yes/No
Clipping Bag Included (if applicable)	Yes/No
Cutting Width	
Ride-on or walk-behind	
Height Adjustability (Range)	
Mulching Capability	Yes/No
If yes, is it included in the price?	Yes/No
Self-propelled (if applicable)?	Yes/No
Noise Rating in dB(A)	
Air Velocity (mph)	
Air Volume with tubes (cfm)	
Air Volume without tubes (cfm)	
Battery:	
Charging Time (From zero charge)	
Lift-out Replaceable Battery	Yes/No
Run Time per charge	
Battery – Voltage	
Battery – Amp Hour Capacity	
Warranty:	
Warranty Exchange	
Warranty Period for the Mower	
Warranty Period for the Battery	
Weight (Including Battery)	
Toll-free Service Number	
Cost and Promotional Information:	
Manufacturer's Suggested Retail Price (MSRP)	
Best Unit Price for SCAQMD's Program*	
Volume Discount Offered **	
One Response per Bidder:	
List of service locations local to SCAQMD	
Promotional Equipment Provided	Yes/No; How many?

*Please provide the best pricing per unit for SCAQMD's program.

**Please include any volume discounts that can be offered for the SCAQMD program.

This SCAQMD Program is anticipated to replace more than 4,640 pieces of lawn and garden equipment, however the number of each type of lawn and garden equipment is unknown at this time. The number of each type of lawn and garden equipment purchased through this program will depend upon the participation level, demand from participants, and the availability of co-funding that can be applied to this program. If additional funds become available, larger quantities may be needed. This program provides incentive funding for commercial-grade, electric lawn and garden equipment only. Residential grade equipment is not allowed under this program.

The SCAQMD incentive funding will be used to reduce the unit price of each commercial electric lawn and garden equipment. The consumers will be able to purchase the equipment at a reduced price in exchange for an equivalent operable gasoline or diesel powered equipment with at least one fuel container. As the participants are given the choice of type of equipment and make/model, the actual numbers of different lawn and garden equipment purchased through this program will not be known until the program is completed.

Each proposal must also include verification of the commercial availability of the commercial-grade electric lawn and garden equipment (with any brochures or other equipment information that may be available), a commitment to supply the minimum quantities identified below, and identification of an adequate number of service centers as specified below. Each proposal shall address each of the following criteria:

- Detailed product specifications
- Product Availability
- Supply commitment (see minimum quantities below)
- Lead time between order date and product delivery date (if applicable)
- Product warranty information to be provided to the consumer
- Service Centers: Minimum of 5 locations required with at least one center located in each of the four counties served by SCAQMD. Preference will be given to manufacturers/suppliers with service centers in EJ areas.
- MSRP and price offered to SCAQMD:
Each manufacturer must provide their best price for each model they plan to offer. Although the SCAQMD plans to exchange more than 4,500 commercial grade electric lawn and garden equipment, there is no way to predict how many of each make or model will be sold.

Each proposal shall include a commitment to supply the following minimum quantities of each type of equipment:

Lawn Mowers (walk behind)	1,500
Lawn Mowers (larger size, >30-inches cutting size)	100
Leaf Blowers	1,500
Chain Saws	300
Trimmers	400
Other Lawn and Garden Equipment	200

The above minimum quantities of lawn and garden equipment are expected to be needed

for this SCAQMD Program. If your company cannot supply the minimum quantity above, please propose a lower quantity that your company will be able to provide.

In the selection process, preference in the evaluation may be given to models with the best specifications and or cost-effectiveness.

Company Contact

Proposers shall provide the company's contact person's name, address, phone numbers and email address.

E. PROJECT IMPLEMENTATION

Project Selection

Contractor(s) will be selected based on, but not limited to, the following criteria:

- Product Specifications
- Product Availability
- Pricing (including discounts offered for this SCAQMD Program)
- Supply Commitment
- Lead time between order date and product delivery date (if applicable)
- Product Warranty Information
- Service Centers: Minimum of 5 locations required with at least one center located in each of the four counties served by SCAQMD. Preference will be given to manufacturers/suppliers with service centers in EJ areas.

Product shall be available no later than January 2018.

F. IF YOU NEED HELP

This Program Announcement can be obtained by accessing the SCAQMD website at <http://www.aqmd.gov>. SCAQMD staff members are available to answer questions during the application acceptance period. In order to help expedite assistance, please direct your inquiries to the applicable staff person, as follows:

- For **General, Administrative, or Technical Assistance**, please

Contact: Vasken Yardemian
Program Supervisor
Phone: 909-396-3296
Fax: 909-396-3632
vyardemian@aqmd.gov

ATTACHMENT A

CERTIFICATIONS AND REPRESENTATIONS



South Coast Air Quality Management District

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

Business Information Request

Dear SCAQMD Contractor/Supplier:

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
Campaign Contributions Disclosure
Direct Deposit Authorization

REV 2/17



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178

(909) 396-2000 • www.aqmd.gov

BUSINESS INFORMATION REQUEST

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

REMITTING ADDRESS INFORMATION

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

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

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

BUSINESS STATUS CERTIFICATIONS

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

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

Statements of certification:

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

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

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

Check all that apply:

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

Percent of ownership: _____ %

Name of Qualifying Owner(s): _____

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

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

NAME

TITLE

TELEPHONE NUMBER

DATE

Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Request for Taxpayer Identification Number and Certification

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

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

Part I Taxpayer Identification Number (TIN)

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

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.

Social security number											
				-				-			
or											
Employer identification number											
				-							

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions on page 3.

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

General Instructions

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

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

Purpose of Form

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

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

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

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

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

By signing the filled-out form, you:

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

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

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

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

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

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

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

Foreign person. If you are a foreign person or the U.S. branch of a foreign bank that has elected to be treated as a U.S. person, do not use Form W-9. Instead, use the appropriate Form W-8 or Form 8233 (see Publication 515, Withholding of Tax on Nonresident Aliens and Foreign Entities).

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

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

1. The treaty country. Generally, this must be the same treaty under which you claimed exemption from tax as a nonresident alien.
2. The treaty article addressing the income.
3. The article number (or location) in the tax treaty that contains the saving clause and its exceptions.
4. The type and amount of income that qualifies for the exemption from tax.
5. Sufficient facts to justify the exemption from tax under the terms of the treaty article.

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

If you are a nonresident alien or a foreign entity, give the requester the appropriate completed Form W-8 or Form 8233.

Backup Withholding

What is backup withholding? Persons making certain payments to you must under certain conditions withhold and pay to the IRS 28% of such payments. This is called "backup withholding." Payments that may be subject to backup withholding include interest, tax-exempt interest, dividends, broker and barter exchange transactions, rents, royalties, nonemployee pay, payments made in settlement of payment card and third party network transactions, and certain payments from fishing boat operators. Real estate transactions are not subject to backup withholding.

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

Payments you receive will be subject to backup withholding if:

1. You do not furnish your TIN to the requester,
2. You do not certify your TIN when required (see the Part II instructions on page 3 for details),

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

4. The IRS tells you that you are subject to backup withholding because you did not report all your interest and dividends on your tax return (for reportable interest and dividends only), or

5. You do not certify to the requester that you are not subject to backup withholding under 4 above (for reportable interest and dividend accounts opened after 1983 only).

Certain payees and payments are exempt from backup withholding. See *Exempt payee code* on page 3 and the separate Instructions for the Requester of Form W-9 for more information.

Also see *Special rules for partnerships* above.

What is FATCA reporting?

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

Updating Your Information

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

Penalties

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

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

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

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

Specific Instructions

Line 1

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

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

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

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

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

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

d. **Other entities.** Enter your name as shown on required U.S. federal tax documents on line 1. This name should match the name shown on the charter or other legal document creating the entity. You may enter any business, trade, or DBA name on line 2.

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

Line 2

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

Line 3

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

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

Line 4, Exemptions

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

Exempt payee code.

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

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

- 1—An organization exempt from tax under section 501(a), any IRA, or a custodial account under section 403(b)(7) if the account satisfies the requirements of section 401(f)(2)
- 2—The United States or any of its agencies or instrumentalities
- 3—A state, the District of Columbia, a U.S. commonwealth or possession, or any of their political subdivisions or instrumentalities
- 4—A foreign government or any of its political subdivisions, agencies, or instrumentalities
- 5—A corporation
- 6—A dealer in securities or commodities required to register in the United States, the District of Columbia, or a U.S. commonwealth or possession
- 7—A futures commission merchant registered with the Commodity Futures Trading Commission
- 8—A real estate investment trust
- 9—An entity registered at all times during the tax year under the Investment Company Act of 1940
- 10—A common trust fund operated by a bank under section 584(a)
- 11—A financial institution
- 12—A middleman known in the investment community as a nominee or custodian
- 13—A trust exempt from tax under section 664 or described in section 4947

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

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

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

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

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

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

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

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

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

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

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

G—A real estate investment trust

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

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

J—A bank as defined in section 581

K—A broker

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

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

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

Line 5

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

Line 6

Enter your city, state, and ZIP code.

Part I. Taxpayer Identification Number (TIN)

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

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

If you are a single-member LLC that is disregarded as an entity separate from its owner (see *Limited Liability Company (LLC)* on this page), enter the owner's SSN (or EIN, if the owner has one). Do not enter the disregarded entity's EIN. If the LLC is classified as a corporation or partnership, enter the entity's EIN.

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

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

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

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

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

Part II. Certification

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

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

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

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

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

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

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

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

What Name and Number To Give the Requester

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

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

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

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

⁴ List first and circle the name of the trust, estate, or pension trust. (Do not furnish the TIN of the personal representative or trustee unless the legal entity itself is not designated in the account title.) Also see *Special rules for partnerships* on page 2.

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

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

Secure Your Tax Records from Identity Theft

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

To reduce your risk:

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

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

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

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

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

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

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

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

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

Privacy Act Notice

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

2017 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 Information

Name _____

Payee Information

Name _____

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

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 box.**

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 declare that I have examined the information on this form, including accompanying schedules and statements, and to the best of my knowledge and belief, it is true, correct, and complete. I further declare under penalties of perjury that if the facts upon which this form are based change, I will promptly notify the withholding agent.

Type or print payee's name and title _____

Telephone (____) _____

Payee's signature ► _____

Date _____

2017 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 and search for **backup withholding**.

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

Do not use Form 590 to certify an exemption from withholding if you are a **Seller of California real estate**. Sellers of California real estate use Form 593-C, Real Estate Withholding Certificate, to claim an exemption from 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 (TIN). The withholding agent must retain a copy of the certificate or substitute for at least five 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 nonwage 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 TIN and check the appropriate TIN box.

You must provide a valid 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

Do not send this form to the FTB. The withholding agent retains this form for a minimum of five years or until the payee's status changes, and must provide this form to the FTB upon request.

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 882, Resident and Nonresident Withholding Statement, Form 882-B, Resident and Nonresident Withholding Tax Statement, and Form 882-V, Payment Voucher for Resident and Nonresident Withholding.

Additional Information

Website: For more information go to ftb.ca.gov and search for **nonwage**.

MyFTB offers secure online tax account information and services. For more information and to register, go to ftb.ca.gov and search for **myftb**.

Telephone: 888.792.4900 or 916.845.4900, Withholding Services and Compliance phone service

Fax: 916.845.9512

Mail: WITHHOLDING SERVICES AND COMPLIANCE MS F182
FRANCHISE TAX BOARD
PO BOX 942867
SACRAMENTO CA 94267-0867

For questions unrelated to withholding, or to download, view, and print California tax forms and publications, 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
916.845.6800 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
916.845.6800 fuera de los Estados Unidos

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



CAMPAIGN CONTRIBUTIONS DISCLOSURE

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

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

In addition, SCAQMD Board Members or members/alternates of the MSRC must abstain from voting on a contract or permit if they have received a campaign contribution from a party or participant to the proceeding, or agent, totaling more than \$250 in the 12-month period prior to the consideration of the item by the Governing Board or the MSRC. Gov't Code §84308(c).

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

SECTION I.

Contractor (Legal Name): _____

DBA, Name _____, County Filed in _____

Corporation, ID No. _____

LLC/LLP, ID No. _____

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

SECTION II.

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

☐ Yes ☐ No **If YES, complete Section II below and then sign and date the form.
If NO, sign and date below. Include this form with your submittal.**
Campaign Contributions Disclosure, *continued*:

Name of Contributor _____

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

Name of Contributor _____

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

Name of Contributor _____

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

Name of Contributor _____

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

I declare the foregoing disclosures to be true and correct.

By: _____

Title: _____

Date: _____

DEFINITIONS	
Parent, Subsidiary, or Otherwise Related Business Entity (2 Cal. Code of Regs., §18703.1(d).)	
(1)	Parent subsidiary. A parent subsidiary relationship exists when one corporation directly or indirectly owns shares possessing more than 50 percent of the voting power of another corporation.
(2)	Otherwise related business entity. Business entities, including corporations, partnerships, joint ventures and any other organizations and enterprises operated for profit, which do not have a parent subsidiary relationship are otherwise related if any one of the following three tests is met:
(A)	One business entity has a controlling ownership interest in the other business entity.
(B)	There is shared management and control between the entities. In determining whether there is shared management and control, consideration should be given to the following factors:
(i)	The same person or substantially the same person owns and manages the two entities;
(ii)	There are common or commingled funds or assets;
(iii)	The business entities share the use of the same offices or employees, or otherwise share activities, resources or personnel on a regular basis;
(iv)	There is otherwise a regular and close working relationship between the entities; or
(C)	A controlling owner (50% or greater interest as a shareholder or as a general partner) in one entity also is a controlling owner in the other entity.



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178

(909) 396-2000 • www.aqmd.gov

Direct Deposit Authorization

STEP 1: Please check all the appropriate boxes

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

STEP 2: Payee Information

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

Authorization

1. 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.
2. This authorization remains in effect until SCAQMD receives written notification of changes or cancellation from you.
3. I hereby release and hold harmless SCAQMD for any claims or liability to pay for any losses or costs related to insufficient fund transactions that result from failure within the Automated Clearing House network to correctly and timely deposit monies into my account.

STEP 3:

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

To be Completed by your Bank

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

For SCAQMD Use Only

Input By _____

Date _____

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 6

PROPOSAL: Recognize and Transfer Funds, Execute and Amend Agreements for Installation and Maintenance of Air Filtration Systems, and Reimburse General Fund for Administrative Costs

SYNOPSIS: U.S. EPA Region 9 and Wal-Mart Transportation, LLC, as well as CARB and Murillo's Trucking are executing Supplemental Environmental Project (SEP) agreements to install and maintain air filtration systems in the South Coast region with SCAQMD to act as the SEP implementer. There are also unspent TraPac project funds that can be utilized towards replacement filters for schools. These actions are to recognize up to \$300,000 from Wal-Mart and \$27,000 from Murillo's Trucking into the Air Filtration Fund (75), transfer the same amount as a temporary loan from the Clean Fuels Fund (31) to the Air Filtration Fund (75), and execute agreements with Wal-Mart and Murillo Trucking. These actions are to also execute contracts with IQAir North America for installation of air filtration systems in amounts not to exceed \$285,000 and \$25,650 respectively, and reimburse the General Fund for administrative costs up to \$16,350 from the Air Filtration Fund (75), as well as to amend a contract with IQAir North America to add \$468,838 from the TraPac Air Filtration Fund (52).

COMMITTEE: Technology, September 15, 2017; Recommended for Approval

RECOMMENDED ACTIONS:

1. Recognize, upon receipt, up to \$300,000 from Wal-Mart Transportation, LLC, into the Air Filtration Fund (75).
2. Recognize, upon receipt, up to \$27,000 from Murillo's Trucking into the Air Filtration Fund (75).
3. Transfer up to \$327,000 as a temporary loan from the Clean Fuels Fund (31) into the Air Filtration Fund (75).
4. Authorize the Executive Officer to execute agreements with the following:
 - a. Wal-Mart Transportation, LLC, for SCAQMD to act as the SEP Implementer for installation and maintenance of air filtration systems; and

- b. Murillo's Trucking for SCAQMD to act as the SEP Implementer for installation and maintenance of air filtration systems.
5. Authorize the Chairman to execute contracts with IQAir North America for installation and maintenance of air filtration systems at one or more schools in an amount not to exceed \$285,000 and \$25,650, respectively, from the Air Filtration Fund (75).
6. Authorize the Chairman to amend a contract with IQAir North America for installation and maintenance of air filtration systems to add \$468,838 for a total contract award of \$5,868,838 from the TraPac Air Filtration Fund (52).
7. Reimburse the General Fund from the Air Filtration Fund (75) for administrative costs up to \$16,350, as needed, to implement the air filtration project.

Wayne Nastri
Executive Officer

MMM:FM:NB:PSK

Background

Wal-Mart and Murillo's Trucking Supplemental Environmental Projects

U.S. EPA Region 9 and Wal-Mart Transportation, LLC, as well as CARB and Murillo's Trucking are executing Supplemental Environmental Project (SEP) agreements to install and maintain air filtration systems at one or more schools in Environmental Justice communities. All parties have requested SCAQMD act as the SEP Implementer for these projects, which must be completed by September 2019.

IQAir North America was previously selected through two separate competitive bid processes in 2011 and 2013 for air filtration projects, and last year staff performed a technology status check to ensure no new technologies had come on the market. Furthermore, IQAir was the only qualified manufacturer of high performance filters and stand-alone units to meet the performance standards in SCAQMD's 2009 air filtration pilot study as well as through a national testing opportunity conducted by the University of California Riverside CE-CERT at Sunnyslope Elementary School in 2010. To date, through its contractor IQAir, SCAQMD has installed air filtration systems at 71 schools and community centers. Performance standards from SCAQMD's air filtration pilot study include an average removal efficiency of at least 85 percent for ultrafine PM and black carbon, no pressure drop for panel filters, no ozone generation and a noise level below 45 decibels for stand-alone units.

TraPac Air Filtration Program

As part of a settlement to mitigate impacts from the TraPac Container Terminal Project, the Port of Los Angeles (City of Los Angeles) set aside \$6 million towards the installation and maintenance of air filtration systems in Wilmington and San Pedro area

schools. Based on SCAQMD's prior experience in conducting a pilot study and implementation program for air filtration systems in schools, the City of Los Angeles and the TraPac Appellants asked SCAQMD to administer an air filtration program. Thirty nine schools in Wilmington and San Pedro have received air filtration systems and replacement filters under this program.

Proposal

Wal-Mart and Murillo's Trucking SEPs

Staff from the U.S. EPA Region 9 and CARB have requested that selected schools receiving air filtration systems be in Environmental Justice communities or other areas disproportionately impacted by diesel PM and project completion must occur by September 2019. Staff will execute new Memorandum of Agreements (MOAs) with the identified school districts and utilize an existing MOA with the Los Angeles Unified School District, providing access to any schools in these communities.

The proposed schedule for installation and maintenance of air filtration systems in one or more schools in Environmental Justice communities is as follows:

Date	Event
October 2017	Board Approval
October 2017	Anticipated Contract Award
October - November 2017	Selection of School(s), Site Assessments
November 2017 – February 2018	Installation
February 2018	Final Report

These actions are to recognize up to \$300,000 from Wal-Mart and \$27,000 from Murillo's Trucking into the Air Filtration Fund (75), transfer the same amount as a temporary loan from the Clean Fuels Fund (31) to the Air Filtration Fund (75), and execute agreements with Wal-Mart and Murrillo's Trucking for SCAQMD to act as the SEP Implementer for installation and maintenance of air filtration systems.

Finally, these actions are to also execute contracts with IQAir North America for installation and maintenance of air filtration systems in an amount not to exceed \$285,000 and \$25,650, respectively, and reimburse the General Fund for administrative costs up to \$16,350 from the Air Filtration Fund (75).

TraPac Air Filtration Program

Staff recommends utilizing \$468,838 of available TraPac administrative funds for additional filter replacement and maintenance beyond May 2020. This includes approximately \$468,838 in unspent administrative fees allocated towards staff time to administer the TraPac air filtration program. An additional recommended action is to amend the contract with IQAir North America for air filtration systems in schools to add \$468,838 for a total contract amount not to exceed \$5,868,838 from the TraPac Air Filtration Fund (52).

Sole Source Justification

Section VIII. B. 2 of the Procurement Policy and Procedure identifies four major provisions under which a sole source award may be justified. This request for a sole source award is made under provision B.2.c(1): The desired services are available from only the sole-source based upon the unique experience and capabilities of the proposed contractor or contractor team. IQAir is the only manufacturer of high performance panel filters and stand-alone units identified by SCAQMD and CARB Research Division staff that meet the performance standards in SCAQMD's 2009 air filtration pilot study. Staff has also consulted with CARB Research Division staff to confirm that no new manufacturers of air filtration technologies that meet or exceed the performance standards in the pilot study have been identified since the last RFP process in 2013.

Benefits to SCAQMD

This project will reduce children's exposure to criteria and toxic pollutants and ultrafine PM. Health studies have determined that fine and ultrafine PM, including diesel PM, present the greatest air pollution health risk to sensitive receptors in Environmental Justice communities in Southern California.

Resource Impacts

Upon receipt, up to \$327,000 from SEP revenue will be recognized into the Air Filtration Fund (75). Until receipt, up to \$327,000 from the Clean Fuels Fund (31) will be used as a temporary loan. Of the \$327,000 SEP revenue, the contracts with IQAir North America to install and maintain air filtration systems will not exceed \$285,000 and \$25,650, respectively, and reimbursement of administrative costs will not exceed \$16,350 for the Wal-Mart and Murillo's Trucking SEPs.

Six million dollars in revenue from the City of Los Angeles was previously recognized into the TraPac Air Filtration Fund (52) through a December 2009 Board action. The contract amendment with IQAir North America to install and maintain air filtration systems will not exceed \$5,868,838 million.

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 7

PROPOSAL: Amend Award to Develop and Demonstrate Electric School Buses with Vehicle-to-Grid Capability

SYNOPSIS: In March 2017, the Board approved an award to Blue Bird Body Company, Inc., (Blue Bird) to develop, manufacture and demonstrate electric school buses. Blue Bird had proposed to use a specific technology partner (TransPower) as their component supplier and integrator, but subsequent to Board approval, Blue Bird decided to use a different technology partner for the project. Blue Bird's component supplier and integrators will now be Efficient Drivetrain, Inc., and Adomani, Inc. DOE has approved this change. This action is to amend the award with Blue Bird noting the change in technology partners, for the development, manufacture and demonstration of electric school buses with vehicle-to-grid capability.

COMMITTEE: Technology, September 15, 2017; Recommended for Approval

RECOMMENDED ACTION:

Amend award to Blue Bird Body Company, Inc., noting the change in technology partners, for the development, manufacture and demonstration of electric school buses with vehicle-to-grid capability.

Wayne Nastri
Executive Officer

MMM:NB:JI

Background

On March 3, 2017, the Board approved awarding a contract to Blue Bird Body Company, Inc., (Blue Bird) for the development, manufacture and demonstration of electric school buses. The Board letter identified TransPower as Blue Bird's component supplier and vehicle integrator. Subsequently, in July 2017, Blue Bird notified SCAQMD that they had decided to change their component supplier and vehicle integrator. The DOE, which had awarded Blue Bird \$4,902,237 to develop,

manufacture and demonstrate eight electric school buses with vehicle-to-grid (V2G) capabilities within the Rialto Unified School District (Rialto USD), has approved Blue Bird's change for new partners.

Proposal

For this project, Blue Bird proposes to change its component supplier and vehicle integrator to Efficient Drivetrain, Inc., (EDI) and Adomani, Inc. The change in technology partners will not affect the scope of the project. Eight production buses manufactured by Blue Bird, upon receipt of certification from the California Highway Patrol, will be placed into service with Rialto USD. The final task will be development of a Market Transformation Plan describing how Blue Bird, with the assistance of its team members, will commercialize electric school buses using the demonstrated drive system.

Sole Source Justification

Section VIII.B.2. of the Procurement Policy and Procedure identifies provisions under which a sole source award may be justified when funded in whole or in part with federal funds. The request for a sole source award for this project is made under the provision B.3.c: The awarding federal agency authorizes noncompetitive proposals. Blue Bird and their partners have been approved by DOE for this electric school bus with V2G capability demonstration project and have extensive knowledge and experience in advanced electric vehicle technologies that are needed to successfully complete this project. This demonstration project will be cost-shared by BAAQMD, Rialto USD, Blue Bird and partners as outlined in the Resource Impacts section.

Resource Impacts

The total cost for this proposed project remains \$9,804,529, with cash contributions comprised of \$4,902,238 from DOE, \$320,000 from Rialto USD and up to \$1,900,000 from SCAQMD's Lower-Emission School Bus Fund (33). Cost-share anticipated from TransPower will now be provided by Blue Bird and other partners.

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 8

PROPOSAL: Recognize Revenue and Appropriate Funds for Improving Interpretation of PM2.5 Measurements from Satellites

SYNOPSIS: The National Aeronautics and Space Administration awarded its competitive “Research Opportunities in Earth and Space Science 2016: Citizen Science for Earth Systems Program” research grant to SCAQMD, Research Triangle Institute (RTI) and Goddard Space Flight Center (GSFC) to implement a spatially dense network of low-cost PM2.5 sensors to be operated by citizen-scientists. SCAQMD will collaborate with researchers from RTI and GSFC to deploy a network of 25 sensors, and resulting data will be used to improve the interpretation of PM2.5 measurements from satellites. This action is to recognize revenue and appropriate up to \$75,884 to support this project.

COMMITTEE: Administrative, September 8, 2017; Recommended for Approval

RECOMMENDED ACTION:

Recognize revenue up to \$75,884 from Research Triangle Institute, upon receipt, into the General Fund and appropriate up to \$28,340 from the General Fund Unassigned (Undesignated) Fund Balance in Science & Technology Advancement’s FY 2017-18 Budget (Org 43), as follows: Small Tools, Instruments, Equipment - \$25,800; Mileage - \$540; and Office Expense - \$2,000 (\$47,544 was already included in Salaries and Employee Benefits within Science & Technology Advancement’s FY 2017-18 Budget).

Wayne Nastri
Executive Officer

Background

In 2016, staff collaborated with the Research Triangle Institute (RTI) and National Aeronautics and Space Administration (NASA)'s Goddard Space Flight Center (GSFC) to apply for a competitive "Research Opportunities in Earth and Space Science (ROSES) 2016: Citizen Science for Earth Systems Program" research grant. The proposal was selected and SCAQMD was awarded \$75,884 for a prototype phase deployment of 25 low-cost PM sensors in the South Coast Air Basin (Basin). Upon successful completion of the prototype phase, this project may be selected for a three-year implementation phase. If selected to continue to the implementation phase, additional funding could be awarded to the SCAQMD.

Project Description

The overarching objective of this project is to relate aerosol characteristics observed from satellites to PM concentrations measured at ground level. This objective will be achieved by undertaking the following two major tasks:

- 1) Collecting highly temporally and spatially resolved surface PM data by deploying a network of low-cost PM sensors to be operated by citizen-scientists; and
- 2) Utilizing the surface PM_{2.5} dataset to interpret and validate the current surface PM estimates derived from satellite data.

For this purpose, SCAQMD staff will select a suitable low-cost PM sensor to create a dense sensor network using citizen-scientists to host and maintain the sensors. The deployment will be conducted in the Basin. SCAQMD will also develop a robust mechanism for data transfer and open data sharing between the citizen-scientists, air quality agencies and NASA. Utilizing the data from this sensor network, SCAQMD staff will then evaluate the spatial and temporal variability and the relationship between satellite-derived and surface aerosol loadings. This information will be used to develop region-specific statistical models to improve air quality monitoring using satellite data. SCAQMD will engage citizen-scientists by educating them on local air quality issues, training them in the operation of air quality PM sensors, and introducing them to the satellite data for air quality applications.

Projected Outcomes

This project has the potential to revolutionize the way air quality agencies monitor PM at the local, regional, and National scale by providing a model for the successful development of future sensor, fixed monitors, and satellite system to better characterize the spatial distribution of PM and other air pollutants.

Benefits to SCAQMD

The results of this project will allow SCAQMD and other policymakers to better understand air quality issues at the community level and to incorporate satellite data into the decision-making process. This prototype sensor deployment will also allow SCAQMD to better interact with citizen-scientists and inform them of the appropriate use and operation of sensor devices for measuring PM.

Resource Impacts

Sufficient funding is available for this project within Science & Technology Advancement's FY 2017-18 Budget. NASA has authorized funding of \$75,884 for this prototype sensor deployment effort and those funds will be recognized and appropriated into the FY 2017-18 Budget, as applicable.

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 9

PROPOSAL: Recognize Revenue, Transfer and Appropriate Funds, Purchase Equipment, Execute Contracts and Issue Purchase Orders to Address Operational Needs for Metals Monitoring and Analysis

SYNOPSIS: The elevated levels of hexavalent chromium (Cr6+) that have recently been measured in the cities of Paramount and Compton have created an urgent need to further enhance SCAQMD's air quality monitoring and laboratory analysis capability as part of the community air toxics initiative. This action is to invest in new laboratory and field equipment, demonstrate the capability of advanced technology for measuring toxic metals (including Cr6+) in near real-time, study the mechanisms that lead to Cr6+ production from heat treating furnaces, and issue purchase orders for compressed gases and cryogenic liquids for a wide variety of analytical and monitoring needs. This will allow SCAQMD to appropriately address the increasing demand for monitoring of Cr6+ and other toxic pollutants, and to develop more efficient monitoring approaches to detect Cr6+ emissions from potential sources.

COMMITTEE: Stationary Source; September 15, 2017; Less than a quorum was present; the Committee Members concurred that this item be approved by the Board.

RECOMMENDED ACTIONS:

1. Transfer and appropriate up to \$150,000 to Science & Technology Advancement's FY 2017-18 and/or 2018-19 Budget, Services and Supplies Major Object, Small Tools, Instruments, Equipment Account from the BP ARCO Settlement Projects Fund (46) for up to 33 integrated filter-based samplers (Table 1).
2. Recognize revenue, upon receipt, and appropriate up to \$75,000 in U.S. EPA Section 105 funding into Science & Technology Advancement's FY 2017-18 Budget, Capital Outlays Major Object and Services and Supplies Major Object, Maintenance of Equipment account to fund the purchase of a Thermo ICS-5000 Ion Chromatograph with service contract (Table 1).

3. Authorize the Procurement Manager, in accordance with SCAQMD Procurement Policy and Procedure, to issue purchase orders in an amount not to exceed \$225,000 for laboratory and field equipment (Table 1).
4. Authorize the Chairman to execute the following contracts from the BP ARCO Settlement Projects Fund (46) to demonstrate the capabilities of advanced technology for measuring toxic metals (including Cr6+) in near real-time, and to study the mechanisms that lead to Cr6+ production from heat treating furnaces (Table 2):
 - a) Aerodyne Research, Inc., in an amount not to exceed \$240,000 to conduct continuous mobile measurements of air toxic metals and other air pollutants in the cities of Paramount and Compton, and in other parts of the Basin; and
 - b) Desert Research Institute in an amount not to exceed \$190,000 to work in collaboration with Aerodyne and conduct continuous mobile measurements of Cr6+ in Paramount, Compton, and other parts of the Basin; and
 - c) UC Riverside's Center for Environmental Research & Technology in an amount not to exceed \$174,000 to study the mechanisms that lead to Cr6+ production from heat treating furnaces.
5. Issue purchase orders with the qualified vendors identified in the attachment for the purchase of compressed gases and cryogenic liquids, based upon the best overall cost package per gas, at fixed rates which shall be effective for FY 2017-18, for a cumulative amount not to exceed \$200,000 from Science and Technology Advancement's FY 2017-18 Budget.

Wayne Nastri
Executive Officer

MMM:JCL:AP:AK

Background

In October 2016, SCAQMD staff deployed several monitors in the industrial areas of Paramount as part of its ongoing investigation to identify potential sources of hexavalent chromium (Cr6+) that may present health risks to communities in this city. Since initial results showed elevated levels of Cr6+ near two metal processing facilities, stipulated Orders for Abatement were issued for Aerocraft Heat Treating Co. Inc. (December 2016) and Anaplex Corp. (January 2017) to reduce Cr6+ emissions from their operations. Since then, staff has been expanding its monitoring and analysis activities to identify other industrial facilities that may be responsible for elevated levels of Cr6+ and other toxic metals in Paramount. In addition, SCAQMD started its community air toxics initiative in June 2017 by conducting air monitoring near several metal processing facilities in Compton to assess levels of Cr6+. The Compton area has several potential chrome-emitting facilities in close proximity to each other and to schools, homes, various businesses and other sensitive receptors such as hospitals and

senior centers. As of September, the SCAQMD has deployed over 20 portable samplers in the cities of Paramount and Compton for assessing Cr6+ levels from a number of metal processing facilities.

Developing more efficient monitoring approaches to rapidly detect Cr6+ emissions from potential sources is critical to satisfy the increasing demand for more extensive and ongoing monitoring of Cr6+ and other toxic metals in Paramount, Compton, and other parts of the Basin.

Currently, staff uses Ion Chromatography for measuring Cr6+ and Inductively Coupled Plasma - Mass Spectrometry for other air toxic metals. These methods allow for an accurate determination of Cr6+ and toxic metal levels in ambient air but are very labor and resource intensive and require the deployment of multiple fixed samplers, the collection of integrated samples over a 24-hour period, and a complex analytical procedure for preparing the filters prior to deployment. Consequently, while this monitoring and analysis strategy is ideal for surveying purposes near a few facilities, it is not effective for wide spread community surveys in a short period of time. Conducting such surveys using filter sampling would be labor-intensive and time-consuming, and allows for neither continuous monitoring nor dense spatial coverage. Therefore, there is a pressing need to develop an alternative approach to screening for Cr6+. Recent advancements in real-time analytical techniques offer promise. Aerodyne Research, Inc. (Aerodyne) and the Desert Research Institute (DRI) have developed a unique approach for measuring air toxic metals in urban environments and identifying Cr6+ emissions from industrial facilities and other potential sources in near real-time. Thus, staff is interested in conducting a pilot study in the Paramount and Compton areas to demonstrate the capabilities of the Aerodyne and DRI technology.

Staff has identified plating, forging, and heat treating facilities as significant contributors of Cr6+ emissions. Furnaces used by heat treating facilities are of particular concern because there are a large number of units with a high degree of variability in Cr6+ emissions present in Paramount as indicated by the source test results received to date. The University of California – Riverside’s Bourns College of Engineering Center for Environmental Research & Technology CE-CERT group is uniquely qualified because of their experience and capabilities to conduct research.

In June 2017 the Board approved the release of RFQ #Q2017-13 to competitively solicit bids for the purchase of compressed gases and cryogenic liquids for a wide variety of analytical and monitoring needs. Five bids for compressed gases and cryogenic liquids were received and evaluated. The SCAQMD Laboratory uses compressed gases as carrier gases, diluent, and purging agents. Cryogenic liquids are used to concentrate samples for gas chromatographic analysis for programs such as PAMS, NATTS, compliance, special studies and other network samples.

Proposal

These actions are to transfer and appropriate up to \$150,000 to Science & Technology Advancement's FY 2017-18 and/or 2018-19 Budget from the BP ARCO Settlement Projects Fund (46); recognize revenue upon receipt and appropriate \$75,000 to Science & Technology Advancement's FY 2017-18 Budget from the U.S. EPA Section 105 grant; execute contracts; and issue purchase orders as described herein and below, and summarized in the attached Tables.

Proposed Purchases through Sole Source Purchase Orders

Integrated Filter-Based Samplers

Staff currently operates enough integrated samplers to support the collection of particulate samples for various high-profile monitoring projects such as Hixson Metal Finishing (Newport Beach), Paramount, and Compton. Field activities in Paramount have now expanded to encompass a larger portion of the city and provide more comprehensive and ongoing monitoring of the industrial facilities in this area. Field activities in Compton are also expanding and will soon include periodic emission monitoring of up to eight facilities in the area. Additional samplers are needed to keep pace with the increasing demand for more extensive metal monitoring in Paramount and Compton and the projected expansion of current monitoring and analysis activities in other parts of the Basin. The Procurement Manager will issue a purchase order not to exceed \$150,000 for up to 33 integrated filter-based samplers (Table 1).

Ion Chromatograph (Thermo ICS-5000)

The large number of Cr6+ samples being collected in the cities of Paramount and Compton, along with the projected expansion of current monitoring and analysis activities, exceed the throughput of the three existing Ion Chromatographs (IC) in the SCAQMD laboratory. As these instruments are also being used to analyze samples for other special monitoring and U.S. EPA projects, it is critical that the SCAQMD acquires an additional IC instrument to provide adequate coverage for present and future needs. This action is to recognize revenue, upon receipt, and appropriate up to \$75,000 in U.S. EPA Section 105 funding for the purchase of a Thermo ICS-5000 IC instrument with service contract (Table 1).

Proposed Contracts

Aerodyne Research, Inc. and Desert Research Institute Study

Aerodyne and DRI will conduct continuous mobile measurements of Cr6+ and other toxic pollutants in Paramount, Compton, and other parts of the Basin for at least a month. This survey will include systematic sampling along carefully designed routes to map toxic metals concentrations around metal facilities and in surrounding communities. Each city will be investigated for at least a one-week period. All measurement instrumentation will be deployed aboard Aerodyne's Mobile Laboratory

(AML). The detection of Cr6+ will be accomplished by DRI's stream-jet aerosol collector and long pathlength absorbance spectrometer. This system operates at a 10-minute time resolution. Aerodyne's long-time-of-flight laser vaporization aerosol mass spectrometers (1 Hz time resolution) will be able to measure other air toxic metals. Additional instrumentation will be used aboard the AML to identify benzene, toluene, ethyl benzene, xylenes, formaldehyde, nitrogen oxides, ozone, and other pollutants. This action is to authorize the Chairman to execute a contract with Aerodyne in an amount not to exceed \$240,000 and a contract with DRI in an amount not to exceed \$190,000 to demonstrate the capabilities of advanced technology for measuring Cr6+ and other toxic pollutants in near real-time.

UC Riverside's Center for Environmental Research & Technology (CE-CERT)

Several mechanisms may be causing increased production of Cr6+ at heat-treating furnaces. These include: conversion of chromium by heat in the furnace insulating refractory materials, conversion of stainless steel type chromium-containing materials used in the construction of the furnaces, conversion of stainless steel type chromium containing-parts and parts racks placed in the furnaces, conversion in the accumulated metal and refractory dust on the furnace floors, conversion of airborne chromium laden dusts in the facility pulled into the furnaces, and exacerbation of the conversion dependent on oxygen or other combustion conditions in the furnaces. The relative impact of each mechanism to the overall Cr6+ emissions is not yet fully understood. This action is to authorize the Chairman to execute a contract with CE-CERT in an amount not to exceed \$174,000 to fully characterize and quantify the specific mechanisms that lead to Cr6+ production from forging and heat treating furnaces.

Proposed Purchases through Competitive Solicitation Process

Staff requests Board approval for the issuance of purchase orders with a cumulative amount not to exceed \$200,000 for the purchase of compressed gases and cryogenic liquids. Orders will be placed with the qualified vendor having the best cost package quotation per product while meeting the delivery requirements specified in the RFQ. Purchase order amounts will be decided based upon the overall cost and the historical consumption of the various gases and cryogenic liquids.

Sole Source Justification

Section VIII, B.2 of the Procurement Policy and Procedure identifies four major provisions under which a sole source award may be justified for procurement. The request for sole source purchase of the Integrated Filter-Based Samplers is made under Sections B.2.b and B.2.c of the Procurement Policy and Procedure. Delay of the purchases for the integrated filter-based samplers could potentially endanger public health or property and the systems utilize proprietary technology. The request for sole source purchase for the proposed contracts with Aerodyne and DRI are also made under Sections B.2.b and B.2.c. Public health or property may be endangered by delay; the

unique experience and capabilities of the proposed contractor or contractor team; and the contractor has ownership of key assets required for project performance. Lastly, the request for sole source purchase for the proposed contract with CE-CERT is made under Sections B.2.c and B.2.d. These are research and development efforts with educational institutions or nonprofit organizations, and the unique experience and capabilities of the proposed contractor or contractor team.

Section VIII, B.3 of the Procurement Policy and Procedure identifies four major provisions under which a sole source award may be justified for federally funded procurement. The requests for sole source purchase of a Thermo ICS-5000 IC is made under Section B.3.b of the Procurement Policy and Procedure. The public exigency or emergency for the requirement will not permit a delay resulting from competitive solicitation. The expedited purchase of an additional Thermo ICS-5000 IC unit is critical to guarantee that all Cr6+ samples being collected in Paramount and Compton will be analyzed in a timely manner.

Outreach

In accordance with SCAQMD's Procurement Policy and Procedure, a public notice advertising the RFQ 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 RFQ 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

The evaluation panel for compressed gases and cryogenic liquids consisted of three SCAQMD staff: one Principal Air Quality Chemist and two Senior Air Quality Chemists. The panel breakdown was as follows: one Hispanic, two Caucasian; three males. The evaluation process was conducted to qualify vendors according to the criteria described in the RFQ. The panel determined that all five bidders met specifications for one or more gas or cryogenic fluid products and satisfied delivery requirements. The overall best cost package for compressed gases is offered by Westair, followed by Airgas, and Praxair. The overall best cost package for cryogenic liquids is offered by Airgas, followed by Gilmore, and Praxair. Future acquisition of specific gases and cryogenic liquids will be based on the cost package submitted by the qualified vendors. The cost package includes cost of gases or cryogenic liquids (product), demurrage/rental, delivery and pick up costs, fuel fees, and hazmat fees.

The attachment reflects the price quotations of vendors from whom compressed gases and cryogenic liquids will be purchased. In the event a vendor cannot supply gas or cryogenic products satisfying delivery requirements, or where a vendor has repeated quality failures, products will be purchased from the vendor with the next-best cost package.

Benefits to SCAQMD

The purchase of new laboratory and field equipment, the successful demonstration of the capabilities of the Aerodyne and DRI instruments, and a full characterization of the mechanisms that lead to Cr6+ production from heat treating furnaces will allow staff to appropriately address the increasing demand for more extensive monitoring of ambient Cr6+ and other toxic metals in the cities of Paramount and Compton and other parts of the Basin, as well as greatly enhance the capability of the Monitoring and Analysis Division to respond quickly to current and future air monitoring requests.

Resource Impacts

BP ARCO Settlement Projects Fund (46) and U.S. EPA Section 105 funding will be used to fund the proposed purchases listed in Table 1. The BP ARCO Settlement Projects Fund (46) will be used to fund the contracts listed in Table 2. These expenses will not exceed \$829,000, of which \$754,000 will be funded by the BP ARCO Settlement Projects Fund (46) and \$75,000 from U.S. EPA Section 105 funding. The BP ARCO Settlement Projects Fund (46) as of July 2017 has a balance of \$12,624,255 excluding any Board actions that have not been encumbered. Any unused funds will be returned to the BP ARCO Settlement Projects Fund (46). The term of the purchase orders for gases and cryogenic liquids is for FY 2017-18. Staff estimates that \$200,000 will be needed for the purchase of compressed gases and cryogenic liquids in FY 2017-18. Sufficient funds are available in the Science and Technology Advancement's FY 2017-18 Budget.

Attachment

Comparison of Compressed and Cryogenic Gas Vendor Bids for FY 2017-18
RFQ #Q2017-13

Table 1
Proposed Purchases through Sole Source Purchase Orders

Fiscal Year	Description	Funding Source	Action	Estimated Cost
FY 2017-18 and/or FY 2018-19	Integrated filter-based samplers (up to 33 units)	BP ARCO Settlement Projects Fund (46)	Transfer and Appropriate	\$150,000
FY 2017-18	Ion Chromatograph with service contract (quantity one)	U.S. EPA Section 105 Grant	Appropriate	\$75,000
	Total			\$225,000

Table 2
Proposed Contracts
Funding Source: BP ARCO Settlement Projects Fund (46)

Contractor	Description	Estimated Cost
Aerodyne Research, Inc.	Conduct continuous mobile measurements of air toxic metals and other air pollutants	\$240,000
Desert Research Institute	Conduct continuous mobile measurements of Cr6+	\$190,000
UCR Center for Environmental Research & Technology	Study Cr6+ production and emissions from heat treating furnaces	\$174,000
Total		\$604,000

Comparison of Compressed and Cryogenic Gas Vendor Bids for FY 2017-18
RFQ #Q2017-13

	Airgas Projected Cost (FY 2017-18)	Gilmore Projected Cost (FY 2017-18)	Matheson Projected Cost (FY 2017-18)	Praxair Projected Cost (FY 2017-18)	Westair Projected Cost (FY 2017-18)
Pure Gases					
Total (assuming FY16-17 cylinder order)	\$30,696.00	\$32,646.00 <i>*incomplete bid</i>	\$17,670.00 <i>*incomplete bid</i>	\$32,326.05	\$27,071.00
Cryogenic Liquids					
Total (assuming FY16-17 dewar order)	\$30,292.20	\$39,285.00	\$51,025.00	\$39,417.50	\$40,450.00
Demurrage/rental and other charges					
Cylinder Demurrage Total per year (based on 100 cylinder balance)	- *flat rate for cryo + gas	\$9,000.00	\$6,204.00	\$9,600.00	\$6,120.00
Cryo Demurrage Total per year (based on 30 dewar balance)	\$6,000.00	\$10,800.00	\$13,950.00	\$10,800.00	\$9,720.00
Gas + Demurrage	\$36,696.00			\$41,926.05	\$33,191.00
Cryo + Demurrage	\$36,292.20	\$50,085.00	\$64,975.00	\$50,217.50	\$50,170.00
Additional Points (business status certifications)	0%	0%	0%	0%	9%

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 10

PROPOSAL: Issue, and If Necessary Re-Issue, Program Announcement for the Replacement of Heavy-Duty Diesel Trucks and Authorize Execution of Contracts Under Proposition 1B-Goods Movement Program

SYNOPSIS: Under the fifth year and final funding cycle of the Proposition 1B-Goods Movement Program, the SCAQMD has twice issued program announcements for the replacement of heavy-duty diesel trucks and transport refrigeration units with zero and near-zero emission technologies. Although the Program was initially oversubscribed, due to the commercial unavailability of some technologies, various award recipients have decided or may decide not to move forward with their project based on their evolving business needs. As a result, there are available funds that need or may need to be committed. CARB has agreed that air districts solicit projects for heavy-duty trucks for the undersubscribed amount and execute contracts until funds are exhausted. This action is to issue, and if necessary re-issue, a Program Announcement for the replacement of heavy-duty diesel trucks and authorize the Executive Officer to execute contracts for eligible projects approved by CARB, until any returned and remaining funds under the “Year 5” grant of the Proposition 1B-Goods Movement Program Fund (81) are exhausted.

COMMITTEE: Technology, September 15, 2017; Recommended for Approval

RECOMMENDED ACTION:

Issue, and if necessary re-issue Program Announcement #PA2019-01 for the replacement of heavy-duty diesel trucks, and authorize the Executive Officer to execute contracts for eligible projects approved by CARB, until any returned and remaining funds under the “Year 5” grant of the Proposition 1B-Goods Movement Program Fund (81) are exhausted.

Wayne Natri
Executive Officer

MMM:FM:VW:MW

Background

To date, CARB has granted about \$458 million to the SCAQMD for various goods movement projects, including heavy-duty diesel trucks, locomotives, and ships at berth under the Proposition 1B-Goods Movement Program. The vast majority of these projects are currently operational, providing significant emission reduction benefits to the region.

In September 2015, CARB approved new funding awards for the last round of the Program including \$137.9 million for the Los Angeles/Inland Empire trade corridor. About \$100.9 million of these funds are set aside for the replacement of heavy-duty diesel trucks with near-zero and zero-emission technologies, and zero-emission transport refrigeration units (TRUs) and supporting infrastructure. The remaining \$37 million was allocated for locomotives, ships at berth and cargo handling equipment projects. After previous solicitations, about \$7 million of the \$37 million remains and as agreed with CARB, will be reallocated to fund heavy-duty trucks projects. Furthermore, though the heavy-duty truck solicitation was initially oversubscribed, due to the commercial unavailability of some technologies, various award recipients have decided not to move forward resulting in availability of about \$4 million. Thus, about \$11 million from the \$137.9 million total grant amount is available for heavy-duty truck projects.

Proposal

This action is to issue, and if necessary re-issue Program Announcement (PA) #PA2018-01 for the replacement of heavy-duty diesel trucks, and authorize the Executive Officer to execute contracts for eligible projects approved by CARB, until any returned and remaining funds under the “Year 5” grant of the Proposition 1B-Goods Movement Program Fund (81) are exhausted.

Outreach

In accordance with SCAQMD’s Procurement Policy and Procedure, a public notice advertising the PA 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 electronic listing of certified minority vendors. Notice of the PA 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.”

Benefits to SCAQMD

The successful implementation of the projects approved under the Proposition 1B-Goods Movement Program will reduce NOx and PM emissions in a cost-effective and expeditious manner to help meet the goals of the AQMP. The vehicles and equipment to be funded by the Proposition 1B Program will operate for the life of the contracts awarded and beyond in the South Coast region, thus providing long-term emission reductions.

Resource Impacts

Any remaining funds that are or may become available from returned projects under the “Year 5” grant of the Proposition 1B-Goods Movement Program, will be awarded to eligible projects with CARB’s approval from the Proposition 1B-Goods Movement Program Fund (81), until all funds are exhausted.

Attachment

Program Announcement #PA2018-01 for the Replacement of Heavy-Duty Diesel Trucks Under the Proposition 1B-Goods Movement Program



**SCAQMD Program Announcement for the
Replacement of Heavy-Duty Diesel Truck Projects
Under the Proposition 1B - Goods Movement Emission Reduction Program
PA2018-01**

The South Coast Air Quality Management District (SCAQMD) is pleased to announce the availability of funds from the Proposition 1B - Goods Movement Emission Reduction Program (hereafter “Program”). The Program is administered by a partnership between the California Air Resources Board (CARB) and local agencies to quickly reduce air pollution emissions and health risk from freight movement along California’s trade corridors. Projects funded under this Program must achieve early or extra emission reductions not otherwise required by law or regulation. Program funding will be available until a sufficient number of eligible and complete applications have been received, and all Program funds are fully committed through executed contracts. If additional funds become available, the SCAQMD may re-issue this Program Announcement for additional heavy-duty diesel truck projects.

This Program Announcement is seeking applications for the replacement of heavy-duty diesel truck projects, including the six project options identified below. Please note funding is also available for electric charging stations, hydrogen fueling units, and truck stop electrification infrastructure. About \$11 million in Program funds are available for this solicitation.

WHO: The following may apply for funding through this solicitation:

1. Owner of an on-road, heavy-duty diesel truck with a manufacturer’s gross vehicle weight rating (GVWR) of 16,001 lbs or greater (Class 5, 6, 7 or 8 truck) used to move goods as part of a sales transaction for a majority of the time,
2. Any entity who plans to own and operate the Program-funded electrification infrastructure at a truck stop, rail yard or other freight facility, with agreement from the site owner.

WHAT: There are six project options available as part of this solicitation.

1. Truck Replacement
2. Truck Engine Repower
3. Three-Way Truck Transaction
4. Two-for-One Truck Replacement
5. Electrification Infrastructure at a Truck Stop, Rail Yard or Other Facility
6. Electric Charging Stations or Hydrogen Fueling Units

Equipment specifications for each of these project options can be found in Appendix A of the 2015 Program Guidelines at: www.arb.ca.gov/gmbond

HOW: The application forms with instructions are attached to this Program Announcement (PA). For guidance on which application forms are required for your project type, please see Section VII of this PA. A copy of the application forms can be found at: <http://www.aqmd.gov/Prop1B>

WHERE: Three (3) copies of a **completed application (with all required supporting documents and signatures)** must be submitted via mail delivery, or in person to:
South Coast Air Quality Management District



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21865 Copley Dr., Diamond Bar, CA 91765

Attn: Procurement

NOTE: Facsimile or email submittals **will not be accepted.**

WHEN: This solicitation will be open until Program funds are fully committed, but no later than January 16, 2018 at 1pm. Applications will be evaluated in the order in which they are received.

If you submit an application in person to the SCAQMD, you must obtain a receipt from SCAQMD's Public Information Center, located in the lobby, that verifies the date and time of your submittal.

Schedule:

Solicitation Opens	October 6, 2017 - Until Program funds are fully committed, but no later than January 16, 2018 at 1pm.
Anticipated:	
SCAQMD Evaluation Period	October 6, 2017 – January 16, 2018
SCAQMD to Issue Contracts	October 2017 - March 1, 2018
Operational Deadline	June 1, 2019 if equipment is commercially available, or December 1, 2020 if equipment is not commercially available.

For general information or questions about the SCAQMD Proposition 1B – Goods Movement Emission Reduction Program, please contact:

Mei Wang, Program Supervisor • (909) 396-3257 • mwang@aqmd.gov



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I. SUMMARY

The purpose of this Program Announcement (PA) is to solicit applications for the replacement of heavy-duty truck projects under the State's Proposition 1B – Goods Movement Emission Reduction Program. This PA will include projects of the following equipment types:

- Heavy-duty diesel trucks (replacement or repower with alternative fuel or advanced technologies identified in Tables 1 and 2)
- Truck stop electrification infrastructure
- Electric charging stations
- Hydrogen fueling infrastructure

II. BACKGROUND

The diesel engines in trucks, locomotives, ships, harbor craft, and cargo handling equipment are major contributors to the State's pollution challenges. These sources account for nearly half of the statewide particulate matter (PM) emissions. Diesel PM is both a toxic air contaminant and a contributor to black carbon, a powerful short-lived climate pollutant. Near-source exposure to emissions of this particulate matter is associated with health risks, especially near distribution centers, railyards, and seaports, many of which impact disadvantaged communities. Emissions from freight transport also account for over one-third of the statewide nitrogen oxides (NOx) that forms fine particles.

Proposition 1B (Prop. 1B), approved by voters in 2006, authorizes \$1 billion in bond funding to CARB to cut freight emissions in four priority trade corridors, including the Los Angeles/Inland Empire trade corridor in the South Coast Air Basin. To date, CARB has granted close to \$929 million to local agencies for various goods movement projects. The project categories include heavy-duty diesel trucks, freight locomotives, ships at berth, commercial harbor craft, cargo handling equipment, transport refrigeration units (TRU), and infrastructure for electrification of truck stops, distribution centers and other places where trucks congregate.

The Program supplements existing regulations and may be combined with other funding programs to cut diesel emissions by funding projects "not otherwise required by law or regulation." The Program funds provide an incentive to equipment owners to upgrade to cleaner equipment and achieve early or extra emission reductions beyond those required by applicable rules, regulations or enforceable agreements.

III. DEFINITIONS

a) Air Quality Improvement Program (AQIP)

AQIP is a voluntary incentive program administered by CARB to fund clean vehicle and equipment projects, research of biofuels production and air quality impacts of alternative fuels, and workforce training. AQIP was created in 2007 by Assembly Bill (AB) 118, the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 (Núñez, Chapter 750, Statutes of 2007). AB 8 (Perea, Chapter 401, Statutes of 2013) reauthorized the fees that support AQIP through 2023.

CARB has focused AQIP investments on technology-advancing projects that support California's long-term air quality and climate change goals in addition to providing immediate emission benefits. AQIP investments have concentrated on three main categories: commercial deployment



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of clean vehicles, pre-commercial advanced technology demonstrations, and finance assistance to small trucking fleets. For the latest information on the AQIP, please visit:

<http://www.arb.ca.gov/msprog/aqip/aqip.htm>

b) Class 5 Truck (Weight Classification)

A heavy duty truck with a Gross Vehicle Weight Rating of 16,001 to 19,500 pounds, equipped with a medium-heavy duty engine.

c) Class 6 Truck (Weight Classification)

A heavy duty truck with a Gross Vehicle Weight Rating of 19,501 to 26,000 pounds, equipped with a medium-heavy duty engine.

d) Class 7 Truck (Weight Classification)

A heavy duty truck with a Gross Vehicle Weight Rating of 26,001 to 33,000 pounds, equipped with either a medium-heavy duty engine or a heavy-heavy duty engine.

e) Class 8 Truck (Weight Classification)

A heavy duty truck with a Gross Vehicle Weight Rating of 33,001 pounds or greater, equipped with a heavy-heavy duty engine.

f) Drayage Truck

Drayage trucks are defined in the California Code of Regulations (CCR) by Section C.15 of the Drayage Truck Regulation (13 CCR §2027) as any in-use on-road vehicle with a gross vehicle weight rating (GVWR) greater than 26,000 pounds that is used for transporting cargo, such as containerized, bulk, or break-bulk goods, that operates:

- A. On or transgresses through port or intermodal rail yard property for the purpose of loading, unloading or transporting cargo, including transporting empty containers and chassis; or
- B. Off port or intermodal rail yard property transporting cargo or empty containers or chassis that originated from or is destined to a port or intermodal rail yard property.

g) Freight Facility

Distribution centers, warehouses, retail and wholesale outlets, and agricultural processing centers, and other places where trucks congregate (other than truck stops).

h) “Goods”

Defined as having the same meaning in California Code, Commercial Code section 2105, which essentially requires that:

- A. The goods must be movable.
- B. The goods being moved must be part of a transaction that involves a contract for the sale of the goods.
- C. Rental equipment does not qualify as “Goods.”



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i) Hybrid Truck

Vehicle with an electric drive system powered by an on-board generator and approved for funding by CARB's AQIP.

j) Hybrid Zero Emission Mile Truck

Hybrid vehicle capable of zero emission miles.

k) Lease-to-Own

Truck project where the replacement truck is initially leased by the operator (owner of the existing truck). At the end of the lease, the operator will be able to take ownership of the truck with an amount listed in the lease agreement.

l) Middle-Aged Truck

A truck with a model year MY2007-2009 engine and an original equipment manufacturer (OEM) filter or a PM filter.

This is commonly referred to as "Truck A" in a Three-Way Truck Transaction. In this type of transaction, this middle-aged truck is replaced with a new truck. The middle-aged truck can then be reused by another truck fleet that has a truck with a 2006 MY or older engine that will be scrapped.

Note that this Truck A may not be used to expand another business or entity's fleet size.

m) New Truck

Truck with a model year 2016 or newer engine that has not been previously owned.

n) Optional Low-NOx Truck

Truck that utilizes a new Optional Reduced Emission Standard Heavy-Duty Engine that is certified/verified (as applicable) by CARB. The Optional Reduced Emission Standard is one of five separate but related regulatory actions that together will reduce GHG & NOx air emissions from medium- and heavy-duty vehicles and engines; harmonize State requirements with Federal requirements; establish new, optional provisions; and enhance enforcement and implementation of existing regulations.

Specifically, the optional low oxides of nitrogen (NOx) standards for heavy-duty vehicle engines provide a mechanism to allow heavy-duty engine manufacturers to optionally certify engines to standards more stringent than the 2010 standards. Trucks equipped with new engines that are certified by the CARB to the optional low-NOx standard of 0.02 g/bhp-hr NOx or lower will be considered for funding through this Program Announcement.

o) Repower

To replace a higher-emitting diesel engine in a truck with a new or remanufactured, diesel engine that meets a more stringent emission standard (pollutes less). In a repower, the truck chassis remains the same. For example, replacing a 2006 engine, in an MY2006 model year truck, with a



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2015 engine. The emissions from the new engine are verified with the CARB Executive Order for that engine family.

p) Small Fleets

Fleets with one to three on-road, diesel trucks and buses or vehicles with a gross vehicle weight rating (GVWR) greater than 14,000 lbs., as long as the vehicles are under common ownership and or control even if they are part of different companies, subsidiaries, divisions, or other organizational structures of a company or agency, regardless of whether the vehicles operate in California.

q) Three-Way Truck Transaction

The act of replacing a middle-aged truck with a new truck with an original equipment manufacturer (OEM) filter or a PM retrofit; using the middle-aged truck to replace an old truck; and scrapping the old truck.

r) Zero Emission Truck

Vehicle that emits no criteria pollutant, toxic or greenhouse gas emissions at the tailpipe.

IV. OWNERSHIP REQUIREMENTS

Applications shall be signed and submitted by the current legal owner of the existing equipment that will be upgraded or replaced. For infrastructure projects, if there is no existing equipment, the application must be signed and submitted by the future owner of the Program-funded equipment.

Non-owner applications are not eligible for funding.

Individuals or companies that operate the existing equipment under a lease agreement with the equipment owner are prohibited from applying for bond funding.

Individuals or companies that currently own the existing equipment but will operate the replacement equipment under a lease-to-own agreement may participate if a lease-to-own program is offered by the local agency according to the provisions described in Chapter IV of the Program Guidelines.

The owner of existing equipment applying for truck replacement under a lease-to-own program may apply jointly with the proposed lessor or lessee.

Third-party applications are not allowed.

V. FUNDING TABLES

For the funding tables below, please also reference the Definitions in Section III above for descriptions of each project type and/or replacement engine type.



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Table 1: Heavy-Duty Trucks – All Fleet sizes

Project Type ¹	Truck Class	Old Truck Engine Model Year	Replacement Engine Model Year	Maximum Funding Amounts
Replacement (2-for-1 also available)	Class 8	2009 or older	New MY2016+ engine zero emission truck ^{2,3}	\$200,000
			New MY2016+ engine hybrid zero emission mile truck ^{2,3}	\$150,000
			New MY2016+ engine optional low-NOx truck (0.02 g/bhp-hr NOx or less) ^{2,3}	\$100,000
			New MY2016+ engine hybrid truck ^{2,3}	\$80,000
			New MY 2016+ engine natural gas truck ^{2,3,4}	\$65,000
	Class 7	2009 or older	New MY2016+ engine zero emission truck ^{2,3}	\$200,000
			New MY2016+ engine hybrid zero emission mile truck ^{2,3}	\$150,000
			New MY2016+ engine optional low-NOx truck (0.02 g/bhp-hr NOx or less) ^{2,3}	\$100,000
			New MY2016+ engine hybrid truck ^{2,3}	\$80,000
			New MY 2016+ engine natural gas truck ^{2,3,4}	\$65,000
	Class 6	1999 – 2009	New MY2016+ engine zero emission truck ^{2,3}	\$100,000
			New MY2016+ engine hybrid zero emission mile truck ^{2,3}	\$65,000
			New MY2016+ engine optional low-NOx truck (0.02 g/bhp-hr NOx or less) ^{2,3}	\$50,000
			New MY2016+ engine hybrid truck ^{2,3,8}	\$45,000
			New MY 2016+ engine natural gas truck ^{2,3,4,8}	\$40,000
	Class 5	2000 - 2009	New MY2016+ engine zero emission truck ^{2,3}	\$80,000
			New MY2016+ engine hybrid zero emission mile truck ^{2,3}	\$50,000
			New MY2016+ engine optional low-NOx truck (0.02 g/bhp-hr NOx or less) ^{2,3}	\$40,000
			New MY2016+ engine hybrid truck ^{2,3,8}	\$35,000
			New MY 2016+ engine natural gas truck ^{2,3,4,8}	\$25,000
Three-way Truck Transaction	Class 5/6/7/8	<i>Truck A:</i> MY2007-2009 engine truck ^{5,6,7} <i>Truck B:</i> Truck with MY2006 or older engine <i>Truck C:</i> New MY 2016+ engine truck as described above	<ul style="list-style-type: none"> • Replace Truck A with Truck C^{2,3} • Scrap Truck B and replace with Truck A (reuse) • Truck A and B may be owned/operated by a different owner. 	<i>Contact SCAQMD</i>

Table 1 Notes:

1. Project life for replacement and repowered truck is five years.
2. Projects may be co-funded with CARB's Air Quality Improvement Program, Low Carbon Transportation Program, or the California Energy Commission's (CEC's) Alternative Renewable Fuel Vehicle Technology Program funds as applicable.
3. Co-funded projects can only utilize one additional source of State funding and the combined funding may not exceed 90% of the total eligible project cost or any other funding restrictions of each respective program. Projects must meet the requirements of each program providing funding.
4. Engines must meet the 2010 emission level of 0.20 g/bhp-hr or less NOx (FEL and CERT values) and 0.01 g/bhp-hr or less PM (CERT value). All engines must be approved by CARB to be sold in California.
5. Truck A must have an original equipment manufacturer (OEM) filter or Level 3 PM retrofit.



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6. Owner of Truck A does not need to specify the business or entity that will accept this truck in the Three-Way Transaction at the time of application.
7. Truck A may not be used to expand another business or entity's fleet size.
8. This option is not available for the existing Class 5 and 6 trucks that have an engine of MY1999.

Table 2: Heavy-Duty Trucks – Small Fleets Only¹

Project Type	Truck Class	Old Truck Engine Model Year	Replacement Engine Model Year	Maximum Funding Amounts
Repower	Class 8	2009 or older	Repower with new MY2016+ engine ¹	\$20,000
	Class 7	2009 or older	Repower with new MY2016+ engine ¹	\$20,000
	Class 6	1999 – 2009	Repower with new MY2016+ engine ¹	\$10,000

Table 2 Notes:

¹ The replacement engine must be either zero emission or meeting the option low-NOx standard.

Table 3: Truck Stop Electrification Infrastructure

Project Type	Project Description	Maximum Funding Amounts	Project Life (years)
Truck Stop Electrification	Landside electrification infrastructure at a truck stop, rail yard, or other freight facility.	50% of eligible costs or the calculated funding amount at 0.10 lbs/State \$, whichever is lower	10
Electric Charging Stations or Hydrogen Fueling Units	Infrastructure for an electric charging and hydrogen fueling units for heavy-duty trucks.	50% of eligible costs or \$30,000, whichever is lower	5

IMPORTANT NOTES:

- Clear all outstanding CARB violations for vehicle and/or fleet, and maintain compliance with CARB's Truck and Bus Regulation and all other CARB regulations.
- If you do not have copies of registration records, visit your local DMV office and request a Vehicle Registration Information Record (form INF 1125) for each truck in your application. To find your local DMV office, please visit <http://www.dmv.ca.gov>. You may also obtain and pay for the DMV printout online at: <http://www.dmv.ca.gov/online/vrr.htm>.
- Gather at least 2 records showing valid odometer readings at least 6 months apart for each truck in your application.
- Determine the manufacturer's Gross Vehicle Weight Rating (GVWR) as identified on a sticker/label most commonly found on the truck door jamb or on the inside of the door. If this tag is missing or not readable/legible, please check with your local dealer.
- Maintain current registration for the old truck; keep it in legal operating condition until delivered to dismantler. Truck must continue to move goods for sale a majority of the time. Planned Non-Operation (PNO) is not allowed at any time.
- Applicants may request reduced funding amounts to improve cost-effectiveness and competitiveness of the project.
- Projects committing to 90% operation in California may be less competitive due to decreased emission reductions achieved within California
- Clear all old truck titles of any lien holders. A copy of the clean title for each old truck will be required for replacement projects before the grant payment can be made.
- Make sure your truck has a readable/legible VIN tag on the truck and engine tag on the engine prior to any inspection (project pre-inspection and post-inspection).

For complete Program requirements, please refer to the latest 2015 Update to the Program Guidelines and related supplemental materials listed on the CARB Program website at www.arb.ca.gov/gmbond or call Mei Wang at the South Coast Air Quality Management District for guidance at (909) 396-3257.



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VI. ELIGIBILITY

Project eligibility will be based on the Program Guidelines which can be found at: www.arb.ca.gov/gmbond. Class 5, 6, 7, and 8 trucks are the only projects that can be funded under this solicitation.

In order to be eligible for funding, the equipment owner must demonstrate:

- Existing truck has been used to move goods a majority of time for the past 2 years
- Fleet compliance with the Statewide Truck and Bus Rule
- California Operation:
 - At least 75% operation within California each year for the past 24 months.
 - Annual vehicle miles traveled (VMT) in California each year for the past 2 years:
 - At least 20,000 miles for each Class 7 or 8 truck.
 - At least 10,000 miles for each Class 5 or 6 truck.
- California Registration:
 - Current registration in California (California base-plated or California International Registration Plan (IRP), or dual-plated registration (California based-plated/California IRP and Mexico only) for trucks carrying goods across the California-Mexico border, as they are required to be dual-plated, AND
 - Registration for the past 2 years:
 - California DMV registration cards verifying registration for the past 2 years, or
 - California DMV Vehicle Registration Information Record (DMV printout) showing:
 - 1) Registration in both the current and prior year with a minimum of 6 months of total registration, or
 - 2) If the DMV printout only shows registration of 8 months in the current year and no registration in the prior year, then alternative documentation (insurance certificate or 90-day BIT inspection form) will be required to verify registration in the prior year.

Ineligible Equipment

- Vehicles subject to CARB's Public and Utility Fleet Rule.
- Vehicles subject to CARB's Solid Waste Collection Vehicle Rule.
- Vehicles subject to CARB's Diesel Cargo Handling Equipment Rule.
- Trucks not in compliance with the Statewide Truck and Bus Rule and the Drayage Truck Regulation including Dray-Off.
- Trucks registered outside the State of California, including dual-plated registration, except for trucks that carry goods across the California-Mexico border, as they are required to be dual-plated, as described above.
- Trucks which are a salvage vehicle (see Chapter I, Table I.4) for which a minimum of 24 months of ownership and operation cannot be verified.
- Trucks constructed from a glider kit, unless allowed by the local agency for an old, existing truck to be replaced. Glider kit trucks may not be repowered or utilized as a replacement truck.
- Repowered trucks when used as a replacement truck.



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General Requirements for Equipment Owners (applicable to all project options)

Selected applicants must sign a contract with SCAQMD including project milestone and completion deadlines and commit to the following:

- Certify that there are no outstanding CARB violations or non-compliance with CARB regulations associated with the equipment or the owner and provide a copy of the CARB compliance certificate from The Truck Regulation Upload, Compliance, and Reporting System (TRUCRs).
- Maintain fleet compliance with the Statewide Truck and Bus Rule without utilizing Program-funded equipment until the specified timeframe. CARB will post and update information on the Program website describing operational deadlines and when the Program-funded vehicle will become eligible to be included in the equipment owner's fleet compliance strategy for the applicable project option.
- Vehicle inspections by the SCAQMD at designated time & location.
- Destruction of the old truck (replacements) and/or engine (repowers & replacements) at an SCAQMD-approved Prop. 1B Program dismantling facility (the old truck must be kept in operating condition and registered as operational until it is delivered to the dismantler and must be able to be driven to the dismantler under its own power).
- Maintaining old truck eligibility for Program funds. This includes maintaining registration, keeping equipment in legal operating condition, correcting any air pollution citations, and reporting, repairing, or replacing equipment that has been damaged, destroyed, or stolen.
- Commit to the project life (contract term) specified with the applicable program-funded equipment project option.
- Adhere to all Program requirements during the project life.
- Commit to move goods a majority of the time.
- Commit program-funded equipment to 100% California operation (or 90% California operation as selected by the equipment owner) and California base-plated registration or California IRP. **Out-of-state registrations, including out-of-state IRP, are prohibited.** Dual plates are only allowed for trucks that carry goods across the California/Mexico border and are required to be dual plated (California/Mexico - only for 90% California operation projects).
- Commit program-funded equipment to at least 50% travel within the four trade corridors for the duration of the project life.
- Maintain current California DMV registration for program-funded equipment at all times during the project life.
- Ownership of the old truck shall not change from the time an equipment project application is submitted to invoice payment.
- Agree to accept an on-board electronic monitoring unit on program-funded equipment at any time during the project life.
- Comply with record-keeping, reporting, and audit requirements.
- Properly maintain program-funded equipment in good operating condition and according to manufacturer's recommendations.
- Maintain collision/comprehensive insurance on the program-funded truck for replacement projects.



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- Demonstrate proof of equipment warranty (a minimum of 1 year or 100,000 mile major component engine warranty for the program-funded equipment) that covers parts and labor to include the diesel particulate filter (if the equipment is no longer under warranty or has less than 1 year of warranty).
- Correct outstanding CARB equipment violations associated with the owner's **entire fleet of vehicles**.
- Program-funded projects must be purchased and operational prior to the CARB's Truck and Bus Regulation applicable compliance deadlines.
- Agree and acknowledge that the SCAQMD may release the information the application contains to third parties if required by state and federal public records laws;
- Program funding shall only be used to pay down the capital cost of the new equipment.
- Any tax obligation associated with the funding award is the responsibility of the equipment owner (grantee). Equipment owners receiving funding may be issued a 1099-G form by the SCAQMD for the awarded amount if required.
- Any other program provisions described in the Program Guidelines.
- Lease-to-own (LTO) projects must comply with all requirements listed in the Program Guidelines, Chapter IV.A.13. LTO applications must be signed and submitted by the owner of the old truck.
- The applicant must be the legal owner of the old truck at the time of application and must participate in the LTO program as either the lessor or lessee.

Program Requirements for Engines for Repower/Replacement Projects:

- Engines eligible for funding must be certified/verified (as applicable) by a CARB Executive Order for on-road use with the following:
 - Diesel and alternative fuel engines must meet the 2010 emissions level of 0.20 grams per brake-horsepower hour (g/bhp-hr) or less NO_x (FEL and CERT values) and 0.01 g/bhp-hr or less PM (CERT value).
 - Hybrid and zero emission engines must be 2016 or newer and certified/verified (as applicable) by CARB.
 - Low NO_x engines must meet the optional low NO_x standard of 0.02 g/bhp-hr or less NO_x and be certified/verified (as applicable) by CARB.
 - Class 8 truck - intended service of Heavy Heavy Duty (HHD) for diesel engines or Heavy Duty Otto (HDO) for applicable alternative fuel vehicles.
 - Class 7 truck - intended service of Medium Heavy Duty (MHD) or HHD for diesel engines or HDO for applicable alternative fuel vehicles.
 - Class 5 and 6 truck - intended service of MHD for diesel engines or HDO for applicable alternative fuel vehicles.
 - Class 5-8 trucks - all heavy duty hybrid or electric vehicles shall follow CARB's Heavy Duty Hybrid Electric Vehicle Certification Procedure.

Program Requirements for Trucks (New or Used) Purchased for Replacement Projects:

- All replacement trucks must have a manufacturer's GVWR of:
 - 16,001 lbs – 19,500 lbs (Class 5)
 - 19,501 lbs – 26,000 lbs (Class 6)



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- 26,001 lbs – 33,000 lbs (Class 7)
 - 33,001 lbs or greater (Class 8)
- The existing truck must have a MHD or HHD engine (service class).
- The replacement truck must have the same weight classification range (Class 5, 6, 7, or 8) and service class (HHD or MHD) as the existing truck, except for the following conditions (funding levels for trucks in different weight classification ranges are specified in Table 5 below):
 - The equipment owner chooses to replace 2 eligible trucks for 1 replacement truck (Two-for-One option). For 2 for 1 replacement projects, the funding amount is based on the highest weight classification of the two existing trucks, or the weight classification of the replacement truck, whichever is less.
 - Replacement required by the equipment owner in order to meet a vocational need, as approved by the SCAQMD.
 - Replacement of a Class 7 truck with a Class 8 truck or Class 8 with a Class 7 truck, as long as both trucks have a HHD engine. Please note that the funding amount would be at a Class 7 level for both scenarios.
- Maximum truck VMT for used trucks, with odometer verification during post-inspection:
 - Class 8 (less than 500,000 miles)
 - Class 7 (less than 250,000 miles)
- Original equipment manufacturer engine installed in a chassis of the same model year, make, and configuration as was originally provided from the truck manufacturer when the chassis and engine were both new.

**Table 4: Heavy-Duty Trucks – Funding Examples for Weight Class Modifications
(based on GVWR)**

Project Type	Old Truck	Replacement Truck	Funding Level
Replacement (1 for 1)	Class 7	Class 8	Class 7
Replacement (1 for 1)	Class 8	Class 7	Class 7
Replacement (1 for 1)	Class 6	Class 5	Class 5
Replacement (2 for 1)	Class 7 and Class 8	Class 8	Class 8
Replacement (2 for 1)	Class 8 and Class 8	Class 7	Class 7
Replacement (2 for 1)	Class 6 and Class 6	Class 7	Class 6
Replacement (2 for 1)	Class 6 and Class 8	Class 7	Class 7
Replacement (2 for 1)	Class 6 and Class 5	Class 7	Class 6

- Additional requirements specific to certain truck project options can be found in Appendix A of the Proposition 1B: Goods Movement Emission Reduction Program-Final 2015 Staff Report and Guidelines for Implementation available at: www.arb.ca.gov/gmbond.

Modifying an Application

Equipment owners are limited in what they can change after the application is submitted, as changes will affect a project's competitive ranking. Equipment owners are encouraged to select the option that best suits their company as changes may not be possible at a later date. For program-funded projects,



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equipment owners are able to select any make/model vehicle or engine as long as it meets the required emission levels and is in the same vehicle class as the existing truck (with limited exceptions). Equipment must meet all other program requirements, including, but not limited to, the maximum truck mileage limit as determined with odometer verification at the time of post-inspection. Please note that your funding amount may change. **Under no circumstances will an engine that is dirtier than the 2010 emission levels (0.20 grams/bhp-hr NOx and 0.01 grams/bhp-hr PM) be eligible for funding.**

Equipment owners may change the project option after the solicitation period has closed subject to the following requirements:

- The change must result in a funding amount equal to or less than the amount that was requested in the original application.
- The change must result in calculated project cost-effectiveness equal to or greater than the project listed in the original application.
- The change must result in the project remaining above the funding line on the ranked list.

Equipment owners **cannot** substitute a different vehicle or change the ownership of the existing truck identified on the application after the solicitation period has closed.

If a truck identified as a certain weight class in the application is later determined to be in a different weight class, the SCAQMD will reduce the amount of funding requested to the amount associated with the appropriate weight class or as specified above in Table 2.

VII. APPLICATION SUBMITTAL REQUIREMENTS

An equipment owner **is not allowed to** submit a Proposition 1B application for the same vehicle to multiple local agencies. However, equipment owners may apply for co-funds from other funding programs up to 90% of the total project cost with the limitation that no more than one additional source of State funding is used. Co-funded projects may involve funds from CARB's Air Quality Improvement Program (AQIP), including the Hybrid Voucher Incentive Program (HVIP), CARB's Low Carbon Transportation Program, or CEC's Alternative Renewable Fuel Vehicle Technology Program. Equipment owners who are found to have submitted multiple Prop. 1B applications for the same equipment project and not disclosed any other requested, or received financial incentive may be disqualified from funding for that engine or piece of equipment under this Program.

The following documentation must be completed, signed and submitted to SCAQMD by the due date:

Project Type	Require application forms, and attachments
Truck Replacement	Form A1, Form B1 for each truck included in the application, including all supplemental information, and Attachments 1 through 5.
Two-for-One Truck Replacement	Form A1, Form B1, and Form B2 for each two-for-one truck transaction, included in the application, including all supplemental information, and Attachments 1 through 5.



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Truck Engine Repower	Form A1, Form B3 for each truck included in the application, including all supplemental information, and Attachments 1 through 5.
Three-Way Truck Transaction	Form A1, Form B4 for each 3-way truck transaction in the application, including all supplemental information, and Attachments 1 through 5.
Electrification Infrastructure at a Truck Stop, Rail Yard or Other Freight Facility	Form C1 for each project in the application, including all supplemental information, and Attachments 1 through 5.
Electric Charging Stations or Hydrogen Fueling Units	Form C2 for each project in the application, including all supplemental information, and Attachments 1 through 5.

Below is a list of all application forms and attachments for the Prop 1B Program. Please refer to the above table for the specific application forms required for your project type.

- Form A1 – Application Information (this form is required for all applicants)
- Form B1 – Heavy-Duty Diesel Truck Replacement
- Form B2 – Second Truck in Two-for-One Truck Replacement
- Form B3 – Heavy-Duty Diesel Truck Engine Repower
- Form B4 – Three-Way Truck Transaction
- Form C1 – Truck Stop Electrification Infrastructure
- Form C2 – Electric Charging Stations or Hydrogen Fueling Units
- Attachment 1 – Business Information Request
- Attachment 2 – Disadvantaged Business Certification
- Attachment 3 – W-9 - Request for Taxpayer Identification Number and Certification
- Attachment 4 – Withholding Exemption Certificate
- Attachment 5 – Campaign Contribution Disclosure

Note: Each Attachment (#s 1-5) should be completed and submitted with each set of projects. If your application is approved, an updated Attachment 5 may be requested by your assigned Project Officer at a later date.

VIII. EQUIPMENT PROJECT PURCHASE RESTRICTIONS

An equipment owner **may not** purchase, receive, install, pay for, or place into operation any engines, equipment, or vehicles, nor may work begin on a repower project or a project to install electrical infrastructure, until the project contract is fully executed. An equipment owner may pre-order prior to contract execution at the equipment owner's risk. The SCAQMD **will not** reimburse grantees for orders or any payments on a new engine, piece of equipment, or vehicle that takes place prior to SCAQMD approval of the project through contract execution.

Dealers ordering engines, equipment, or vehicles prior to contract execution assume all financial risk, and are in no way assured grant funds.

If the new equipment is commercially available at the time of contract execution, the applicant must complete the project and submit the required invoice documentation by **June 1, 2019**.



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If the new equipment is not commercially available at the contract execution, the applicant must complete the project and submit the required invoice documentation by **December 1, 2020**.

For truck stop electrification infrastructure projects, the applicant must complete the project, obtain at least 1 year of data on actual use, and submit the required invoice documentation by December 1, 2020.

IX. PAYMENT PROCESS

The SCAQMD shall expend Program funds through invoice payments after the satisfactory completion of a post-inspection by SCAQMD. Invoice payments provide Program funding to equipment owners on a reimbursement basis or to the vendor (or dealership) through a direct payment option provided the SCAQMD receives written instructions and approval from the grantee. For the direct payment option, an authorized representative of the dealership must have signed a Memorandum of Understanding agreement with the SCAQMD certifying their understanding of the program requirements. Grant funds shall only be used toward the capital cost of the equipment. In the case of a LTO project, the grant funds shall only be used to reduce the principal owed by the lessee to purchase the truck. For more information on the requirements affecting LTO projects, see Chapter IV of the Program Guidelines.

Invoice Payments

Payment of the grant funds will only be made after the replacement truck has passed a post-inspection by the SCAQMD and the SCAQMD has received a valid invoice package for the new engine, vehicle, or piece of equipment. The SCAQMD may issue the grant payment to the equipment owner upon submission of a valid invoice once the following requirements have been met:

- Equipment owner or dealer must deliver the old truck/engine to an SCAQMD-approved, DMV-licensed dismantler within 30 calendar days after the new equipment is placed into operation.
- The equipment owner shall submit proof of a minimum 1-year or 100,000 mile major component engine warranty covering parts and labor for the new replacement vehicle or repowered engine (if the truck is no longer under warranty or has less than 1 year of warranty).
- Equipment owner must submit proof of insurance on the replacement or repowered truck.
- Equipment owner must demonstrate compliance with the requirements of CARB's Truck and Bus Regulation with a valid compliance certificate for the current year with the Truck Regulation Upload, Compliance, and Reporting System (TRUCRS)¹ ID that matches the information on the application. **Equipment owners cannot use the old truck or the replacement or repowered truck for demonstrating compliance with the regulation.**
- For the reimbursement option, the equipment owner must submit proof of payment and a copy of the original invoice from the vendor or dealership. Additional information may be required by the SCAQMD.

¹ CARB online reporting system for heavy-duty diesel trucks. https://ssl.arb.ca.gov/ssltrucr/stb/trucrs_reporting/reporting.php



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- For the reimbursement option, the SCAQMD will require verification from the dismantler that the old equipment has been delivered to the dismantling site and is in custody of the dismantler.
- The payment of grant funds will not exceed the amount directly paid by the equipment owner.

X. PROJECT EVALUATION

Complete applications will be evaluated by the SCAQMD in the order in which they are received. For truck projects, only complete and eligible projects will be posted on the SCAQMD website, once approved by CARB. Award will be made to complete, and eligible projects until Program funds are fully committed. For complete information regarding project evaluation refer to Chapter IV of the Final 2015 Staff Report and Guidelines for Implementation found on the CARB Program website at www.arb.ca.gov/gmbond.

XI. ANNUAL REPORTING REQUIREMENTS

Heavy-Duty Diesel Truck Projects

Equipment owners that are awarded funding will be responsible for annual reporting to the SCAQMD. The equipment owner shall submit annual reports for the project life. The equipment owner's annual reports shall include, but is not limited to:

- Contact information (owner name, address, phone number, etc.).
- Proof of California DMV registration.
- Fleet size.
- Current odometer reading, including the date read (estimate total vehicle mileage if odometer is missing or broken).
- Annual VMT in California since last report.
- Certification of the required 90% or 100% California-only operation.
- Certification of at least 50% of travel within the four trade corridors as well as provide the percentage of annual vehicle miles of travel in:
 - Bay Area Trade Corridor
 - Central Valley Trade Corridor
 - Los Angeles/Inland Empire Trade Corridor
 - San Diego/Border Trade Corridor
- Proof of insurance coverage.
- Certification that the bond-funded project was operated in accordance with the signed contract, and that all information submitted to the SCAQMD is true and accurate.
- Other information as requested by the SCAQMD.

Truck Stop Electrification

Equipment owners that are awarded funding will be responsible for annual reporting to the SCAQMD for the project life. The equipment owner annual reports shall include, but is not limited to:

- Contact information (owner name, company, address, phone number).



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- Project completion date.
- Actual number of truck connections to equipment per unit (parking space) each month in the reporting period.
- Actual number of hours the equipment was used per unit (parking space) each month in the reporting period. Include only equipment hours that enabled usage of heating and cooling to the cab or electrical power to TRUs or auxiliary power systems.
- Actual electrical usage by trucks or equipment documented by electric utility billing statements, electric meter readings, equipment monitoring data or other approved method in the reporting period. Include only electrical power that enabled usage of heating and cooling to the cab or electrical power to TRUs or auxiliary power systems.
- Date, duration, and general description of any equipment failure or other event that prevented trucks from using the system for more than 1 week.
- Certification of insurance.
- Signed certification statement that the bond-funded project was installed and is operating as it was approved in the post-inspection and that all information submitted to the local agency is true and accurate.
- Other information as requested by the SCAQMD.

Electric Charging Stations/Hydrogen Fueling Units

Equipment owners that are awarded funding will be responsible for annual reporting to the SCAQMD for the project life. The equipment owner annual reports shall include, but is not limited to:

- Contact information (owner name, address, phone number, etc.).
- Actual number of truck connections to equipment per charging station/fueling unit each month in the reporting period.
- Actual number of hours the equipment was used per charging station/fueling unit each month in the reporting period.
- For electrical charging stations, actual electrical usage per charging station documented by electric utility billing statements, electric meter readings, equipment monitoring data or other approved method in the reporting period.
- For hydrogen fueling units, actual usage per unit documented by billing statements, meter readings, equipment monitoring data or other approved method in the reporting period.
- Description of any equipment failure or other event that prevented trucks from using the charging/fueling units more than one week.
- Proof of equipment warranty coverage.
- Certification that the bond-funded project was operated in accordance with the signed contract, and that all information submitted to the SCAQMD is true and accurate.
- Other information as requested by the SCAQMD.

XII. INFORMATION ON TRUCK EFFICIENCY UPGRADES

The Program does not provide funding for technologies that improve fuel efficiency for trucks, which may include devices that reduce aerodynamic drag and rolling resistance. Aerodynamic



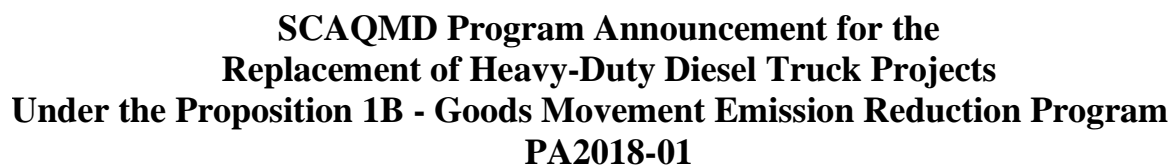
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drag may be reduced by using devices such as cab roof fairings, cab side gap fairings, and cab side skirts. On the trailer side, aerodynamic drag may be reduced by using trailer side skirts, gap fairings, and trailer tails. Rolling resistance may be reduced by using single wide tires or low-rolling resistance tires and automatic tire inflation systems on both the tractor and the trailer. These upgrades offer the potential to cut emissions of greenhouse gases and criteria pollutants, with a two to three year payback period through lower fuel costs. The benefits are variable based on the type of truck operations.

On December 11, 2008, CARB adopted a *Regulation to Reduce Greenhouse Gas Emissions from Heavy-Duty Vehicles (CCR, title 17, section 95300)*. This regulation applies primarily to owners of 53-foot or longer box-type trailers requiring their trucks and trailers to become more fuel efficient. Truck owners may be responsible for replacing or retrofitting their affected vehicles with efficiency upgrades that fit their operating profile. While the Program does not provide funding for the efficiency upgrades, other incentive programs may help offset the purchase cost or help finance the purchase of the upgrades, including CARB's Providing Loan Assistance for California Equipment (PLACE) Program (<http://www.arb.ca.gov/ba/loan/on-road/on-road.htm>).

XIII. USEFUL RESOURCES

- CARB Goods Movement Emission Reduction Program:
<http://www.arb.ca.gov/bonds/gmbond/gmbond.htm>
- CARB Truck Stop website: <http://www.arb.ca.gov/msprog/truckstop/truckstop.htm>
- CARB TRUCRS: https://ssl.arb.ca.gov/ssltrucrsto/trucrs_reporting/reporting.php
- SCAQMD Prop. 1B Website (where a copy of the solicitation and application forms can be found)
<http://www.aqmd.gov/home/programs/business/goods-movement-heavy-duty-truck-projects>



Trade Corridors

- Bay Area
- Central Valley
- Los Angeles / Inland Empire
- San Diego / Border

Bay Area
San Francisco Bay Area Air Basin

Central Valley
San Joaquin Valley Air Basin and Sacramento Federal Ozone Nonattainment Area

Los Angeles / Inland Empire
South Coast Air Basin and Port Hueneme

San Diego / Border
San Diego County and Imperial County

0 15 30 60 Miles

Air Resources Board

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PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION

FORM A1: Applicant Information *(Complete one form per company)*

I. APPLICANT INFORMATION(Required Information)

Applicant Name/Registered Owner (Equipment Owner):		
Business Name (if any):		TRUCRS ID #:
Primary Contact Full Name:		Email:
Mailing Address:		Phone Number:
City:	State:	Zip Code:
Fleet Size: _____	<i>"Fleet Size" means the number of diesel-fueled vehicles traveling in California that are registered to be driven on public highways and have a manufacturer's gross vehicle weight rating of 14,001 pounds or greater that are under common ownership or control [as defined in CCR section 2025 in title 13, article 4.5, Chapter 1] by a person, business, or government agency.</i>	

II. PROJECT INFORMATION

What type of project are you applying for?		
Project Type	Total Number of trucks included	Additional forms to complete
Truck Replacement	Number of trucks being replaced: _____	Form B1 for each truck included in the application
Two-for-One Truck Replacement	Number of trucks being replaced: _____	Form B1 and B2 for each two-for-one truck replacement included in the application
Truck Engine Repower	Number of trucks being repowered: _____	Form B3 for each truck included in the application
Three-Way Truck Transaction	Total trucks included: _____	Form B4 for each 3-way truck transaction in the application
Truck Stop Electrification Infrastructure	Not Applicable	Form C1
Electric Charging Stations or Hydrogen Fueling Units	Not Applicable	Form C2

III. SUPPLEMENTAL INFORMATION- PLEASE ATTACH THE FOLLOWING DOCUMENTS TO COMPLETE YOUR APPLICATION

<input type="checkbox"/>	Attach one or more of the following forms to Form A1 , as required:
	<div> <div> Form B1- Truck Replacement Form B2- Two-for-One Truck Replacement Form B3- Truck Engine Repower Form B4- Three-Way Truck Transaction Form C1- Truck Stop Electrification Infrastructure Form C2- Electric Charging Stations or Hydrogen </div> </div>
<input type="checkbox"/>	Attach a copy of the "Certificate of Compliance" from CARB's TRUCRS database, this certificate must show that your fleet is in compliance with CARB Truck and Bus Regulation at the time of application submittal. The TRUCRS website can be accessed at: https://ssl.arb.ca.gov/ssltrucrsto/trucrs_reporting/reporting.php .

Submit the original completed application (with all required supporting documents and signatures) along with **two (2)** copies of **the entire application package** via mail delivery, or in person to:

South Coast Air Quality Management District
21865 Copley Dr., Diamond Bar, CA 91765
Attn: **Procurement**

Application Deadline: October 6, 2017 - Until Program funds are fully committed

NOTE: Facsimile or email submittals **will not be accepted**. You must submit total of 3 copies including the original application.



PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION

FORM A1: Applicant Information *(Complete one form per company)*

I am the owner of the existing vehicle(s), have the legal authority to apply for incentive funding for the entity described in this application, and agree to the following statement by signing below:

- I (equipment owner) have reviewed the information provided in this application, including all supporting documentation, and certify the application information is true and correct, and meet the minimum requirement of the proposition 1B –Good Movement Emission Reduction Program;
- I agree to follow all requirements of the Proposition 1B - Goods Movement Emission Reduction Program- Final 2015 Staff Report and Guidelines for Implementation;
- The program-funded equipment shall be placed into operation and post-inspected prior to the applicable operational deadline to remain eligible for funding;
- I understand that the Program-funded equipment may not be used by the equipment owner to comply with any applicable CARB regulations for the specified timeframe;
- Neither the owner nor equipment identified in the application has any outstanding violations or non-compliance with CARB regulations;
- The purchase of this low-emission vehicle is NOT required by any local, state, and/or federal rule or regulation, including, but not limited to, the Drayage Truck Regulation (13 CCR §2027), Truck and Bus Regulation (13 CCR §2025), and/or Solid Waste Collection Vehicle Regulation (13 CCR §2021);
- I have not and will not apply for additional grant funds from any other agency or program for the vehicle(s) included in this application, except the funding programs allowed by the Guideline.
- I will disclose any other source(s) of funding that has been applied for and will be used for the same project, including the source of funds, amount, and the purpose for funding;
- I will disclose the value of any existing financial incentive that directly reduces the project cost, including tax credits or deductions, grants, or other public financial assistance for the same equipment;
- Grant funds shall only be used to offset the capital cost of the equipment and/or shall reduce the principal owed to purchase the equipment;
- New equipment must **not** be purchased, received, installed, paid for, or placed into operation prior to contract execution unless specified by the Program Guidelines, and if allowed, equipment owner shall assume all financial risk and is in no way assured program funds;
- New equipment purchased outside of California may be subject to California sales and/or use tax;
- I have all the information needed to understand what must be done to maintain eligibility for Program funds. This includes maintaining registration and ownership; keeping equipment in legal operating condition within California; correcting any air pollution citations; complying with all CARB regulations; and reporting, repairing, or replacing equipment that has been damaged, destroyed, or stolen;
- I understand that an incomplete or illegible application, including applications that are missing required documentation, may be rejected by the SCAQMD at their discretion;
- I acknowledge that the SCAQMD may release the information the application contains to third parties if required by state and federal public records laws;
- I understand that the Program-funded equipment will be required to operate at least 90% or 100% of its operating time within California for the project life;
- Program funds were not used to previously upgrade the equipment identified in the equipment project application (except for funds that may have been received to retrofit a truck with a diesel PM filter);
- Any additional non-Program funding needed to complete the equipment project according to the proposed timeframe is reasonably available; and
- I understand as an applicant that incentive programs have limited funds and shall terminate upon depletion of program funding.

Printed Name of Owner: _____

Title: _____

Signature of Owner: _____

Date: _____



PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION

FORM B1: Equipment Information – Heavy-Duty Diesel Truck Replacement

(Complete one form per truck)

I. Required Truck Information

Equipment Registered Owner:		Equipment Fuel Type:																
Vehicle Identification Number (VIN):		License Plate Number:																
Truck Model Year:	Engine Model Year:	Engine Serial No.:																
Annual Vehicle Miles Traveled in California:	Current Odometer Reading:	Date Recorded:																
Power Take-off (PTO) Usage (if applicable):		Current PTO hour meter reading: _____ Date Recorded: _____																
Does PTO operate while the main truck engine is operating? <input type="checkbox"/> Yes <input type="checkbox"/> No																		
Manufacturer Gross Vehicle Weight Rating (GVWR): _____ lbs (Refer to the label found in the door jamb of your truck for the correct GVWR. Please attach a photograph of this label. NOTE: This is <u>NOT</u> the number registered with the DMV)																		
Port Trucks? <input type="checkbox"/> Yes <input type="checkbox"/> No		DPF installed? <input type="checkbox"/> Yes <input type="checkbox"/> No																
Vocation (Types of goods typically transported – Choose 1 box only) "Goods" are defined as having the same meaning in Commercial Code section 2105, which essentially requires that: 1) The goods must be movable, and 2) the goods being moved must be part of a transaction that involves a contract for the sale of the goods. <table border="0"><tr><td><input type="checkbox"/> Agricultural</td><td><input type="checkbox"/> Concrete Mixer</td><td><input type="checkbox"/> Dry Bulk Blower</td><td><input type="checkbox"/> Vacuum Pneumatic Trailer Aggre-</td></tr><tr><td><input type="checkbox"/> gates</td><td><input type="checkbox"/> Container</td><td><input type="checkbox"/> Hazardous Materials</td><td><input type="checkbox"/> Wood/Paper Products</td></tr><tr><td><input type="checkbox"/> Bulk or Break Bulk</td><td><input type="checkbox"/> Dairy</td><td><input type="checkbox"/> Heavy Equipment/Metals</td><td><input type="checkbox"/> Restaurant/Grocery</td></tr><tr><td><input type="checkbox"/> Building/Construction</td><td><input type="checkbox"/> Dump Truck</td><td><input type="checkbox"/> Poultry</td><td><input type="checkbox"/> Other _____</td></tr></table>			<input type="checkbox"/> Agricultural	<input type="checkbox"/> Concrete Mixer	<input type="checkbox"/> Dry Bulk Blower	<input type="checkbox"/> Vacuum Pneumatic Trailer Aggre-	<input type="checkbox"/> gates	<input type="checkbox"/> Container	<input type="checkbox"/> Hazardous Materials	<input type="checkbox"/> Wood/Paper Products	<input type="checkbox"/> Bulk or Break Bulk	<input type="checkbox"/> Dairy	<input type="checkbox"/> Heavy Equipment/Metals	<input type="checkbox"/> Restaurant/Grocery	<input type="checkbox"/> Building/Construction	<input type="checkbox"/> Dump Truck	<input type="checkbox"/> Poultry	<input type="checkbox"/> Other _____
<input type="checkbox"/> Agricultural	<input type="checkbox"/> Concrete Mixer	<input type="checkbox"/> Dry Bulk Blower	<input type="checkbox"/> Vacuum Pneumatic Trailer Aggre-															
<input type="checkbox"/> gates	<input type="checkbox"/> Container	<input type="checkbox"/> Hazardous Materials	<input type="checkbox"/> Wood/Paper Products															
<input type="checkbox"/> Bulk or Break Bulk	<input type="checkbox"/> Dairy	<input type="checkbox"/> Heavy Equipment/Metals	<input type="checkbox"/> Restaurant/Grocery															
<input type="checkbox"/> Building/Construction	<input type="checkbox"/> Dump Truck	<input type="checkbox"/> Poultry	<input type="checkbox"/> Other _____															
Estimated Percentage of Annual Vehicle Miles Traveled (VMT) in CA Trade Corridors (Total percentage cannot be over 100%) _____% Bay Area _____% Central Valley _____% LA/Inland Empire _____% San Diego/Border _____% Other in CA _____% Outside CA																		
Proposed future operation within CA during the contract term (choose one): At least <input type="checkbox"/> 90% <input type="checkbox"/> 100%																		

Proposed New Equipment and Funding Requested: All Fleets

Existing Truck	Replacement Engine Emission Level (Please check only 1 Box Below)				
	New MY2016+ engine natural gas truck ^{1,2,3}	New MY2016+ engine Hybrid truck ^{1,2,4}	New MY2015+ Engine optional Low-NOx truck (0.02 only) ^{1,2}	New MY2016+ engine hybrid zero emission mile truck ^{1,2,5}	New MY2016+ engine zero emission truck ^{1,2,6}
Class 8 (33,001 lbs or greater GVWR, HHD engine)	<input type="checkbox"/> \$65,000	<input type="checkbox"/> \$80,000	<input type="checkbox"/> \$100,000	<input type="checkbox"/> \$150,000	<input type="checkbox"/> \$200,000
Class 7 (26,001 – 33,000 lbs GVWR, MHD or HHD engine)	<input type="checkbox"/> \$65,000	<input type="checkbox"/> \$80,000	<input type="checkbox"/> \$100,000	<input type="checkbox"/> \$150,000	<input type="checkbox"/> \$200,000
Class 6 (19,501 – 26,000 lbs GVWR, MHD engine)	<input type="checkbox"/> \$40,000	<input type="checkbox"/> \$45,000	<input type="checkbox"/> \$50,000	<input type="checkbox"/> \$65,000	<input type="checkbox"/> \$100,000
Class 5 (16,001 – 19,500 lbs GVWR, <HD engine)	<input type="checkbox"/> \$25,000	<input type="checkbox"/> \$35,000	<input type="checkbox"/> \$40,000	<input type="checkbox"/> \$50,000	<input type="checkbox"/> \$80,000

- Projects may be co-funded with CARB's Air Quality Improvement Program, Low Carbon Transportation Program, or the California Energy Commission's (CEC's) Alternative Renewable Fuel Vehicle Technology Program funds as applicable.
- Co-funded projects can only utilize one additional source of State funding and the combined funding may not exceed 90% of the total eligible project cost or any other funding restrictions of each respective program. Projects must meet the requirements of each program providing funding.
- Engines must meet the 2010 emission level of 0.20 g/bhp-hr or less NOx (FEL and CERT values) and 0.01 g/bhp-hr or less PM (CERT value). All engines must be approved by CARB to be sold in California.
- Hybrid truck is defined as a vehicle with an electric drive system powered by an on-board generator and approved for funding by AQIP.
- Hybrid zero emission mile truck is defined as a hybrid vehicle capable of zero emission miles.
- Zero emission truck is defined as a vehicle that emits no criteria pollutant, toxic or greenhouse gas emissions at the tailpipe.



PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION

FORM B1: Equipment Information – Heavy-Duty Diesel Truck Replacement

(Complete one form per truck)

II. Additional Information

Purchasing Vehicle with a Lease-To-Own Program (LTO)? ☐ No ☐ Yes **If yes, complete the lessor information below.**

(LTO projects must comply with requirements listed in the Program Guidelines, Chapter IV.A.13. LTO application must be signed and submitted by the owner of the old truck. Applicant must be the legal owner of the old truck at the time of application and must participated in the LTO program as either the lessor or lessee)

Name of Lessor:

Contact Name and Phone Number of Lessor:

Lessot Address:

III. Supplemental Information- Please Attach the following Documents to Complete Your Application



Proof of Current and Prior Year Registration in CA:

Acceptable records may include: CA based-plated registration, CA International Registration Plan (IRP), or dual-plated registration (CA based-plated/CA IRP and Mexico only) for trucks carrying goods across the CA-Mexico border.

Please provide registration documents to verify the following:

- 1) Current registration, AND
- 2) Registration for the past 2 years: Must show proof of registration in the current year (1-12 months prior to application date) and prior year (13-24 months prior to application date).

Two options:

- 1) CA DMV registration cards for the past 2 years, OR
- 2) CA DMV Vehicle Registration Information Record (DMV printout)
 - The DMV printout must show registration in both the current year and prior year with a mini- mum of 6 months of total registration.
 - If the DMV printout shows no registration in the prior year, then alternative documentation (insurance certificate or BIT inspection) must be used to verify operation in the prior year.

Note: The DMV printout may be obtained by submitting a Request for Driver Record Information form (INF 1125) to the DMV. To find your local DMV office, please visit <http://www.dmv.ca.gov>. You may also obtain and pay for the DMV printout online at: <http://www.dmv.ca.gov/online/vrr.htm>



Copy of Existing Vehicle Title

(Note: Title may show a lienholder at the time of application however the title must be cleared of all liens prior to payment of any grant funds by SCAQMD.)



Vehicle Miles Traveled (VMT) in CA for the past 24 Months:

Acceptable documentation includes, but is not limited to: maintenance records, Biennial Inspection of Terminals (BIT inspection), International Fuel Tax Agreement (IFTA) records, daily logs, etc.) Documenta- tion must clearly identify the truck by ID number, license plate, or VIN.

Two (2) mileage records showing odometer readings



PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION

FORM B1: Equipment Information – Heavy-Duty Diesel Truck Replacement

(Complete one form per truck)

- ☐ **If applicable, provide Power Take Off (PTO) activity for the past 24 months:**

Acceptable documentation is subject to approval by the SCAQMD, but must clearly identify the truck by ID number, license plate, or VIN.

Two (2) PTO records showing hour meter

- ☐ **Proof of insurance for the past 24 months**
- ☐ **Copy of Certificate of Compliance from CARB's TRUCRS database**
- ☐ **Photograph of the manufacturer's labels found in the door jamb of the truck showing VIN and GVWR**

IV. IMPORTANT NOTES

- **SUBMIT** completed Forms A1, B1, and all required supplemental Information listed above to the SCAQMD by the requested due date.
- **DO NOT PURCHASE NEW EQUIPMENT!** New equipment funded by this program can only be purchased once the contract is signed between the equipment owner and the SCAQMD. An equipment owner may pre-order new equipment prior to contract execution and after posting of CARB's approved rank list at the equipment owner's risk.
- **KEEP EXISTING OLD TRUCK REGISTERED AND IN OPERATION!** Existing equipment must maintain continuous DMV registration and be in operation moving goods at a similar activity level to that listed in the application until the equipment has been relinquished to a SCAQMD-approved dismantler.
- **STAY COMPLIANT!** Applicants must maintain compliance with all applicable CARB regulations throughout the Proposition 1B Program process and the life of the contract. The Program-Funded equipment may not be used by the equipment owner to comply with any applicable CARB regulations.



PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION

FORM B2: Two-for-One Truck Replacement – For Second Truck Only

(Complete this form for the second truck in the Two-for-One Truck Replacement)

I. Second Truck Information

Equipment Registered Owner:		Equipment Fuel Type:																
Vehicle Identification Number (VIN):		License Plate Number:																
Truck Model Year:	Engine Model Year:	Engine Serial No.:																
Annual Vehicle Miles Traveled in California:	Current Odometer Reading:	Date Recorded:																
Power Take-off (PTO) Usage (if applicable):		Current PTO hour meter reading: _____ Date Recorded: _____																
Does PTO operate while the main truck engine is operating? Yes No																		
Manufacturer Gross Vehicle Weight Rating (GVWR): _____ lbs (Refer to the label found in the door jamb of your truck for the correct GVWR. Please attach a photograph of this label. NOTE: This is <u>NOT</u> the number registered with the DMV)																		
Port Truck? <input type="checkbox"/> Yes <input type="checkbox"/> No		DPF Installed? <input type="checkbox"/> Yes <input type="checkbox"/> No																
Vocation (Types of goods typically transported – Choose 1 box only) “Goods” are defined as having the same meaning in Commercial Code section 2105, which essentially requires that: 1) The goods must be movable, and 2) the goods being moved must be part of a transaction that involves a contract for the sale of the goods. <table border="0"><tr><td><input type="checkbox"/> Agricultural</td><td><input type="checkbox"/> Concrete Mixer</td><td><input type="checkbox"/> Dry Bulk Blower</td><td><input type="checkbox"/> Vacuum Pneumatic Trailer Ag-</td></tr><tr><td><input type="checkbox"/> Regates</td><td><input type="checkbox"/> Container</td><td><input type="checkbox"/> Hazardous Materials</td><td><input type="checkbox"/> Wood/Paper Products</td></tr><tr><td><input type="checkbox"/> Bulk or Break Bulk</td><td><input type="checkbox"/> Dairy</td><td><input type="checkbox"/> Heavy Equipment/Metals</td><td><input type="checkbox"/> Restaurant/Grocery</td></tr><tr><td><input type="checkbox"/> Building/Construction</td><td><input type="checkbox"/> Dump Truck</td><td><input type="checkbox"/> Poultry</td><td><input type="checkbox"/> Other _____</td></tr></table>			<input type="checkbox"/> Agricultural	<input type="checkbox"/> Concrete Mixer	<input type="checkbox"/> Dry Bulk Blower	<input type="checkbox"/> Vacuum Pneumatic Trailer Ag-	<input type="checkbox"/> Regates	<input type="checkbox"/> Container	<input type="checkbox"/> Hazardous Materials	<input type="checkbox"/> Wood/Paper Products	<input type="checkbox"/> Bulk or Break Bulk	<input type="checkbox"/> Dairy	<input type="checkbox"/> Heavy Equipment/Metals	<input type="checkbox"/> Restaurant/Grocery	<input type="checkbox"/> Building/Construction	<input type="checkbox"/> Dump Truck	<input type="checkbox"/> Poultry	<input type="checkbox"/> Other _____
<input type="checkbox"/> Agricultural	<input type="checkbox"/> Concrete Mixer	<input type="checkbox"/> Dry Bulk Blower	<input type="checkbox"/> Vacuum Pneumatic Trailer Ag-															
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Estimated Percentage of Annual Vehicle Miles Traveled (VMT) in CA Trade Corridors (Total percentage cannot be over 100%) _____% Bay Area _____% Central Valley _____% LA/Inland Empire _____% San Diego/Border _____% Other in CA _____% Outside CA																		
Proposed future operation within CA during the contract term (choose one): <input type="checkbox"/> At least 90% <input type="checkbox"/> 100%																		

II. Supplemental Information – Please Attach the Following Documents to Complete Your Application

☐ **Proof of Current and Prior Year Registration in CA:**

Acceptable records may include: CA based-plated registration, CA International Registration Plan (IRP), or dual-plated registration (CA based-plated/CA IRP and Mexico only) for trucks carrying goods across the CA-Mexico border.

Please provide registration documents to verify the following:

- 1) Current registration, AND
- 2) Registration for the past 2 years: Must show proof of registration in the current year (1-12 months prior to application date) and prior year (13-24 months prior to application date).

Two options:

- 1) CA DMV registration cards for the past 2 years, OR
- 2) CA DMV Vehicle Registration Information Record (DMV printout)
 - o The DMV printout must show registration in both the current year and prior year with a minimum of 6 months of total registration.
 - o If the DMV printout shows no registration in the prior year, then alternative documentation (insurance certificate or BIT inspection) must be used to verify operation in the prior year.

Note: The DMV printout may be obtained by submitting a Request for Driver Record Information form (INF 1125) to the DMV. To find your local DMV office, please visit <http://www.dmv.ca.gov>. You may also obtain and pay for the DMV printout online at: <http://www.dmv.ca.gov/online/vrr.htm>



PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION

FORM B2: Two-for-One Truck Replacement – For Second Truck Only

(Complete this form for the second truck in the Two-for-One Truck Replacement)

- ☐ **Copy of Existing Vehicle Title**
(Note: Title may show a lienholder at the time of application however the title must be cleared of all liens prior to the payment of any grant funds by SCAQMD.)
- ☐ **Vehicle miles traveled (VMT) in California for the past 24 Months:**
Acceptable documentation includes, but is not limited to: maintenance records, Biennial Inspection of Terminals (BIT inspection), International Fuel Tax Agreement (IFTA) records, daily logs, etc.) Documentation Two (2) mileage records that show odometer readings.
- ☐ **If applicable, provide Power Take Off (PTO) activity for the past 24 months:**
Acceptable documentation is subject to approval by the SCAQMD, but must clearly identify the truck by ID number, license plate, or VIN.
Two (2) PTO records showing hour meter readings.
- ☐ **Proof of insurance for the past 24 months**
- ☐ **Copy of Certificate of Compliance from CARB's TRUCRS database**
- ☐ **Photograph of the manufacturer's label found in the door jamb of the truck showing VIN and GVWR**
(Legibly printed photos only)

III. IMPORTANT NOTES

- **SUBMIT** completed Forms A1, B1, B2 and all required supplemental Information listed above to the SCAQMD by the requested due date.
- **DO NOT PURCHASE NEW EQUIPMENT!** New equipment funded by this program can only be purchased once the contract is signed between the equipment owner and the SCAQMD. An equipment owner may pre-order new equipment prior to contract execution and after posting of CARB's approved rank list at the equipment owner's risk.
- **KEEP EXISTING OLD TRUCK REGISTERED AND IN OPERATION!** Existing equipment must maintain continuous DMV registration and be in operation moving goods at a similar activity level to that listed in the application until the equipment has been relinquished to a SCAQMD-approved dismantler.
- **STAY COMPLIANT!** Applicants must maintain compliance with all applicable CARB regulations throughout the Proposition 1B Program process and the life of the contract. The Program-Funded equipment may not be used by the equipment owner to comply with any applicable CARB regulations.



PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION

FORM B3: Heavy-Duty Diesel Truck Engine Repower (Small Fleet Only)

(Complete one form per truck)

I. Required Truck Information

Equipment Registered Owner:		Equipment Fuel Type:																
Vehicle Identification Number (VIN):		License Plate Number:																
Truck Model Year:	Engine Model Year:	Engine Serial No.:																
Annual Vehicle Miles Traveled in California:	Current Odometer Reading:	Date Recorded:																
Power Take-off (PTO) Usage (if applicable):		Current PTO hour meter reading: _____ Date Recorded: _____																
Does PTO operate while the main truck engine is operating? <input type="checkbox"/> Yes <input type="checkbox"/> No																		
Manufacturer Gross Vehicle Weight Rating (GVWR): _____ lbs (Refer to the label found in the door jamb of your truck for the correct GVWR. Please attach a photograph of this label. NOTE: This is NOT the number registered with the DMV)																		
Port Truck? <input type="checkbox"/> Yes <input type="checkbox"/> No		DPF Installed? <input type="checkbox"/> Yes <input type="checkbox"/> No																
Vocation (Types of goods typically transported – Choose 1 box only) “Goods” are defined as having the same meaning in Commercial Code section 2105, which essentially requires that: 2) The goods must be movable, and 2) the goods being moved must be part of a transaction that involves a contract for the sale of the goods. <table border="0"><tr><td><input type="checkbox"/> Agricultural</td><td><input type="checkbox"/> Concrete Mixer</td><td><input type="checkbox"/> Dry Bulk Blower</td><td><input type="checkbox"/> Vacuum Pneumatic Trailer</td></tr><tr><td><input type="checkbox"/> Aggregates</td><td><input type="checkbox"/> Container</td><td><input type="checkbox"/> Hazardous Materials</td><td><input type="checkbox"/> Wood/Paper Products</td></tr><tr><td><input type="checkbox"/> Bulk or Break Bulk</td><td><input type="checkbox"/> Dairy</td><td><input type="checkbox"/> Heavy Equipment/Metals</td><td><input type="checkbox"/> Restaurant/Grocery</td></tr><tr><td><input type="checkbox"/> Building/Construction</td><td><input type="checkbox"/> Dump Truck</td><td><input type="checkbox"/> Poultry</td><td><input type="checkbox"/> Other _____</td></tr></table>			<input type="checkbox"/> Agricultural	<input type="checkbox"/> Concrete Mixer	<input type="checkbox"/> Dry Bulk Blower	<input type="checkbox"/> Vacuum Pneumatic Trailer	<input type="checkbox"/> Aggregates	<input type="checkbox"/> Container	<input type="checkbox"/> Hazardous Materials	<input type="checkbox"/> Wood/Paper Products	<input type="checkbox"/> Bulk or Break Bulk	<input type="checkbox"/> Dairy	<input type="checkbox"/> Heavy Equipment/Metals	<input type="checkbox"/> Restaurant/Grocery	<input type="checkbox"/> Building/Construction	<input type="checkbox"/> Dump Truck	<input type="checkbox"/> Poultry	<input type="checkbox"/> Other _____
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Estimated Percentage of Annual Vehicle Miles Traveled (VMT) in CA Trade Corridors (Total percentage cannot be over 100%) _____ % Bay Area _____ % Central Valley _____ % LA/Inland Empire _____ % San Diego/Border _____ % Other in CA _____ % Outside CA																		
Proposed future operation within CA during the contract term (choose one): <input type="checkbox"/> At least 90% <input type="checkbox"/> 100%																		

Proposed New Equipment and Funding Requested:

Existing Truck	Replacement Engine Repower diesel engine with a new MY2015+ engine that meets 2010 emission levels
Class 8 (33,001 lbs or greater, HHD engine) (MY 2009 or older Engine)	<input type="checkbox"/> \$20,000
Class 7 (26,001 – 33,000 lbs, MHD or HHD) (MY 2009 or older Engine)	<input type="checkbox"/> \$20,000
Class 6 (19,501 – 26,000 lbs, MHD engine) (MHD engine) (MY 1999-2009 Engine)	<input type="checkbox"/> \$10,000



PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION

FORM B3: Heavy-Duty Diesel Truck Engine Repower (Small Fleet Only)

(Complete one form per truck)

II. Supplemental Information – Please Attach the Following Documents to Complete Your Application

☐ **Proof of Current and Prior Year Registration in CA:**

Acceptable records may include: CA based-plated registration, CA International Registration Plan (IRP), or dual-plated registration (CA based-plated/CA IRP and Mexico only) for trucks carrying goods across the CA-Mexico border.

Please provide registration documents to verify the following:

- 1) Current registration, AND
- 2) Registration for the past 2 years: Must show proof of registration in the current year (1-12 months prior to application date) and prior year (13-24 months prior to application date).

Two options:

- 1) CA DMV registration cards for the past 2 years, OR
- 2) CA DMV Vehicle Registration Information Record (DMV printout)
 - The DMV printout must show registration in both the current year and prior year with a minimum of 6 months of total registration.
 - If the DMV printout shows no registration in the prior year, then alternative documentation (insurance certificate or BIT inspection) must be used to verify operation in the prior year.

Note: The DMV printout may be obtained by submitting a Request for Driver Record Information form (INF 1125) to the DMV. To find your local DMV office, please visit <http://www.dmv.ca.gov>. You may also obtain and pay for the DMV printout online at: <http://www.dmv.ca.gov/online/vrr.htm>

☐ **Copy of Existing Vehicle Title**

(Note: Title may show a lienholder at the time of application however the title must be cleared of all liens prior to payment of any grant funds by SCAQMD.)

☐ **Vehicle miles traveled (VMT) in California for the past 24 Months:**

Acceptable documentation includes, but is not limited to: maintenance records, Biennial Inspection of Terminals (BIT inspection), International Fuel Tax Agreement (IFTA) records, daily logs, etc.) Documentation Two (2) mileage records that show odometer readings.

☐ **If applicable, provide Power Take Off (PTO) activity for the past 24 months:**

Acceptable documentation is subject to approval by the SCAQMD, but must clearly identify the truck by ID number, license plate, or VIN.

Two (2) PTO records showing hour meter readings.

☐ **Proof of insurance for the past 24 months**

☐ **Copy of Certificate of Compliance from CARB's TRUCRS database**

☐ **Photograph of the manufacturer's label found in the door jamb of the truck showing VIN and GVWR**
(Legibly printed photos only)



PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION

FORM B3: Heavy-Duty Diesel Truck Engine Repower (Small Fleet Only)

(Complete one form per truck)

III. IMPORTANT NOTES

- **SUBMIT** completed Forms A1, B1, and all required supplemental Information listed above to the SCAQMD by the requested due date.
- **DO NOT PURCHASE NEW EQUIPMENT!** New equipment funded by this program can only be purchased once the contract is signed between the equipment owner and the SCAQMD. An equipment owner may pre-order new equipment prior to contract execution and after posting of CARB's approved rank list at the equipment owner's risk.
- **KEEP EXISTING OLD TRUCK REGISTERED AND IN OPERATION!** Existing equipment must maintain continuous DMV registration and be in operation moving goods at a similar activity level to that listed in the application until the equipment has been relinquished to a SCAQMD-approved dismantler.
- **STAY COMPLIANT!** Applicants must maintain compliance with all applicable CARB regulations throughout the Proposition 1B Program process and the life of the contract. The Program-Funded equipment may not be used by the equipment owner to comply with any applicable CARB regulations.



PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION

FORM B4: Three-Way Truck Transaction

I. Truck A Information (Engine Model Year 2007-2009 with a OEM or Level 3 PM Filter Installed)

Equipment Registered Owner:		Equipment Fuel Type:																
Vehicle Identification Number (VIN):		License Plate Number:																
Truck Model Year:	Engine Model Year:	Engine Serial No.:																
Annual Vehicle Miles Traveled:	Current Odometer Reading:	Date Recorded:																
Power Take-off (PTO) Usage (if applicable):		Current PTO hour meter reading: _____ Date Recorded: _____																
Does PTO operate while the main truck engine is operating? Yes No																		
Manufacturer Gross Vehicle Weight Rating (GVWR): _____ lbs (Refer to the label found in the door jamb of your truck for the correct GVWR. Please attach a photograph of this label. NOTE: This is NOT the number registered with the DMV)																		
Vocation (Types of goods typically transported – Choose 1 box only) “Goods” are defined as having the same meaning in Commercial Code section 2105, which essentially requires that: 1) The goods must be movable, and 2) the goods being moved must be part of a transaction that involves a contract for the sale of the goods. <table border="0"><tr><td><input type="checkbox"/> Agricultural</td><td><input type="checkbox"/> Concrete Mixer</td><td><input type="checkbox"/> Dry Bulk Blower</td><td><input type="checkbox"/> Vacuum Pneumatic Trailer Aggre-</td></tr><tr><td><input type="checkbox"/> gates</td><td><input type="checkbox"/> Container</td><td><input type="checkbox"/> Hazardous Materials</td><td><input type="checkbox"/> Wood/Paper Products</td></tr><tr><td><input type="checkbox"/> Bulk or Break Bulk</td><td><input type="checkbox"/> Dairy</td><td><input type="checkbox"/> Heavy Equipment/Metals</td><td><input type="checkbox"/> Restaurant/Grocery</td></tr><tr><td><input type="checkbox"/> Building/Construction</td><td><input type="checkbox"/> Dump Truck</td><td><input type="checkbox"/> Poultry</td><td><input type="checkbox"/> Other _____</td></tr></table>			<input type="checkbox"/> Agricultural	<input type="checkbox"/> Concrete Mixer	<input type="checkbox"/> Dry Bulk Blower	<input type="checkbox"/> Vacuum Pneumatic Trailer Aggre-	<input type="checkbox"/> gates	<input type="checkbox"/> Container	<input type="checkbox"/> Hazardous Materials	<input type="checkbox"/> Wood/Paper Products	<input type="checkbox"/> Bulk or Break Bulk	<input type="checkbox"/> Dairy	<input type="checkbox"/> Heavy Equipment/Metals	<input type="checkbox"/> Restaurant/Grocery	<input type="checkbox"/> Building/Construction	<input type="checkbox"/> Dump Truck	<input type="checkbox"/> Poultry	<input type="checkbox"/> Other _____
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Estimated Percentage of Annual Vehicle Miles Traveled (VMT) in CA Trade Corridors (Total percentage cannot be over 100%) _____ % Bay Area _____ % Central Valley _____ % LA/Inland Empire _____ % San Diego/Border _____ % Other in CA _____ % Outside CA																		
Proposed future operation within CA during the contract term (choose one): <input type="checkbox"/> At least 90% <input type="checkbox"/> 100%																		

II. Truck B Information (Engine Model Year 2006 or Older that has demonstrated compliance with the Statewide Truck and Bus Rule)

Equipment Registered Owner:		Equipment Fuel Type:																
Vehicle Identification Number (VIN):		License Plate Number:																
Truck Model Year:	Engine Model Year:	Engine Serial No.:																
Annual Vehicle Miles Traveled:	Current Odometer Reading:	Date Recorded:																
Power Take-off (PTO) Usage (if applicable):		Current PTO hour meter reading: _____ Date Recorded: _____																
Does PTO operate while the main truck engine is operating? Yes No																		
Manufacturer Gross Vehicle Weight Rating (GVWR): _____ lbs (Refer to the label found in the door jamb of your truck for the correct GVWR. Please attach a photograph of this label. NOTE: This is NOT the number registered with the DMV)																		
Vocation (Types of goods typically transported – Choose 1 box only) “Goods” are defined as having the same meaning in Commercial Code section 2105, which essentially requires that: 1) The goods must be movable, and 2) the goods being moved must be part of a transaction that involves a contract for the sale of the goods. <table border="0"><tr><td><input type="checkbox"/> Agricultural</td><td><input type="checkbox"/> Concrete Mixer</td><td><input type="checkbox"/> Dry Bulk Blower</td><td><input type="checkbox"/> Vacuum Pneumatic Trailer Aggre-</td></tr><tr><td><input type="checkbox"/> gates</td><td><input type="checkbox"/> Container</td><td><input type="checkbox"/> Hazardous Materials</td><td><input type="checkbox"/> Wood/Paper Products</td></tr><tr><td><input type="checkbox"/> Bulk or Break Bulk</td><td><input type="checkbox"/> Dairy</td><td><input type="checkbox"/> Heavy Equipment/Metals</td><td><input type="checkbox"/> Restaurant/Grocery</td></tr><tr><td><input type="checkbox"/> Building/Construction</td><td><input type="checkbox"/> Dump Truck</td><td><input type="checkbox"/> Poultry</td><td><input type="checkbox"/> Other _____</td></tr></table>			<input type="checkbox"/> Agricultural	<input type="checkbox"/> Concrete Mixer	<input type="checkbox"/> Dry Bulk Blower	<input type="checkbox"/> Vacuum Pneumatic Trailer Aggre-	<input type="checkbox"/> gates	<input type="checkbox"/> Container	<input type="checkbox"/> Hazardous Materials	<input type="checkbox"/> Wood/Paper Products	<input type="checkbox"/> Bulk or Break Bulk	<input type="checkbox"/> Dairy	<input type="checkbox"/> Heavy Equipment/Metals	<input type="checkbox"/> Restaurant/Grocery	<input type="checkbox"/> Building/Construction	<input type="checkbox"/> Dump Truck	<input type="checkbox"/> Poultry	<input type="checkbox"/> Other _____
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Proposed future operation within CA during the contract term (choose one): <input type="checkbox"/> At least 90% <input type="checkbox"/> 100%																		

Note: If owner of Truck B is different than owner of Truck A and has not yet been identified, Table II may be left blank. Ranking may be increased if Truck B information is provided at the time of application submittal.

**PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION****FORM B4: Three-Way Truck Transaction****III. Truck C Information – New Equipment And Funding Request for All Fleet (Must be the same vehicle class as Truck A)**

Existing Truck	Replacement Engine Emission Level (Please check only 1 Box Below)				
	New MY2016+ engine natural gas truck ^{1,2,3}	New MY2016+ engine Hybrid truck ^{1,2,4}	New MY2016+ Engine optional Low-NOx truck (0.02 only) ^{1,2}	New MY2016+ engine hybrid zero emission mile truck ^{1,2,5}	New MY2016+ engine zero emission truck ^{1,2,6}
Class 8 (33,001 lbs or greater GVWR, HHD engine)	<input type="checkbox"/> \$65,000	<input type="checkbox"/> \$80,000	<input type="checkbox"/> \$100,000	<input type="checkbox"/> \$150,000	<input type="checkbox"/> \$200,000
Class 7 (26,001 – 33,000 lbs GVWR, MHD or HHD engine)	<input type="checkbox"/> \$65,000	<input type="checkbox"/> \$80,000	<input type="checkbox"/> \$100,000	<input type="checkbox"/> \$150,000	<input type="checkbox"/> \$200,000
Class 6 (19,501 – 26,000 lbs GVWR, MHD engine)	<input type="checkbox"/> \$40,000	<input type="checkbox"/> \$45,000	<input type="checkbox"/> \$50,000	<input type="checkbox"/> \$65,000	<input type="checkbox"/> \$100,000
Class 5 (16,001 - 19,501 lbs GVWR, MHD engine)	<input type="checkbox"/> \$25,000	<input type="checkbox"/> \$35,000	<input type="checkbox"/> \$40,000	<input type="checkbox"/> \$50,000	<input type="checkbox"/> \$80,000

1. Projects may be co-funded with CARB's Air Quality Improvement Program, Low Carbon Transportation Program, or the California Energy Commission's (CEC's) Alternative Renewable Fuel Vehicle Technology Program funds as applicable.
2. Co-funded projects can only utilize one additional source of State funding and the combined funding may not exceed 90% of the total eligible project cost or any other funding restrictions of each respective program. Projects must meet the requirements of each program providing funding.
3. Engines must meet the 2010 emission level of 0.20 g/bhp-hr or less NOx (FEL and CERT values) and 0.01 g/bhp-hr or less PM (CERT value). All engines must be approved by CARB to be sold in California.
4. Hybrid truck is defined as a vehicle with an electric drive system powered by an on-board generator and approved for funding by AQIP.
5. Hybrid zero emission mile truck is defined as a hybrid vehicle capable of zero emission miles.
6. Zero emission truck is defined as a vehicle that emits no criteria pollutant, toxic or greenhouse gas emissions at the tailpipe.



PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION

FORM B4: Three-Way Truck Transaction

IV. Supplemental Information – Please Attach the Following Documents to Complete Your Application

☐ **Proof of Current and Prior Year Registration in CA:**

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Please provide registration documents to verify the following:

Current registration, AND

Registration for the past 2 years: Must show proof of registration in the current year (1-12 months prior to application date) and prior year (13-24 months prior to application date).

Two options:

CA DMV registration cards for the past 2 years, OR

CA DMV Vehicle Registration Information Record (DMV printout)

The DMV printout must show registration in both the current year and prior year with a minimum of 6 months of total registration.

If the DMV printout shows no registration in the prior year, then alternative documentation (insurance certificate or BIT inspection) must be used to verify operation in the prior year.

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☐ **Copy of Existing Vehicle Title**

(Note: Title may show a lienholder at the time of application however the title must be cleared of all liens prior to payment of any grant funds by SCAQMD.)

☐ **Vehicle Miles Traveled (VMT) in CA for the past 24 Months:**

Acceptable documentation includes, but is not limited to: maintenance records, Biennial Inspection of Terminals (BIT inspection), International Fuel Tax Agreement (IFTA) records, daily logs, etc.) Documentation must clearly identify the truck by ID number, license plate, or VIN.

Two (2) mileage records that show odometer readings.

☐ **If applicable, provide Power Take Off (PTO) activity for the past 24 months:**

Acceptable documentation is subject to approval by the SCAQMD, but must clearly identify the truck by ID number, license plate, or VIN.

Two (2) PTO records showing hour meter

☐ **Proof of insurance for the past 24 months**

☐ **Copy of Certificate of Compliance from CARB's TRUCRS database**

☐ **Photograph of the manufacturer's labels found in the door jamb of the truck showing VIN and GVWR**
(Legibly printed photos only)



V. IMPORTANT NOTES

- **SUBMIT** completed Forms A1, B1, and all required supplemental Information listed above to the SCAQMD by the requested due date.
- **DO NOT PURCHASE NEW EQUIPMENT!** New equipment funded by this program can only be purchased once the contract is signed between the equipment owner and the SCAQMD. An equipment owner may pre-order new equipment prior to contract execution and after posting of CARB's approved rank list at the equipment owner's risk.
- **KEEP EXISTING OLD TRUCK REGISTERED AND IN OPERATION!** Existing equipment must maintain continuous DMV registration and be in operation moving goods at a similar activity level to that listed in the application until the equipment has been relinquished to a SCAQMD-approved dismantler.
- **STAY COMPLIANT!** Applicants must maintain compliance with all applicable CARB regulations throughout the Proposition 1B Program process and the life of the contract. The Program-Funded equipment may not be used by the equipment owner to comply with any applicable CARB regulations.

**PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION****FORM C1: Truck Stop Electrification Infrastructure****I. APPLICANT INFORMATION**

Name :		
Business Name (if any):		
Primary Contact Name:	Email:	Phone Number:
Mailing Address:		
City:	State:	Zip Code:
Person with contract signing authority (if different than above):		Title:
Have you applied for any other grant programs for this project? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, specify the grant program(s) that you applied to: _____		

II. LOCATION INFORMATION

Facility Name:
Location/Project Site Address:
Type of Project: <input type="checkbox"/> Truck Stop - Number of Existing Parking Spaces : _____ <input type="checkbox"/> Intermodal Facility – Number of Existing Spaces: _____ Dis- <input type="checkbox"/> tribution Center - Number of Existing Docks: _____ <input type="checkbox"/> Other (please specify): _____
How many heavy-duty diesel trucks are currently operated at this facility annually? _____ Av- erage daily time a refrigeration units (TRUs) operates while parked? _____ hr.

III. PROJECT INFORMATION – PROJECTED ACTIVITIES WITH NEW EQUIPMENT AND EMISSIONS BENEFITS DATA*

Brief Description of Project (please include the detailed design plan with application):		
Number of electrification units to be installed: _____	Individual power required: _____	Total power required: _____
Annual estimated of number of trucks connect to electric power : _____	Average connection time per truck: _____ hrs.	
Annual estimated of number of TRU connect to electric power : _____	Average connection time per TRU: _____ hrs.	



PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION

FORM C1: Truck Stop Electrification Infrastructure

Projected annual usage in hours (expected percent occupancy):

Year 1 : _____% Year 2 : _____% Year 3 : _____% Year 4 : _____% Year 5 : _____%

Year 6 : _____% Year 7 : _____% Year 8 : _____% Year 9 : _____% Year 10 : _____%

Projected power usage for TRU (expected percent occupancy):

Year 1 : _____% Year 2 : _____% Year 3 : _____% Year 4 : _____% Year 5 : _____%

Year 6 : _____% Year 7 : _____% Year 8 : _____% Year 9 : _____% Year 10 : _____%

Baseline emission (without project) for the first 10-year of operation: NOx _____ lb. and PM _____ lb.

Emission from the project during the first 10-year of operation: NOx _____ lb. and PM _____ lb.

Emission reduction for the first 10-year of project operation: NOx _____ lb. and PM _____ lb.

Cost Effectiveness : _____ lb./State dollars

Note: Cost-effectiveness should be equal to or greater than 0.10 lb./State dollars invested

* Applicant must use CARB's 2015 Emissions Benefits Calculator to estimate the baseline and future emissions, the amount of emissions reduced, and the cost-effectiveness of the project together with the annual usage in hours. The calculator will be posted on CARB's website. Applicant must provide an electronic copy and a hardcopy of the completed calculator with the application.

IV. EQUIPMENT VENDOR INFORMATION

Vendor Name:

Contact person:

Email:

Phone Number:

V. EQUIPMENT PROJECT FUNDING REQUEST

Total project cost (\$):

Program dollar requested (\$):

Source of funds to pay for the balance of the project:

☐ Private (cash/loan) ☐ Local ☐ Other state ☐ Federal ☐ Other(please specify): _____



VI. ATTACHMENTS-PLEASE ATTACH THE FOLLOWING DOCUMENTS TO COMPLETE YOUR APPLICATION

- Completed Form C1.
- Complete ARB's 2015 Emission Benefit Calculator. The calculator can be accessed at: <http://www.arb.ca.gov/bonds/gmbond/gmbond.htm>
- Truck electrification infrastructure detailed design plan.
- Itemized cost information by phase (design, environmental, construction).
- Written project acknowledgement form from the site owner (if applicant does not own the site where the equipment will be installed) which acknowledge/agrees to the following, at a minimum, for the duration of the project life:
 - The equipment owner will be allowed to install and operate the Program-funded equipment at the site address.
 - Program-funded equipment will be the property of the applicant listed in the equipment project application.
 - The local agency, ARB, or their designees will be allowed to access the site, equipment, and associated records for inspection, Program reviews, or fiscal audits.

VII. Applicant Statement

I have the legal authority to apply for incentive funding for the entity described in this application, and agree to the following statements by signing below:

- I (applicant) have reviewed the information provided in this application, including all supporting documentation, and certify the application information is true and correct, and meets the minimum requirements of the Proposition 1B - Goods Movement Emission Reduction Program;
- I agree to follow all requirements of the 2015 Proposition 1B - Goods Movement Emission Reduction Program Guidelines;
- The program-funded equipment shall be placed into operation and post-inspected prior to the applicable operational deadline to remain eligible for funding;
- I understand that the Program-funded equipment may not be used by the equipment owner to comply with any applicable CARB regulations for the specified timeframe;
- I have not and will not apply for additional grant funds from any other agency or program for this proposed project, except the funding programs allowed by the Guideline.
- I will disclose any other source(s) of funding that has been applied for and will be used for the same project, including the source of funds, amount, and the purpose for funding;
- I will disclose the value of any existing financial incentive that directly reduces the project cost, including tax credits or deductions, grants, or other public financial assistance for the same equipment;
- Grant funds shall only be used to offset the capital cost of the equipment and/or shall reduce the principal owed to purchase the equipment;
- New equipment must **not** be purchased, received, installed, paid for, or placed into operation prior to contract execution;
- New equipment purchased outside of California may be subject to California sales and/or use tax;
- I agree to properly maintain program funded equipment in good operating condition and according to manufacturer's recommendation during the project life;
- I understand that an incomplete or illegible application, including applications that are missing required documentation, may be rejected by the SCAQMD at their discretion;
- I acknowledge that the SCAQMD may release the information the application contains to third parties if required by state and federal public records laws; and
- I understand that landside electrification infrastructure to reduce diesel engine idling and use of diesel-fueled internal combustion auxiliary power systems may be funded at the lower of 50% of eligible project costs or a level commensurate with a cost-effectiveness of 0.10 pounds of weighted emissions reduced per State dollars invested.
- I understand that truck stop/distribution center electrification infrastructure projects shall be eligible to compete for funding



PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION

FORM C1: Truck Stop Electrification Infrastructure

only if the cost-effectiveness is equal to or greater than 0.10 pounds of weighted emissions reduced per State dollars invested.

- I understand that eligible costs for the project include purchase and installation of electrical infrastructure to: enable heating, cooling, and the use of cab power for parked trucks at truck stops, intermodal facilities, and other places where trucks congregate. Reimbursement for the eligible costs shall be based on demonstrated use over the first year of operation. Ineligible costs include on-board auxiliary power units and other equipment installed on trucks.
- I understand that the reimbursement for the eligible cost will be based on demonstrated use over the first year of operation.
- Equipment project match funding is reasonably available to complete the equipment project according to the proposed timeframe.

Printed Name of Owner: _____ **Title:** _____

Signature of Owner: _____ **Date:** _____

**PROPOSITION 1B - GOODS MOVEMENT EMISSION REDUCTION PROGRAM APPLICATION****FORM C2: Electric Charging Stations or Hydrogen Fueling Units**

This funding option is only available if the equipment owner replaces a minimum of one vehicle through the Program (Form B1)

I. APPLICANT INFORMATION

Name :		
Business Name (if any):		
Primary Contact Name:		Email: Phone Number:
Mailing Address:		
City:	State:	Zip Code:
Person with contract signing authority (if different than above):		Title:
Have you applied for any other grant programs for this project? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, specify the grant program(s) that you applied to:		

II. CHARGING/FUELING EQUIPMENT INFORMATION

Equipment/ Construction Location:
Project type? <input type="checkbox"/> Electric charging station <input type="checkbox"/> Hydrogen Fueling Unit
Equipment Manufacturer:
Equipment Power Rating for Electric Charger Only (Voltage, Amperage, Wattage, Efficiency):
Equipment Serial Number:
Equipment Recharge Rate (Electric Charger Only):
Anticipated Cost of Eligible Equipment:
Description of Usage Monitoring System
Estimated Annual Truck connections: _____ Trucks. Estimated connection time/Truck: _____ hours.

III. EQUIPMENT PROJECT FUNDING REQUEST

Estimated Cost of Charging Stations/Fueling Units :\$_____
Program Dollars Requested:\$_____ (Partial funding of up to the lower of 50% or \$30,000 for 1 charging or fueling units)
Equipment Power Rating for Electric Charger Only (Voltage, Amperage, Wattage, Efficiency):
Equipment Serial Number:
Equipment Recharge Rate (Electric Charger Only):



South Coast Air Quality Management District

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

Business Information Request

Dear SCAQMD Contractor/Supplier:

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

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

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

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

Sincerely,

Michael B. O'Kelly
Chief 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

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

Attachment 2

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

Part I Taxpayer Identification Number (TIN)																																																																														
Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see <i>How to get a TIN</i> on page 3.																																																																														
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.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="11" style="text-align: center;">Social security number</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> <td style="width: 20px; height: 20px;"></td> </tr> <tr> <td colspan="3"></td> <td style="text-align: center;">-</td> <td colspan="3"></td> <td style="text-align: center;">-</td> <td colspan="3"></td> </tr> <tr> <td colspan="11" style="text-align: center;">or</td> </tr> <tr> <td colspan="11" style="text-align: center;">Employer identification number</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> <td style="width: 20px; height: 20px;"></td> </tr> <tr> <td colspan="3"></td> <td style="text-align: center;">-</td> <td colspan="3"></td> <td colspan="3"></td> <td></td> </tr> </table>	Social security number																									-				-				or											Employer identification number																									-							
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Part II Certification			
Under penalties of perjury, I certify that:			
1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and			
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and			
3. I am a U.S. citizen or other U.S. person (defined below); and			
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.			
Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions on page 3.			
Sign Here	<table style="width: 100%;"> <tr> <td style="width: 60%;"> Signature of U.S. person ▶ </td> <td style="width: 40%;"> Date ▶ </td> </tr> </table>	Signature of U.S. person ▶	Date ▶
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.

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 he or she stays 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.

Attachment 3

Line 2

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

Line 3

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

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

Line 4, Exemptions

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

Exempt payee code.

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

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

- 1—An organization exempt from tax under section 501(a), any IRA, or a custodial account under section 403(b)(7) if the account satisfies the requirements of section 401(f)(2)
- 2—The United States or any of its agencies or instrumentalities
- 3—A state, the District of Columbia, a U.S. commonwealth or possession, or any of their political subdivisions or instrumentalities
- 4—A foreign government or any of its political subdivisions, agencies, or instrumentalities
- 5—A corporation
- 6—A dealer in securities or commodities required to register in the United States, the District of Columbia, or a U.S. commonwealth or possession
- 7—A futures commission merchant registered with the Commodity Futures Trading Commission
- 8—A real estate investment trust
- 9—An entity registered at all times during the tax year under the Investment Company Act of 1940
- 10—A common trust fund operated by a bank under section 584(a)
- 11—A financial institution
- 12—A middleman known in the investment community as a nominee or custodian
- 13—A trust exempt from tax under section 664 or described in section 4947

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

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

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

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

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

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

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

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

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

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

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

G—A real estate investment trust

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

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

J—A bank as defined in section 581

K—A broker

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

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

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

Line 5

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

Line 6

Enter your city, state, and ZIP code.

Part I. Taxpayer Identification Number (TIN)

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

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

If you are a single-member LLC that is disregarded as an entity separate from its owner (see *Limited Liability Company (LLC)* on this page), enter the owner's SSN (or EIN, if the owner has one). Do not enter the disregarded entity's EIN. If the LLC is classified as a corporation or partnership, enter the entity's EIN.

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

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

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

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

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

Part II. Certification

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

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

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

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

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

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

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

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

What Name and Number To Give the Requester

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

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

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

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

⁴ List first and circle the name of the trust, estate, or pension trust. (Do not furnish the TIN of the personal representative or trustee unless the legal entity itself is not designated in the account title.) Also see *Special rules for partnerships* on page 2.

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

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

Secure Your Tax Records from Identity Theft

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

To reduce your risk:

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

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

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

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

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

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

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

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

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

Privacy Act Notice

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

TAXABLE YEAR

CALIFORNIA FORM

2017 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 Information

Name _____

Payee Information

Name _____

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

Address (apt./sta., room, PO box, or PMB no.) _____

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

State _____

ZIP code _____

Exemption Reason**Check only one box.**

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 800.852.6711.

Under penalties of perjury, I declare that I have examined the information on this form, including accompanying schedules and statements, and to the best of my knowledge and belief, it is true, correct, and complete. I further declare under penalties of perjury that if the facts upon which this form are based change, I will promptly notify the withholding agent.

Type or print payee's name and title _____

Telephone (____) _____

Payee's signature ► _____

Date _____

7061173

Form 590 c2 2016

2017 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 and search for **backup withholding**.

Form 590 does not apply to payments for wages to employees. Wage withholding is administered by the California Employment Development Department (EDD). For more information, go to edd.ca.gov or call 888.745.3885.

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 (TIN). The withholding agent must retain a copy of the certificate or substitute for at least five 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 nonwage 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 – Enter the information in the following order: City, Country, Province/Region, and Postal Code. Follow the country's practice for entering the postal code. **Do not** abbreviate the country's name.

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

Withholding Agent Instructions

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

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

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

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

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

Additional Information

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

Telephone: **888.792.4900**
916.845.4900

Fax: 916.845.9512

OR write to:

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

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

OR to get forms by mail write to:

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

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

Internet and Telephone Assistance

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

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

Asistencia Por Internet y Teléfono

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

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

Certification Regarding Debarment, Suspension, and Other Responsibility Matters

The prospective participant certifies to the best of its knowledge and belief that it and the principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
- (b) Have not within a three year period preceding this proposal been convicted of or had a civil judgement rendered against them or commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction: violation of Federal or State antitrust statute or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

I understand that a false statement on this certification may be grounds for rejection of this proposal or termination of the award. In addition, under 18 USC Sec. 1001, a false statement may result in a fine of up to \$10,000 or imprisonment for up to 5 years, or both.

Typed Name & Title of Authorized Representative

Signature of Authorized Representative Date

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

Attachment 6



CAMPAIGN CONTRIBUTIONS DISCLOSURE

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

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

In addition, SCAQMD Board Members or members/alternates of the MSRC must abstain from voting on a contract or permit if they have received a campaign contribution from a party or participant to the proceeding, or agent, totaling more than \$250 in the 12-month period prior to the consideration of the item by the Governing Board or the MSRC. Gov't Code §84308(c).

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

SECTION I.

Contractor (Legal **Name):**

DBA, Name _____, County Filed in _____

Corporation, ID No. _____

LLC/LLP, ID No. _____

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

Attachment 6

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
bution

Amount of Contribution

Date of Contri-

Name of Contributor

Governing Board Member or MSRC Member/Alternate
bution

Amount of Contribution

Date of Contri-

Name of Contributor

Governing Board Member or MSRC Member/Alternate
bution

Amount of Contribution

Date of Contri-

Name of Contributor

Attachment 6

Governing Board Member or MSRC Member/Alternate
bution

Amount of Contribution

Date of Contri-

I declare the foregoing disclosures to be true and correct.

By: _____

Title: _____

Date: _____

DEFINITIONS

Parent, Subsidiary, or Otherwise Related Business Entity (2 Cal. Code of Regs., §18703.1(d).)

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



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178

(909) 396-2000 • www.aqmd.gov

Direct Deposit Authorization

STEP 1: Please check all the appropriate boxes

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

STEP 2: Payee Information

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

Authorization

1. 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.
2. This authorization remains in effect until SCAQMD receives written notification of changes or cancellation from you.
3. I hereby release and hold harmless SCAQMD for any claims or liability to pay for any losses or costs related to insufficient fund transactions that result from failure within the Automated Clearing House network to correctly and timely deposit monies into my account.

STEP 3:

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

To be Completed by your Bank

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

For SCAQMD Use Only

Input By _____

Date _____

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 11

PROPOSAL: Issue Program Announcement for School Bus Replacements

SYNOPSIS: Since 2001, the SCAQMD has replaced over 1,600 pre-1994 publicly owned school buses and retrofitted nearly 3,400 school buses. The Carl Moyer AB 923 funds can be utilized for replacement and retrofit of school buses. This action is to issue a Program Announcement to replace pre-1994 school buses owned by public school districts with new alternative fuel buses.

COMMITTEE: Technology, September 15, 2017; Recommended for Approval

RECOMMENDED ACTION:

Issue Program Announcement #PA2018-02 for replacement of pre-1994 school buses owned by public school districts with new alternative fuel buses.

Wayne Natri
Executive Officer

MMM:FM:VW:VY

Background

Since the commencement of the Lower-Emission School Bus Program in 2001, SCAQMD has awarded nearly \$280 million in state and local funds to replace over 1,600 highly polluting publicly owned school buses with alternative fuel buses and to retrofit 3,400 newer diesel school buses with particulate traps. This program has resulted in helping thousands of school kids to commute in some of the cleanest school buses in the country. The Carl Moyer AB 923 funds can be utilized for replacement and retrofit of school buses.

Proposal

This action is to issue Program Announcement #PA2018-02 for replacement of pre-1994 school buses owned by public school districts and joint power authorities with new alternative fuel buses. The PA will close on January 4, 2018, after a three-month application period. Funding will be provided from the Carl Moyer Program AB 923 Fund (80). Depending on the number of applications received, all the requests may not be funded in their entirety; final funding amounts will be recommended to the Board when they consider the proposed awards.

For replacement of pre-1994 school buses with alternative fuel buses owned by public school districts and joint power authorities, the SCAQMD will award up to \$165,000 for Type D CNG buses and up to \$129,500 for Type C propane buses toward the base price of the bus, including sales tax and the fire suppressant system. School districts will have to pay for any additional discretionary options that they may choose to include on the bus. In the case of commercial availability at the time of the awards, schools willing to purchase alternative fuel school buses certified below the 0.2 gram NOx standard will be prioritized. Schools may also apply for CARB's Hybrid and Zero Emission Truck and Bus Voucher Incentive Project (HVIP) funds to help leverage and reduce their portion of match funding. Furthermore, up to \$14,000 per CNG and \$5,000 per propane bus will be provided for fueling infrastructure. School districts cannot opt to use the funding provided for infrastructure to reduce their local match.

Outreach

In accordance with SCAQMD's Procurement Policy and Procedure, a public notice advertising the PA 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. Electronic notification of this funding opportunity will also be sent to all public school districts in the SCAQMD's jurisdiction.

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

Bid Evaluation

Proposals will be reviewed and evaluated by a diverse, technically qualified panel in accordance with criteria in the attached PA.

Benefits to SCAQMD

The successful implementation of the Lower-Emission School Bus Replacement Program will ensure less polluting and safer school transportation for school children and will reduce public exposure to toxic diesel particulate matter emissions.

Resource Impacts

Funding for the Lower-Emission School Bus Replacement Program will be provided from the Carl Moyer Program AB 923 Fund (80) and the final funding amounts will be recommended to the Board when they consider the proposed awards.

Attachment

Program Announcement #PA2018-02 for Alternative Fuel School Bus Replacements

***Announcing South Coast Air Quality Management District's
Alternative Fuel School Bus Replacement Program
(Eligibility restricted to public school districts and joint power authorities)***

**Program Announcement & Application
PA2018-02**

October 6, 2017

Depending upon the number of applications received and availability of funding, the SCAQMD Board retains discretion to make full awards, partial awards, or no awards at all under this Program Announcement. If the choice to make a partial award causes any bidder to withdraw, the funds that would have been awarded to that bidder will be re-allocated to the other bidders or allocated pursuant to a new program announcement. SCAQMD also reserves the right to change any criteria such as the schedule, qualifications, grant provisions and selection criteria outlined in this Program Announcement & Application.

October 6, 2017

The South Coast Air Quality Management District (SCAQMD) is pleased to announce another round of funding opportunity for the implementation of the “Lower-Emission School Bus Program (LESB)” in the South Coast Air Basin. This program, which supplements earlier programs, is designed to assist school districts to purchase new Type C or Type D alternative fuel school buses. Only public school districts, and those participating under a joint powers authority agreement (JPA), are eligible for these funds.

Background

Since 2001, when the Lower-Emission School Bus Program began, SCAQMD has awarded nearly \$280 million in state and local funds to: replace 1,600 highly polluting older diesel school buses with clean alternative fuel buses and retrofit 3,400 diesel school buses with PM traps. As a result of the LESB Program, thousands of school children travel in some of the cleanest and safest buses in the South Coast region.

Highlights of the Alternative Fuel School Bus Replacement Program

Eligibility

Only public school districts and joint power authorities (JPAs) in the South Coast Air Quality Basin are eligible to apply.

Funding

Funds for the new Alternative Fuel School Bus Replacement Program will be provided from the Carl Moyer Program AB923 Fund. The final funding amount will be recommended at the time of SCAQMD Board approval for the proposed awards. Depending on the number of applications received, all the requests may not be funded in their entirety.

SCAQMD is seeking applications from public school districts to replace pre-1994 school buses that weigh over 14,000 lbs. Gross Vehicle Weight (GVW). SCAQMD will first replace any remaining pre-1987 buses in the fleets. In the application, school districts are requested to list their pre-1994 buses in their preferred priority order for replacement, either by accumulated mileage, age or maintenance track record. Given that funds may be limited, pre-1994 buses may be replaced in phases. Applicants are encouraged to list their oldest buses first and/or buses with the highest cumulative mileages.

For replacement of pre-1994 school buses with alternative fuel buses, the SCAQMD will fund up to \$165,000 for Type D CNG buses and up to \$129,500 for Type C propane buses, including sales tax and the fire suppressant system. School districts will also have to pay for any additional discretionary options that they may choose to include on the bus. In case of commercial availability at the time of the awards, schools willing to

purchase alternative fuel school buses certified below the 0.2 gram NOx standard will be prioritized. Schools may also apply for state's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) funds to help leverage and reduce their portion of match funding. Furthermore, up to \$14,000 per CNG and \$5,000 per propane bus will be provided for fueling infrastructure. However, funding provided for infrastructure cannot be used to reduce a school district's local match in instances where the infrastructure funds are not needed.

For each bus being requested for replacement, school districts must provide the annual CHP292 from year 2014 to present. Applicants have to agree to crush a pre-1994 school bus weighing over 14,000 GVWR.

The original application and three hard copies with Superintendent's signature and digitized version must be received by SCAQMD no later than 4:00 p.m. Thursday, January 4, 2018.

Also applicants must submit to SCAQMD's School Bus Program Supervisor the following:

1. two Excel sheets with details of the school buses in the fleet – one hard copy that accompanies the application, and the other sent electronically to Vasken Yardemian at vyardemian@aqmd.gov
2. a digitized version of the whole application

Schools need to include the latest CARB Executive Order (1 page) for the bus engine being ordered, and specify which piggy-back bid was used to order the new bus (Waterford, Hemet or equivalent). Schools need to operate these new school buses for a minimum of fifteen (15) years from the date of CHP certification.

Please see below for further details of the Program, procedures to apply and the application form.

Should you have any questions regarding this Program Announcement, please contact:

- Vasken Yardemian, Program Supervisor, at (909) 396-3296
Email: vyardemian@aqmd.gov, or
- Lily Garcia, Contract Assistant, at (909) 396-2832, lgarcia1@aqmd.gov
- Please note: SCAQMD is closed on Mondays.

The program announcement and application document PA2018-02 can also be accessed via the Internet by visiting SCAQMD's website at www.aqmd.gov/grants-bids.

Our main objective is to reduce children's exposure to harmful emissions from diesel school buses. We look forward to receiving your application.

ATTACHMENTS

Application Form and Procedures to Apply for Funding to Purchase New
Alternative Fuel School Bus

CERTIFICATIONS AND REPRESENTATIONS:

- All Applicants need to provide updated Business Contact Information
- New Applicants need to fill in the Taxpayer ID information

Funding for New Alternative Fuel School Buses

***(Only Public School Districts and Joint Power
Authorities are eligible to apply)***

PA2018-02

October 6, 2017

SCAQMD's Lower-Emission School Bus Program

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I.A. PROGRAM INTRODUCTION

In earlier rounds of funding, using a combination of state and its own funds totaling nearly \$280 million, SCAQMD has replaced over 1,600 older diesel buses with new alternative fuel bus, primarily CNG, and has retrofitted nearly 3,400 diesel buses with PM traps. Over 50 percent of these funds have been awarded to school districts located in disproportionately impacted areas. Thousands of students travel daily in these SCAQMD-funded school buses that are among the cleanest and safest in the South Coast Air Basin.

Funding Available for New School Bus Replacement

Background

Under this Program Announcement, SCAQMD will be providing its own AB 923 funds for the replacement of pre-1994 school buses with alternative fuel new school buses. Only public school districts and joint power authorities are eligible to apply under this program

For replacement of pre-1994 school buses with alternative fuel buses, the SCAQMD will fund up to \$165,000 for Type D CNG buses and up to \$129,500 for Type C propane buses, including sales tax and the fire suppressant system. School districts will also have to pay for any additional discretionary options that they may choose to include on the bus. In case of commercial availability at the time of the awards, schools willing to purchase alternative fuel school buses certified below the 0.2 gram NOx standard will be prioritized. Schools may also apply for state's HVIP funds to help leverage and reduce their portion of match funding.

Furthermore, up to \$14,000 per CNG and \$5,000 per propane bus will be provided for fueling infrastructure. Funding provided for infrastructure cannot be used to reduce a school district's local match in cases where the infrastructure funds are not needed.

Emission Limits

- The new alternative fuel school bus must be certified to at least an emission limit of: 0.2 g/bhp-hr (NMHC and NOx) and 0.01 g/bhp-hr for PM, but school buses certified at lower optional NOx standard will be prioritized.

I.B. PROGRAM SCHEDULE

The implementation schedule is outlined below.

Tentative Schedule for School Bus Replacement Program

- | | |
|----------------------------|---|
| October 6, 2017 (Friday) | Issue the Program Announcement & Application PA2018-02. |
| January 4, 2018 (Thursday) | Applications due by 4 p.m. for school bus replacements.
Applicants are encouraged to apply well before this deadline. |

April 6, 2018 (Friday)	SCAQMD Board to consider approval of the school bus replacement awards.
July 6, 2018	All school bus orders must be placed with vendors by school districts. Copies of vendor quotes and purchase orders faxed to SCAQMD (attn. Ms. Lily Garcia, fax (909-396-3774).
March 15, 2019	New buses delivered and CNG infrastructure completed.
April 12, 2019	All requests for reimbursement submitted by school districts, along with evidence of bus crushed.

I.C. APPLICATION SUBMITTAL

The applicant shall submit **four copies** (1 original and 3 copies) of the application, each marked “**Program Application PA2018-02**” These four copies should be placed together in a sealed envelope, plainly marked in the upper left-hand corner with the name and address of the applicant, **no later than 4:00 p.m., Thursday, January 4, 2018.**

The application package must be addressed to:

Mr. Dean D. Hughbanks, Procurement Manager
Re: Program Application PA2018-02
Alternative Fuel School Bus Replacement
 South Coast Air Quality Management District
 21865 Copley Drive
 Diamond Bar, CA 91765

All the school bus replacement applications must be **signed by the school’s superintendent**. (School superintendents shall not delegate this responsibility for signature to his or her deputy.) In addition, a digitized copy of the entire application and Excel sheet of fleet inventory should be e-mailed to the school bus program supervisor at vyardemian@aqmd.gov.

I.D. PARTICIPATION GUIDELINES, REQUIREMENTS, & CONDITIONS

GRANT PROVISIONS FOR SCHOOL BUS REPLACEMENT & INFRASTRUCTURE

A. School Bus Replacement Criteria Overview

1. Only public school districts within the jurisdiction of the SCAQMD that own and operate school buses, including under provisions of a joint powers authority, can apply for funding. The program is for replacement of:

- pre-1994 school buses with new alternative fuel buses; and
- pre-1994 school buses to be replaced must have continuous CHP certification from 2014 onwards.

All the replaced and the new replacement buses must have a manufacturer gross vehicular weight rating (GVWR) of greater than 14,000 pounds and be powered by a heavy-duty engine (CARB classification).

2. Only replacement buses will be funded. Fleet expansion buses (that fail to crush an existing school bus) will not be eligible for funding.
3. Only alternative fuel engines that meet the following emission criteria will be eligible for funding
 - At least 0.2 g/bhp-hr NMHC + NO_x or lower, and 0.01 g/bhp-hr PM or lower. If available, school buses certified at lower optional standard will be prioritized.
4. Availability of alternative fuels to refuel the newly acquired buses shall be documented. The school district can apply for fueling infrastructure funds. If awarded, school districts are eligible up to an additional ten percent of the bus award, and in the case of CNG buses, not exceeding \$14,000 per CNG bus, or \$5,000 per new propane bus awarded from AB923 funds. These infrastructure funds cannot be used to reduce the school district's local match requirement.
5. Priority shall be given to replacement of the oldest buses from the group of buses applied for the Program. Pre-1987 buses will be replaced first.
6. Only pre-1994 school buses with continuously certified CHP certificates since 2014 are eligible for replacement.
7. All pre-1994 school buses proposed for replacement must be in current use. These buses must have a CHP certificate valid as of December 31, 2014, and continuously thereafter, and a valid, verifiable DMV license. The application form calls for specific information related to the replaced bus. Additional information may be required as evidence that these buses are in operation. If there is a break in documentation, please inform the SCAQMD's Program Supervisor Vasken Yardemian at vyardemian@aqmd.gov.
8. Complete documents pertaining to the replaced bus, new bus purchase, vendor quotes, and proof of crushing must be kept in files for a period of seven (7) years after the date of removal of the existing bus. Access to these files, and personnel involved in the transactions, should be allowed in the event of an audit from either state or local authorities.
9. Schools need to include the latest CARB Executive Order (1 page) for the bus engine being ordered and specify which piggy-back bid was used to order the new bus (Waterford, Hemet or equivalent).

10. With the application, applicants must include a print-out of the current fleet composition with details of every bus and its engine currently operating in its fleet (make, model year, fuel type, VIN#, license plate #, engine make, model year, accumulated mileage, average annual mileage etc.) For fleet inventory purposes, diesel buses, within 1994 to 2006 model years (inclusive), that have PM traps and that lack PM traps, need to be identified as well. Additionally, an Excel version of the fleet composition should be sent directly to Vasken Yardemian at vyardemian@aqmd.gov.

B. Infrastructure Criteria Overview

1. If funds for CNG infrastructure are required, the applicant must make such request, and provide justification for the funds requested.
2. Requested funds should offset the cost of procuring new slow-fill alternative-fuel refueling equipment or expanding the capacity of an existing refueling station.
3. New capacity requested will be directly related to the capacity needed by the new CNG buses awarded through this program.
4. Upon approval, funding may be used to purchase slow-fill equipment or used to buy down the cost of a public access fast-fill facility based on estimated cost of slow-fill capacity needed for the new buses.

FUNDING ALLOCATIONS

A. Amounts of Funding

1. Public school districts can use any legally valid piggy-back bid in the State of California to purchase new CNG buses. Examples include, but are not restricted to, the Waterford and Hemet bids. Funding requested for purchase of a bus shall be consistent with the prices on the legally valid piggy-back bid. With the exception of the alternative fuel option, and onboard fire-suppressant system or gas detector system, the applicant is responsible for the cost of any options not included in the prices on the list.
2. SCAQMD will pay up to \$165,000 for Type D CNG buses and up to \$129,500 for Type C propane buses, including sales tax and the fire suppressant system. School districts will also have to pay for any additional discretionary options that they may choose to include on the bus.
3. The cost of the optional fire suppression system and/or gas methane detector included in the amounts described above is up to \$4,500 per bus.

4. The basis for the amount of funding requested for purchase of alternative-fuel refueling infrastructure shall be documented in the application. Amounts requested for funding shall be based on the cost of slow-fill stations. Awards shall not exceed \$14,000 per new CNG bus awarded, or \$5,000 per new propane bus awarded. These amounts will be paid through AB 923 funds.

B. Matching Fund Requirement

1. For replacement of 1993 and older model year in-use school buses, applicants shall pay the amount above \$165,000 for CNG Type D bus, and above \$129,500 for propane Type C bus.
2. The applicant shall have its fueling infrastructure funds for the purchase, upgrade, installation and operation of the alternative-fuel refueling infrastructure.
3. The source of match funding for bus purchases and infrastructure shall be documented and attached to this application. If other grant funds are being used as match funding, detailed information on required use of those funds shall be included.
4. Carl Moyer Program funds may not be used as match funding to purchase new buses.
5. Schools may apply for state's HVIP funds to help leverage and reduce their portion of match funding.

C. Authorizing Signature

The submitted school bus replacement application, and its 3 copies, shall have the school district's superintendent's signature. Applications without authorizing signatures will not be accepted.

D. Disbursement of Funds

1. Following receipt of the grant award from SCAQMD, the school district must provide a copy of the grant agreement and key attachments to the selected vendor(s). Per the provisions of the grant, a purchase order shall be placed without delay to allow for the prompt delivery of the buses.
2. Funds will be paid on a reimbursement basis to the vendor, following the delivery of the new school bus(es) to the applicant.
3. Vendors should be encouraged to directly invoice SCAQMD for SCAQMD's share of funds. Applicants shall cooperate fully with the vendor to provide the vendor the various

documents SCAQMD would need before reimbursing the vendor. These documents are listed in the grant agreement.

4. All buses must be physically delivered to the customer by **March 15, 2019**.
5. Proof of vehicle delivery and supporting documents, as required in the grant, must accompany any request for reimbursement of approved funds. School district must identify any options purchased over and above those included in the base price, and alternative fuel option. Besides the fire suppression and/or gas detection systems, for which SCAQMD will pay up to \$4,500, other discretionary options must be paid by the school district. The receipt of vehicle should be signed by the Director of Transportation before submission to SCAQMD.
6. All requests for reimbursement along with proof of crushing must be received by **April 12, 2019**. Monies owed will be paid directly to the bus vendor.
7. Funds will be paid on a reimbursement basis at the time of completion of the alternative-fuel refueling facility. CNG infrastructure must be completed by **March 15, 2019**. Proof of completion shall accompany any request for reimbursement of approved funds. All requests for reimbursement must be signed by the transportation director and received by SCAQMD on or before **April 12, 2019**. Monies owed will be paid directly to the infrastructure provider.

PROJECT IMPLEMENTATION

A. Preferred List of School Bus Replacement

Applicants are encouraged to list their pre-1994 buses in order of applicant preference. If a priority list is not indicated, from the pool of buses requested for replacement by an applicant, either the oldest buses or the buses with highest cumulative mileage will be replaced first.

B. Project Completion Deadlines and Penalties

1. School bus purchase orders must be placed no later than July 6, 2018.
2. New buses must be delivered no later than March 15, 2019. The business entity responsible for delaying the delivering of the buses may be subject to \$100 per day per bus penalty for buses delivered after March 15, 2019.
3. All requests for reimbursement for purchases submitted by school districts, along with evidence of bus crushed, and other documentation, should be submitted to SCAQMD by April 12, 2019.

C. Monitoring and Reporting

1. School districts must notify the SCAQMD's program supervisor by email to vyardemian@aqmd.gov when the funded buses are ordered and again when the buses arrive on site. Prior to reimbursement, an inspection by SCAQMD may be required.
2. School districts must notify the SCAQMD's program supervisor by email to vyardemian@aqmd.gov when any equipment is ordered for the refueling station, and when the equipment is operating. Prior to, or following reimbursement, an inspection by SCAQMD may be required.

I.E. IF YOU NEED HELP

This Program Announcement and Application can be obtained by accessing the SCAQMD website at www.aqmd.gov/grants-bids. SCAQMD staff members are available to answer questions during the application acceptance period. In order to help expedite assistance, please direct your inquiries to the applicable staff person, as follows:

- For **General, Administrative, or Technical Assistance**, please contact:

Vasken Yardemian
Program Supervisor
Technology Advancement Office
Phone 909-396-3296
Fax: 909-396-3632
vyardemian@aqmd.gov

- For **Questions on Invoices and Contracts**, please contact:

Lily Garcia
Contract Assistant
Technology Advancement Office
Phone: 909-396-2832
Fax: 909-396-3252
lgarcia1@aqmd.gov

Appendix A

SCAQMD Alternative Fuel School Bus Replacement Program

**APPLICATION FOR GRANT TO PURCHASE ALTERNATIVE FUEL SCHOOL BUS
AND INFRASTRUCTURE**

Fiscal Year 2017-2018

PA2018-02

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**GRANT APPLICATION FORM FOR THE
ALTERNATIVE FUEL SCHOOL BUS REPLACEMENT PROGRAM
Program Announcement PA2018-02**

(Please return signed application with next 4 pages filled out)

School District: _____

Street Address: _____

City: _____ County: _____ State: CA. Zip Code: _____

School District Primary Contact Person: _____

Name/Title: _____

Phone No.: _____ Ext: _____ Fax: No.: _____

Email (please print): _____

Alternative Contact (name, title, phone, email address – please print)

of Alternative Fuel School Buses Requested _____

Alternative Fuel School Bus Replacement Funds Amount Requested _____

Matching Funds Amount: _____

Sources of School District Matching Funds (please list by amount):

Documentation must be attached to this application explaining the source of match funds, and the need for CNG infrastructure funds. An authorizing resolution from the school board approving the match funds must be attached. If the resolution is not available at the time of the application submission, it should be sent to the program supervisor within 2 months the application submittal.

Fueling Infrastructure Funds Amount Requested: _____

of CNG or PROPANE buses owned and currently operated by School District: _____

If not on premise, identify the nearest refueling facility and one-way distance to the facility: _____

Superintendent's Signature: _____

Name of School Official (please print): _____ Date Signed _____

INFORMATION ON EXISTING BUSES TO BE REPLACED

- List only pre-1994 Buses (1993 or older) with GVWR above 14,000 lbs.
- For each bus, please include CHP 292 from 2014 onwards to present (or alternatively, CHP 343As).
- Please list these pre-1994 buses in your preferred order of priority for replacement: the least desirable buses first (either by accumulated mileage, or age or maintenance issues)

Bus ID No.	Make, Model, Year of pre-1994 bus	VIN No.	GVWR (must be at least 14,000 lbs.)	Odometer Mileage	Engine Make & Model, Year	DMV License Plate	CHP 292/343 from 2010 onwards? (Yes/No)*

*Attach CHP 292 certificates for each bus listed above. CHP certificate for each bus must be continuously valid since 2014 onwards to present (Attach a note, if there is any problem or an issue we need to address.).
Without CHP certificates, application will not be processed.

- With the application, a copy of the school board resolution authorizing submittal of the application and identifying the individual authorized to implement the school bus replacement project
- For each pre-1994 bus listed above, please include the following in the application package:
 - DMV Registration
 - DMV Title
 - CHP292s for year 2014 to present.
 - (Alternatively, CHP 343A that confirms that the bus passed CHP inspection for that year)
 - Clear photo of the data label tag of the bus confirming VIN# and GVWR of the bus
 - Clear photo of the Engine Label
- If we replace the above pre-1994 buses, are there any remaining pre-1994 buses in the fleet (with over 14,000 pounds GVWR)? _Yes/No
- If yes, how many pre-1994 buses left? _____
- Total number of 1994 and newer diesel buses in the fleet _____
 - # of buses with Level 3 PM traps (1994 and newer) _____
 - # of buses without Level 3 PM traps (1994 and newer) _____
- Total number of CNG or PROPANE buses in the fleet _____
- Do you have CNG or PROPANE refueling site at your facility? _____ Yes/No

Fleet Inventory:

- Please provide details of each school bus that remain in School District fleet in an Excel worksheet. Please include details of each bus (make, model, manufacturer, passenger capacity, engine make, model, year, fuel type, VIN#, license plate, accumulate mileage).
- For 1994 and newer models, please identify which diesel buses have Level 3 PM traps and which do not.
- Please print this Excel worksheet and attach to application, and send an electronic version to Vasken Yardemian at vyardemian@aqmd.gov.

**INFORMATION ON NEW BUSES
PROPOSED TO BE PURCHASED**
(Please include CARB Executive Order of the Bus Engine being purchased)

(Purchase and sales information of the new buses must be from a legally valid piggy-back bid)

Name of Vendor	Final Price quoted by Vendor (inclusive of sales tax)*	Make	Model	Year	GVWR	# of Passengers

*Please identify the piggy-back bid used to order the above. Also, identify any discretionary options being purchased by the school district. Besides the fire suppressant or gas detector, and the CNG package, SCAQMD will not pay for any discretionary option above those included as standard in the base bid.

Please document availability of CNG or PROPANE refueling station for the new bus purchases:

ALTERNATIVE FUEL INFRASTRUCTURE GRANT APPLICATION (PA2018-02)

Please answer all questions below. If non-applicable, write N/A.

Amount of funds requested: _____

Number of new CNG or PROPANE school buses applied for: _____

Number of CNG or PROPANE buses presently on site: _____

The requested funds will be used for (please circle one):

New Facility / Upgrade Existing Facility

Local Gas Utility Company

Distance (miles) to nearest off-site CNG or PROPANE Fueling Station: _____

Please attach a statement of reasons why it is not feasible to refuel at an off-site fueling station.

Existing fueling station:

Actual size of on-site CNG or PROPANE compressor, if any (In CFM) _____

CNG or PROPANE Fuel Storage Capacity if any: _____

Actual number of CNG Fueling Posts (two hoses/post) or PROPANE Fuel Dispensers:

Natural Gas Pressure at Main (PSIG): _____

Is this station accessible to the public? YES / NO

New fueling station:

CFM capacity needed for additional buses: _____

Number of CNG Fueling Posts (two hoses/post) or PROPANE Fuel Dispenser needed:

Will this station be accessible to the public? YES / NO

South Coast Air Quality Management District

SAMPLE GRANT FOR NEW BUS AWARD (not to be returned with application)

Sample Provisions. SCAQMD reserves the right to amend these provisions.

GRANT AWARD & AUTHORIZATION FORM

Alternative Fuel School Bus Replacement Funding Program

Pursuant to Program Announcement PA2018-02

Your grant application, to replace pre-1994 buses with new buses, has been approved for funding by the South Coast Air Quality Management District ("SCAQMD") Governing Board. A summary of the grant provisions are listed below:

GRANTEE	
Grant Number	G
Number of CNG or Propane School Buses Awarded	
Required School Match for Above Buses (pre-1994 bus replaced at \$15,000 for CNG and \$10,000 for a Propane bus replaced)*	
a. Total School Bus Replacement Grant Award	
b. Total Award for Installing Fire- Suppression Systems and/or Methane Detection System (with a maximum of \$4,500 per bus)	
c. Total Infrastructure Grant Award	
Maximum SCAQMD Award (a+b+c+d)	
Source of Funding	Fund 80/AB 923
Deadline for Physical Delivery of All Buses	Not later than March 15, 2019
Deadline for the Installation of the Alternative Fuel Station	Not later than March 15, 2019
Agreement Term with SCAQMD	May 15, 2024
Date to which School District must own and operate the new bus received under this Program	At minimum, to March 15, 2034
Date to Which All Records (relating to this Grant) Need to be Retained	March 15, 2036

- PARTIES - The parties to this Grant Award Agreement ("Agreement") are the South Coast Air Quality Management District ("SCAQMD") whose address is 21865 Copley Drive, Diamond Bar, California 91765-4178, and School District ("GRANTEE") whose address _____

2. AGREEMENT TERM – The term of this Agreement is from the date of execution by both parties through **May 15, 2034**, unless further extended by amendment of this Agreement in writing. No work shall commence until this Agreement is fully executed by all parties.

The project must comply with the 2008 California Air Resources Board's (CARB) Lower-Emission School Bus Program Guidelines, dated April 15, 2008, including associated Advisories/Mail-outs (subsequent revisions to the Guidelines), and must meet all program requirements for the full term of this Agreement. Inclusive of the Agreement term, there are two timeframes: A) **Project Completion**, which is from the date of grant execution to the date the last new school bus has been ordered, delivered and placed into operation; and B) **Project Implementation**, which is from the date the final invoice has been paid until the end date of this Agreement.

3. ADDITIONAL TERMS –To receive funds pursuant to this Grant, GRANTEE must comply with all of the following terms and conditions including those set forth in the following documents, which are attached and incorporated as part of this Grant.
- Information on the CNG or Propane bus(es) to be purchased (**Attachment A-1**);
 - List of pre-1994 school buses that must be crushed and permanently removed (**Attachment B-1**);
 - Reporting Data on Old and New School Buses, replaced and purchased under this Funding Program (Excel format) (**Attachment C-1**);
 - Lower-Emission School Bus Replacement Funding Program Announcement and Application **PA2018-02** dated October 6, 2017 (Attachment D); and
 - 2008 CARB Lower-Emission School Bus Guidelines, dated April 15, 2008, and associated Advisories/Mail-outs, which are available at the following CARB web link:
<http://arb.ca.gov/bonds/schoolbus/schoolbus.htm>.

In addition to the terms and agreements in this Grant and above, if a document was required as part of the application as specified by the Program Announcement, and has not yet been provided by GRANTEE to the SCAQMD, GRANTEE must provide such prior to grant execution.

4. PROVIDE VENDOR COPY OF GRANT - Copies of this Agreement must be provided to the vendor(s) selected to provide new CNG or Propane bus(es) and to vendor(s) selected to provide and/or install alternative fuel infrastructure. This will, among other elements, enable the vendor to assist GRANTEE in complying with the terms and conditions of this Grant.
5. VENDOR TO DIRECTLY BILL SCAQMD - SCAQMD prefers that each vendor bill SCAQMD directly for alternative fuel bus(es) delivered and alternative fuel station installed pursuant to this Agreement. GRANTEE is discouraged from paying the vendor directly, but if it does the GRANTEE must submit copies of the front and back of all cancelled check(s) paid to vendor along with all the required documentation listed in Clause 11 below (for buses) and/or Clause 16 (for alternative fuel infrastructure).
6. PROJECT MILESTONES – GRANTEE must achieve the following milestones under this Agreement:
- Issue purchase order (PO) to purchase new bus(es) by **July 6, 2018**;
 - Have all new buses delivered by vendor to GRANTEE no later than **March 15, 2019**;
 - Ensure that the new CNG or Propane bus(es) comply with the NO_x and PM certification standards listed in the 2008 CARB Lower-Emission School Bus Guidelines and/or Advisories/Mail-outs (**see Attachment A-1**);
 - Crush and permanently remove one pre-1994 school bus listed in **Attachment B-1** for every new bus purchased, within three weeks of receiving the new CNG and propane bus(es);
 - For reimbursement for new buses, vendor to submit invoice, along with required documentation from GRANTEE, to SCAQMD no later than **April 12, 2019** (see Clause 11 below for required documents to accompany new school bus invoice);

- f. Install Alternative Fuel Station or complete upgrades to existing station no later than **March 15, 2019**, if applicable;
 - g. For reimbursement for alternative fuel infrastructure, vendor to submit invoice along with required documentation to SCAQMD no later than **April 12, 2019** (see Clause 16 below for required documents to accompany infrastructure invoice);
7. **PURCHASE ORDER & PENALTIES** - GRANTEE must place purchase orders for the new bus(es) no later than **July 6, 2018**. Prior to its issuance, a copy of the purchase order from GRANTEE to the school bus vendor (and if applicable to the alternative fuel station installer) must be faxed to Ms. Lily Garcia at fax number (909) 396-3774 (or sent via email to lgarcia1@aqmd.gov) no later than **July 6, 2018**. Per CARB guidelines, a provision shall be explicitly included in the purchase order stating: "A withhold of \$100 per bus per day will be imposed on the vendor by the SCAQMD for each day and each bus that is delivered after **March 15, 2019**.- to the GRANTEE." In addition, the purchase order shall include the following clause: "Bus vendor shall invoice SCAQMD directly for GRANTEE's award."
8. **CRUSHING CERTIFICATE AND REQUIREMENTS** - Within three (3) weeks of physically receiving the new bus(es), GRANTEE shall select a crushing company, pre-approved by SCAQMD in writing, to permanently remove its pre-1994 school bus(es), as listed in **Attachment B**. The terms "crush" and "dismantle" are interchangeable and are defined as "to punch, crush, stamp, hammer, shred, or otherwise render permanently and irreversibly incapable of functioning as originally intended, any vehicle or vehicle part". The crushing company must issue a **crush certificate**, signed and dated by the company, which includes the following: a) confirmation that the pre-1994 bus(es) has been permanently destroyed; b) statement that the method used to dismantle the non-engine portion of the bus, the engine and power-train complies with the definition of dismantle as defined in this clause, including affirmation that the crushed buses had a 4-inch hole cut into the engine block, and date dismantled; and c) the **Engine Serial Number** and **VIN** of the bus(es). For the crushed buses, GRANTEE must also provide clear photographs of each destroyed engine and vehicle.
9. **PAYMENT TERMS** - Up to the amounts specified in the above table, SCAQMD will pay for new alternative-fueled school buses acquired through a legally valid competitive bid in California, in an amount not exceeding the base price (covering listed base options), the cost of the CNG/ propane option and sales tax, less GRANTEE's required match amount. To prevent delays in payment, within three weeks of physically receiving the new bus(es) from the vendor, GRANTEE agrees to permanently remove its pre-1994 buses, as listed in Attachment B, and as listed in **Clause 11 below** provide all the required documentation to the bus vendor for invoice processing.
10. **ADDITIONAL SAFETY OPTION PAID**. SCAQMD requires installation of safety system, i.e. either a methane detection system and/or a fire-suppression system on each alternatively fueled bus. If installed at time of purchase, SCAQMD will pay an additional \$4,500 per bus maximum for this option.
11. **DOCUMENTATION NEEDED FOR PAYMENT OF NEW BUS(ES)**
GRANTEE shall coordinate with bus vendor to provide SCAQMD with the following documentation:
- a. **Original invoice** for each bus identifying:
 - i. Details of each bus delivered including, but not limited to, the make, model year of the engine; bus make, model, year, vehicle identification number (VIN), passenger capacity, gross vehicle weight and wheel-chair capacity, if any;
 - ii. Whether or not each bus has a fire-suppression and/or methane detection system;
 - iii. Special options ordered by the school district over the base;
 - iv. Alternative fuel package, sales tax and school district's contribution;
 - v. SCAQMD's contribution; and

- vi. Engine and bus details for each crushed bus. These must include engine serial number, engine family, make, model year of the engine; and bus make, model, year, vehicle identification number (VIN), passenger capacity, gross vehicle weight, and wheel-chair capacity, if any.
 - b. **Cover letter** (an original) signed and dated by GRANTEE's Director of Transportation, or his/her equivalent, confirming, under penalty of perjury, the following:
 - i. Details of the new buses delivered as listed in Clause (11)(a)(i) above;
 - ii. Grant number to which the invoice should be charged;
 - iii. Date when the bus was physically delivered to the school district;
 - iv. Whether or not a methane detection and/or fire-suppression system was installed;
 - v. Approval of the invoice and its contents;
 - vi. Whether CNG station funds will be used to reduce Grantee match requirements
 - vii. That SCAQMD should pay SCAQMD's contribution to the bus vendor directly; and
 - viii. That the school district will pay its contribution directly to the bus vendor.
 - c. **The latest CHP certificate(s)** for the permanently removed bus(es) indicating that these pre-1994 buses were operating since 2014 onwards to present.
 - d. **Certification from the crushing company** that the pre-1994 bus listed in Attachment B has been permanently removed. GRANTEE must ensure that the engine and power-train are irreversibly destroyed. **Engine Serial Number and VIN(s)** of the permanently removed bus(es) must be listed on the certificate. Prior to sending the bus for crushing, a clear picture of both the bus ID label and engine ID label must be taken and submitted to SCAQMD with invoice package.
 - e. A copy of the **first page** of this Grant Award (that contains the Summary Table) and **a copy of Attachment B** attached to this Grant Award (that lists the pre-1994 buses to be crushed) Identify and highlight the bus(es) listed in Attachment B that were permanently removed. VIN(s) and details of the permanently removed bus(es) submitted with the invoice and cover letter must match Attachment B.
 - f. The above documentation must be received by SCAQMD on or before **April 12, 2019**. Please submit these documents to the attention of Ms. Lily Garcia, TAO, SCAQMD, 21865 Copley Drive, Diamond Bar, CA 91765.
 - g. Three electronic files to be sent to Mr. Vasken Yardemian that includes (a) an Excel File listing grant and old and new bus information required in Attachment C (Reporting Data on School Bus Replacements), (b) Electronic print-out of the Grantee's current fleet inventory, with details of each school bus in the fleet (see application in program announcement on required details) and (c) PDF scan of the whole invoice package,
12. **TERM OF OWNERSHIP** - GRANTEE (school district) is required to own and operate the newly acquired CNG/Propane buses within the South Coast Air Quality Management District for **at least fifteen years** from the date of physical delivery.
13. **RIGHT OF INSPECTION** – Before payment of invoice, SCAQMD and CARB reserve the right to inspect all school buses and alternative fuel infrastructure purchased and/or installed pursuant to this Agreement.
14. **ALTERNATIVE FUEL INFRASTRUCTURE** – SCAQMD requires the following:
- a. That alternative fuel infrastructure be installed by a licensed contractor;
 - b. That the installing contractor have substantial direct experience in installing alternative fuel infrastructure;
 - c. That the alternative fuel infrastructure funded under this Agreement comply with all applicable laws, regulations and codes including, but not limited to, those pertaining to building, safety, fire, health, public contracting and public works, and with any local codes that may provide additional safety;
 - d. That a fire permit or equivalent certification be issued by a licensed engineer, a copy of which must be enclosed with the invoice for infrastructure;
 - e. That the alternative fuel infrastructure construction must be completed by **March 15, 2019**, unless SCAQMD grants a written extension due to exceptional circumstances; and

- f. That Grantee place an SCAQMD logo, as a permanent fixture, in a prominent location at their fueling station; the design and format of the SCAQMD logo will be provided by SCAQMD's program supervisor.

15. PREVAILING WAGES FOR INFRASTRUCTURE CONSTRUCTION.

(a) GRANTEE is alerted to the prevailing wage requirements of California Labor Code section 1770 et seq., and the compliance monitoring and enforcement of such requirements by the Department of Industrial Relations ("DIR"). GRANTEE and all of GRANTEE's subcontractors must comply with the California Public Works Contractor Registration Program and must be registered with the DIR to participate in public works projects. GRANTEE shall be responsible for determining the applicability of the provisions of California Labor Code and complying with the same, including, without limitation, obtaining from the Director of the Department of Industrial Relations the general prevailing rate of per diem wages and the general prevailing rate for holiday and overtime work, making the same available to any interested party upon request, paying any applicable prevailing rates, posting copies thereof at the job site and flowing all applicable prevailing wage rate requirements

(b) to its subcontractors. Proof of compliance with these requirements must be provided to SCAQMD upon request. GRANTEE and GRANTEE's subcontractors shall indemnify, defend and hold harmless the South Coast Air Quality Management District against any and all claims, demands, damages, defense costs or liabilities based on failure to adhere to the above referenced statutes.

(c) Additional information is provided at <http://www.dir.ca.gov/public-works/SB854.html>.

16. DOCUMENTATION NEEDED FOR PAYMENT FOR ALTERNATIVE FUEL INFRASTRUCTURE

GRANTEE shall coordinate with all infrastructure contractors to provide SCAQMD with the following documentation:

- a. **An itemized invoice** (an original) must be submitted from the infrastructure contractor verifying installation, acceptance and operation of the alternative fuel refueling station. The invoice should include applicable details of the equipment installed (make, model, flow rate, horsepower capacity, inlet and outlet pressure, number of dispensing hoses, etc.), the cost of materials and labor, sales tax, warranties, and, if applicable, maintenance agreement.
- b. **Evidence that a fire permit** or equivalent certification by a licensed engineer was issued for installation of the alternative fuel refueling station.
- c. **Cover letter** (an original) signed and dated by GRANTEE's Director of Transportation, or his/her equivalent, confirming, under penalty of perjury, the following:
 - i. the invoice contents
 - ii. the grant number to which the invoice needs to be charged
 - iii. specific details of the work done
 - iv. date of completion of infrastructure construction
 - v. acceptance of the infrastructure construction
 - vi. that SCAQMD should pay SCAQMD's contribution to the vendor directly,
 - vii. that the school district will pay its contribution to the vendor directly; and
 - viii. that the SCAQMD logo has been permanently installed at the station.
- d. **Copies of the bid documents**, if any, issued by GRANTEE (school district), responses to the bid, engineering drawings in 8.5 by 11 size, and photos of the final installation.

17. DEADLINE FOR ALTERNATIVE FUEL STATION DOCUMENTATION – Above documentation for CNG/propane station upgrades must be provided to SCAQMD no later than **March 15, 2019**. Please submit these documents to Ms. Lily Garcia, TAO, SCAQMD, 21865 Copley Drive, Diamond Bar, CA 91765.

18. NON-COMPLIANCE – SCAQMD reserves the right to cancel this Agreement or withhold payment for GRANTEE's non-compliance with the Agreement. Further, SCAQMD reserves the right to cancel the Agreement if it is not executed by GRANTEE in a timely manner.

19. ENFORCEMENT – SCAQMD and CARB have the authority to enforce the terms of this Agreement at any time during the Agreement term plus two years. SCAQMD and CARB will seek whatever legal, equitable and other remedies are available for the GRANTEE's failure to comply with the terms of this Agreement or with the Lower-Emission School Bus Program requirements incorporated herein.
20. AUDIT RIGHTS – SCAQMD, CARB, and the California Department of Finance, or their designee(s), shall have the right to inspect the buses purchased under this Grant, alternative fuel station installed, and review and copy any records and supporting documentation pertaining to the performance of this Agreement. GRANTEE agrees to allow the auditor(s) access to these new buses, and records during normal business hours and to allow interviews of any employees who might reasonably have information related to such these buses and records.
21. AUDIT OF SUBCONTRACTORS - GRANTEE must include a similar right, as Clause 20 above, for the State and SCAQMD, or their designee(s), to audit records and interview staff in any subcontract related to the performance of this Agreement.
22. REPORTING REQUIREMENTS - During the term of this Agreement, GRANTEE agrees to provide periodic reports to SCAQMD on the implementation of this award, including but not limited to, entering detailed information in SCAQMD and/or CARB's School Bus database on each bus that is replaced and purchased under this Award, and on the alternative fueling station upgrades. GRANTEE will require its Vendor to cooperate in providing these reports. SCAQMD will specify the frequency and format of these reports.
23. RECORDS AND RECORDS RETENTION – GRANTEE shall maintain and retain records related to this Agreement for the Agreement term plus two years, or until **March 15, 2036**, whichever is later. These records shall be maintained in print form for the first seven (7) years of this Agreement but may be maintained electronically thereafter. These records include but are not limited to the following:
 - A. Application and all documents provided with and subsequent to the application submittal;
 - B. Clear, legible copy of a photograph of the data tag of the old bus to be replaced/crushed;
 - C. CHP certificates (**292 or 343A**) of the buses being crushed since year 2008 to the date of crushing;
 - D. A copy of the DMV registration and DMV Title of ownership of each new bus and old bus being crushed;
 - E. Vendor quotes for the new buses and station upgrades;
 - F. A copy of the CARB engine certification for the bus engines purchased under this Agreement;
 - G. Purchase orders for the buses and alternative fuel station upgrades;
 - H. Executed contracts;
 - I. Proof of crushing of the pre-1994 school buses including Form 42 and crushing certificate (refer to Clause 8);
 - J. Proof of delivery of the new replacement bus(es) and special options purchased and installed on the bus(es);
 - K. All invoice(s) related to the project including documents required for payment (refer to Clause 11);
 - L. If GRANTEE paid its vendor directly, GRANTEE must retain proof of payment; and
 - M. Maintenance records.
24. NOTICES – Any notices from either party to the other shall be given in writing to the attention of the persons listed below, or to other such addresses or addressees as may hereafter be designated in writing for notices by either party to the other. Notice shall be given by certified, express or registered mail, return receipt requested, and shall be effective as of the date of receipt indicated on the return receipt card.

SCAQMD: South Coast Air Quality Management District
 21865 Copley Drive
 Diamond Bar, CA 91765-4178

GRANTEE:

25. INDEMNIFICATION - GRANTEE agrees to hold harmless, defend and indemnify SCAQMD, its officers, employees, agents, representatives, and successors-in-interest against any and all loss, damage, costs, lawsuits, demands, judgments, legal fees, or any other expenses incurred or required to be paid by SCAQMD, its officers, employees, agents, representatives, or successors-in-interest arising from or related to any injury to persons or damage to property caused directly or indirectly, in whole or in part, by any willful or negligent act or omission of GRANTEE, its employees, subcontractors, agents or representatives in the performance of this Grant. This Indemnification clause shall survive the expiration or termination (for any reason) of the Grant and shall remain in full force and effect.
26. ASSIGNMENT - The rights granted hereby may not be assigned, sold, licensed, or otherwise transferred by either party without the prior written consent of the other, and any attempt by either party to do so shall be void upon inception.
27. NON-EFFECT OF WAIVER - The failure of GRANTEE or SCAQMD to insist upon the performance of any or all of the terms, covenants, or conditions of this Grant, or failure to exercise any rights or remedies hereunder, shall not be construed as a waiver or relinquishment of the future performance of any such terms, covenants, or conditions, or of the future exercise of such rights or remedies, unless otherwise provided for herein.
28. ATTORNEYS' FEES - In the event any action is filed in connection with the enforcement or interpretation of this Grant, each party shall bear its own attorneys' fees and costs.
29. FORCE MAJEURE - Neither SCAQMD nor GRANTEE shall be liable or deemed to be in default for any delay or failure in performance under this Grant or interruption of services resulting, directly or indirectly, from acts of God, civil or military authority, acts of public enemy, war, strikes, labor disputes, shortages of suitable parts, materials, labor or transportation, or any similar cause beyond the reasonable control of SCAQMD or GRANTEE.
30. DE-OBLIGATION OF UNSPENT BALANCES - Upon thirty (30) days' written notice to GRANTEE, SCAQMD may de-obligate from the Grant funds that remain unexpended by the installation deadlines listed unless extended in writing. GRANTEE to initial here acknowledging consent to de-obligation of non-expended funding.

31. SUPERINTENDENT CERTIFICATION – By initialing here, Superintendent certifies that he/she had the authority to submit the application applying for the funds under this grant award and that the individual identified in Clause 26 (Notices) is the individual authorized to implement the project. _____
32. GOVERNING LAW - This Grant shall be construed and interpreted and the legal relations created thereby shall be determined in accordance with the laws of the State of California. Venue for resolution of any disputes under this Grant shall be Los Angeles County, California.
33. ENTIRE GRANT - This Contract represents the entire agreement between the parties hereto related to GRANTEE providing services to SCAQMD and there are no understandings, representations, or warranties of any kind except as expressly set forth herein. No waiver, alteration, or modification of any

of the provisions herein shall be binding on any party unless in writing and signed by the party against whom enforcement of such waiver, alteration, or modification is sought.

The undersigned parties agree to the terms and conditions as set forth in this Grant. The undersigned parties certify under penalty of perjury that they are duly authorized to bind the parties to this Grant.

GRANTOR:
***South Coast
Air Quality Management District***

GRANTEE:
()Unified School District

Signature of Authorized Official

Name: Dr. William A. Burke

Title: Chairman, Governing Board

Date _____

Signature of Authorized Official

Name: _____

Title: _____

Date _____

ATTEST:
Denis Garzaro, Clerk of the Board

By: _____

APPROVED AS TO FORM:
Kurt R. Weise, General Counsel

By: _____

CERTIFICATIONS AND REPRESENTATIONS

1. Business Contact Information
2. W9- with EIN Taxpayer ID#
3. Campaign Contribution Disclosure Form (for private companies only)



South Coast Air Quality Management District

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

Business Information Request

Dear SCAQMD Contractor/Supplier:

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

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

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

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

Sincerely,

Michael B. O'Kelly
Chief 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

All applicants: Please return this completed page
with Application

Grant #
8 Pages

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

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.**

Print or type See Specific Instructions on page 2.	1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.	
	2 Business name/disregarded entity name, if different from above	
	3 Check appropriate box for federal tax classification; check only one of the following seven boxes: <div style="display: flex; justify-content: space-between; font-size: small;"><div><input type="checkbox"/> Individual/sole proprietor or single-member LLC</div><div><input type="checkbox"/> C Corporation</div><div><input type="checkbox"/> S Corporation</div><div><input type="checkbox"/> Partnership</div><div><input type="checkbox"/> Trust/estate</div></div> <div style="font-size: x-small;"><input type="checkbox"/> Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=partnership) ▶ _____ Note. For a single-member LLC that is disregarded, do not check LLC; check the appropriate box in the line above for the tax classification of the single-member owner. <input type="checkbox"/> Other (see instructions) ▶ _____</div>	4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3): Exempt payee code (if any) _____ Exemption from FATCA reporting code (if any) _____ <small>(Applies to accounts maintained outside the U.S.)</small>
	5 Address (number, street, and apt. or suite no.)	Requester's name and address (optional)
	6 City, state, and ZIP code	
7 List account number(s) here (optional)		

Part I Taxpayer Identification Number (TIN)

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

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.

Social security number									
or									
Employer identification number									

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions on page 3.

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

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

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

Purpose of Form

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

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

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

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

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

By signing the filled-out form, you:

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

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

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

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

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

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

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

Foreign person. If you are a foreign person or the U.S. branch of a foreign bank that has elected to be treated as a U.S. person, do not use Form W-9. Instead, use the appropriate Form W-8 or Form 8233 (see Publication 515, Withholding of Tax on Nonresident Aliens and Foreign Entities).

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

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

1. The treaty country. Generally, this must be the same treaty under which you claimed exemption from tax as a nonresident alien.
2. The treaty article addressing the income.
3. The article number (or location) in the tax treaty that contains the saving clause and its exceptions.
4. The type and amount of income that qualifies for the exemption from tax.
5. Sufficient facts to justify the exemption from tax under the terms of the treaty article.

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

If you are a nonresident alien or a foreign entity, give the requester the appropriate completed Form W-8 or Form 8233.

Backup Withholding

What is backup withholding? Persons making certain payments to you must under certain conditions withhold and pay to the IRS 28% of such payments. This is called "backup withholding." Payments that may be subject to backup withholding include interest, tax-exempt interest, dividends, broker and barter exchange transactions, rents, royalties, nonemployee pay, payments made in settlement of payment card and third party network transactions, and certain payments from fishing boat operators. Real estate transactions are not subject to backup withholding.

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

Payments you receive will be subject to backup withholding if:

1. You do not furnish your TIN to the requester,
2. You do not certify your TIN when required (see the Part II instructions on page 3 for details),

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

4. The IRS tells you that you are subject to backup withholding because you did not report all your interest and dividends on your tax return (for reportable interest and dividends only), or

5. You do not certify to the requester that you are not subject to backup withholding under 4 above (for reportable interest and dividend accounts opened after 1983 only).

Certain payees and payments are exempt from backup withholding. See *Exempt payee code* on page 3 and the separate Instructions for the Requester of Form W-9 for more information.

Also see *Special rules for partnerships* above.

What is FATCA reporting?

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

Updating Your Information

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

Penalties

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

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

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

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

Specific Instructions

Line 1

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

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

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

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

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

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

d. **Other entities.** Enter your name as shown on required U.S. federal tax documents on line 1. This name should match the name shown on the charter or other legal document creating the entity. You may enter any business, trade, or DBA name on line 2.

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

Line 2

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

Line 3

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

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

Line 4, Exemptions

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

Exempt payee code.

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

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

- 1—An organization exempt from tax under section 501(a), any IRA, or a custodial account under section 403(b)(7) if the account satisfies the requirements of section 401(f)(2)
- 2—The United States or any of its agencies or instrumentalities
- 3—A state, the District of Columbia, a U.S. commonwealth or possession, or any of their political subdivisions or instrumentalities
- 4—A foreign government or any of its political subdivisions, agencies, or instrumentalities
- 5—A corporation
- 6—A dealer in securities or commodities required to register in the United States, the District of Columbia, or a U.S. commonwealth or possession
- 7—A futures commission merchant registered with the Commodity Futures Trading Commission
- 8—A real estate investment trust
- 9—An entity registered at all times during the tax year under the Investment Company Act of 1940
- 10—A common trust fund operated by a bank under section 584(a)
- 11—A financial institution
- 12—A middleman known in the investment community as a nominee or custodian
- 13—A trust exempt from tax under section 664 or described in section 4947

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

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

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

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

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

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

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

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

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

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

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

G—A real estate investment trust

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

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

J—A bank as defined in section 581

K—A broker

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

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

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

Line 5

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

Line 6

Enter your city, state, and ZIP code.

Part I. Taxpayer Identification Number (TIN)

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

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

If you are a single-member LLC that is disregarded as an entity separate from its owner (see *Limited Liability Company (LLC)* on this page), enter the owner's SSN (or EIN, if the owner has one). Do not enter the disregarded entity's EIN. If the LLC is classified as a corporation or partnership, enter the entity's EIN.

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

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

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

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

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

Part II. Certification

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

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

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

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

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

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

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

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

What Name and Number To Give the Requester

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

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

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

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

⁴ List first and circle the name of the trust, estate, or pension trust. (Do not furnish the TIN of the personal representative or trustee unless the legal entity itself is not designated in the account title.) Also see *Special rules for partnerships* on page 2.

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

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

Secure Your Tax Records from Identity Theft

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

To reduce your risk:

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

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

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

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

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

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

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

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

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

Privacy Act Notice

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

2017 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 Information

Name _____

Payee Information

Name _____

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

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 box.**

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 declare that I have examined the information on this form, including accompanying schedules and statements, and to the best of my knowledge and belief, it is true, correct, and complete. I further declare under penalties of perjury that if the facts upon which this form are based change, I will promptly notify the withholding agent.

Type or print payee's name and title _____

Telephone (____) _____

Payee's signature ► _____

Date _____

2017 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 and search for **backup withholding**.

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

Do not use Form 590 to certify an exemption from withholding if you are a **Seller of California real estate**. Sellers of California real estate use Form 593-C, Real Estate Withholding Certificate, to claim an exemption from 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 (TIN). The withholding agent must retain a copy of the certificate or substitute for at least five 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 nonwage 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 MSRA.

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 MSRA requirements, get FTB Pub. 1032.

- 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 882, Resident and Nonresident Withholding Statement, Form 882-B, Resident and Nonresident Withholding Tax Statement, and Form 882-V, Payment Voucher for Resident and Nonresident Withholding.

Additional Information

Website: For more information go to ftb.ca.gov and search for **nonwage**.
MyFTB offers secure online tax account information and services. For more information and to register, go to ftb.ca.gov and search for **myftb**.

Telephone: 888.792.4900 or 916.845.4900, Withholding Services and Compliance phone service

Fax: 916.845.9512

Mail: WITHHOLDING SERVICES AND COMPLIANCE MS F182
FRANCHISE TAX BOARD
PO BOX 942867
SACRAMENTO CA 94267-0867

For questions unrelated to withholding, or to download, view, and print California tax forms and publications, 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
916.845.6800 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
916.845.6800 fuera de los Estados Unidos

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

Specific Instructions

Payee Instructions

Enter the withholding agent's name.

Enter the payee's information, including the TIN and check the appropriate TIN box.

You must provide a valid 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

Do not send this form to the FTB. The withholding agent retains this form for a minimum of five years or until the payee's status changes, and must provide this form to the FTB upon request.

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.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters

The prospective participant certifies to the best of its knowledge and belief that it and the principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
- (b) Have not within a three year period preceding this proposal been convicted of or had a civil judgement rendered against them or commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction: violation of Federal or State antitrust statute or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

I understand that a false statement on this certification may be grounds for rejection of this proposal or termination of the award. In addition, under 18 USC Sec. 1001, a false statement may result in a fine of up to \$10,000 or imprisonment for up to 5 years, or both.

Typed Name & Title of Authorized Representative

Signature of Authorized Representative Date

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



CAMPAIGN CONTRIBUTIONS DISCLOSURE

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

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

In addition, SCAQMD Board Members or members/alternates of the MSRC must abstain from voting on a contract or permit if they have received a campaign contribution from a party or participant to the proceeding, or agent, totaling more than \$250 in the 12-month period prior to the consideration of the item by the Governing Board or the MSRC. Gov't Code §84308(c).

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

SECTION I.

Contractor (Legal Name): _____

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

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

SECTION II.

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

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

Campaign Contributions Disclosure, *continued*:

Name of Contributor _____

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

Name of Contributor _____

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

Name of Contributor _____

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

Name of Contributor _____

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

I declare the foregoing disclosures to be true and correct.

By: _____

Title: _____

Date: _____

DEFINITIONS	
Parent, Subsidiary, or Otherwise Related Business Entity (2 Cal. Code of Regs., §18703.1(d).)	
(1)	Parent subsidiary. A parent subsidiary relationship exists when one corporation directly or indirectly owns shares possessing more than 50 percent of the voting power of another corporation.
(2)	Otherwise related business entity. Business entities, including corporations, partnerships, joint ventures and any other organizations and enterprises operated for profit, which do not have a parent subsidiary relationship are otherwise related if any one of the following three tests is met: <div style="margin-left: 20px;"> <div style="margin-left: 20px;">(A) One business entity has a controlling ownership interest in the other business entity.</div> <div style="margin-left: 20px;">(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: <div style="margin-left: 20px;"> <div style="margin-left: 20px;">(i) The same person or substantially the same person owns and manages the two entities;</div> <div style="margin-left: 20px;">(ii) There are common or commingled funds or assets;</div> <div style="margin-left: 20px;">(iii) The business entities share the use of the same offices or employees, or otherwise share activities, resources or personnel on a regular basis;</div> <div style="margin-left: 20px;">(iv) There is otherwise a regular and close working relationship between the entities; or</div> </div> </div> </div> <div style="margin-left: 20px;">(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.</div>



South Coast Air Quality Management District

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

Direct Deposit Authorization

STEP 1: Please check all the appropriate boxes

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

STEP 2: Payee Information

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

Authorization

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

STEP 3:

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

To be Completed by your Bank

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

For SCAQMD Use Only

Input By _____

Date _____

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 12

PROPOSAL: Issue Purchase Order for Ingres Relational Database Management System Software Support

SYNOPSIS: The Ingres Relational Database Management System is used for the implementation of the Central Information Repository database. This database is used by most enterprise-level software applications at the SCAQMD and currently supports a suite of client/server and web-based applications known collectively as the Clean Air Support System (CLASS). The CLASS applications are used to support all of the SCAQMD's core activities. Maintenance support for this software expires on November 29, 2017. This action is to issue a purchase order with Actian Corporation for a total amount not to exceed \$208,647. Funds for this expense are included in the FY 2017-18 Budget.

COMMITTEE: Administrative, September 8, 2017; Recommended for Approval

RECOMMENDED ACTION:

Authorize the Procurement Manager to issue a purchase order with Actian Corporation (formerly Ingres Corporation) for Ingres Relational Database Management System software licensing, maintenance and support, for the period of November 30, 2017 through November 29, 2018, for a total amount not to exceed \$208,647.

Wayne Natri
Executive Officer

WN:JCM:MH:cj

Background

In December 2014, the SCAQMD entered into a three-year annual support and maintenance agreement for Ingres Relational Database Management System (RDBMS) software. The RDBMS software runs on three database servers for production, development, and ad hoc reporting. The production server hosts the Central Information Repository database. This database supports a collection of more than 30 client/server and web-based applications known as the Clean Air Support System (CLASS). The CLASS application suite supports permits administration and processing of equipment-based and facility-based permits; emissions offsetting, monitoring and

inventory management for New Source Review, RECLAIM and annual emission reporting operations; compliance-related complaint, inspection, assignment, notification, investigation and settlement operations; and financial accounts receivable operations. The development server supports software development for the CLASS and other computers accessing the Central Information Repository. The decision support server supports CLASS system ad-hoc query and reporting; and web-based inquiry applications. These applications are an integral component of the SCAQMD's day-to-day responsibilities. The RDBMS software licensing, maintenance and support expires on November 29, 2017.

Ingres maintenance includes the following services:

Software Maintenance	Licensed product updates, enhancements, and repairs.
Software Support	Assistance in resolving online operating difficulties, system failures, Ingres application-related problems, potential system bugs, and installation and upgrade issues.

Sole Source Justification

Section VIII.B.2 of the Procurement Policy and Procedure identifies circumstances under which a sole source purchase award may be justified. These requests for a sole source award are made under provision VIII.B.2.c.(2) the project involves the use of proprietary technology, and VIII.B.2.c.(3) the contractor has ownership of key assets required for project performance. Previous quotes indicated it would cost well over \$1 million to convert the CLASS applications to another relational database. Actian Corporation (formerly Ingres Corporation) is the sole manufacturer and provider of this software and therefore the only source for its maintenance and support licensing agreements.

Proposal

Staff recommends the issuance of a one-year purchase order for RDBMS software licensing, maintenance and support to provide continued support for SCAQMD's CLASS applications in an amount not to exceed \$208,647. Staff investigated the cost of entering into a multiyear agreement for these services as opposed to an annual agreement. The vendor required prepayment for any multiyear agreement. Actian has performed well in the past providing timely technical support, updates and patches.

Resource Impacts

Sufficient funds are available in Information Management's FY 2017-18 Budget, Services and Supplies Major Object, under the Professional and Special Services account.

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 13

PROPOSAL: Authorize Purchase of Toxic Vapor Analyzers and Remove Various Fixed Assets from SCAQMD Inventory

SYNOPSIS: Toxic Vapor Analyzers (TVAs) are routinely used by SCAQMD compliance staff to monitor for hydrocarbons and verify compliance at refineries, landfills, oil/gas operations and to investigate complaints, where appropriate. The SCAQMD's current inventory of 26 TVAs dates back as early as 2002. Eight of these TVAs are in a state of disrepair and the remaining units are in use by field compliance staff and will only be supported by the manufacturer, Thermo Environmental Instruments, for another year. Funding for the purchase of eight new units is available in the FY 2017-18 Budget. Thermo Environmental Instruments has offered an \$8,000 trade-in allowance for the agency's existing eight inoperable TVAs, which would be applied towards the purchase of new TVA units. This action seeks approval for the sole source purchase of eight TVAs from Thermo Environmental Instruments and to authorize the removal of eight existing TVA units from the SCAQMD inventory. The TVA units will be surrendered to the manufacturer at the time of purchase.

COMMITTEE: Administrative, September 8, 2017; Recommended for Approval

RECOMMENDED ACTIONS:

1. Authorize the Procurement Manager to issue a sole source purchase order to Thermo Environmental Instruments in an amount not to exceed \$161,000 for the purchase of eight Toxic Vapor Analyzers Model 2020; and
2. Authorize the removal of existing inoperable fixed assets (TVA 1000B), as listed in Table 1, from the SCAQMD inventory and surrender to Thermo Environmental Instruments for an \$8,000 credit which is included in the \$161,000 purchase price of the new TVAs.

Wayne Nastri
Executive Officer

Background

A Toxic Vapor Analyzer (TVA) is a portable surface gas detection instrument used to monitor hydrocarbon gases during routine inspections and complaint investigations. SCAQMD field staff have employed TVAs since the late 1980s to verify compliance at approximately 80 active landfills, 700 inactive landfill sites, approximately 350 petroleum oil and gas facilities, approximately 80 bulk loading facilities, 7 off shore drilling platforms and 8 petroleum refineries. Additionally the TVA is used to monitor for volatile organic compound (VOC) contamination in soils. The SCAQMD receives approximately 2,000 notifications related to VOC soils (Rule 1166) annually. The TVA is used by SCAQMD compliance staff to verify compliance with the following rules:

- Rule 462 - Organic Liquid Loading
- Rule 463 - Organic Liquid Storage
- Rule 1148.1 - Oil and Gas Production Wells
- Rule 1150.1 - Control of Gaseous Emissions from Municipal Solid Waste Landfills
- Rule 1150.2 - Control of Gaseous Emissions From Inactive Landfills
- Rule 1166 - Volatile Organic Compounds Emissions from Decontamination of Soil
- Rule 1173 - Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants
- Rule 1176 - Sumps and Wastewater Separators
- Rule 1178 - Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities

The SCAQMD's Compliance and Enforcement division currently has a total of 26 TVAs in inventory, all of which were manufactured by Thermo Scientific Instruments and date back to 2002. Eight of these TVAs are in a state of disrepair, which often hinders staff's ability to make timely compliance determinations because the remaining units are routinely shared by field compliance staff. This number is further reduced as units are routinely returned to the manufacturer for servicing and repair due to their age.

Thermo Scientific Instruments has announced that, within a year's time, the company will discontinue support (replacement parts and repair services) of the TVA 1000B, the unit currently in use by the SCAQMD. This prompted staff to include the purchase of 8 new TVAs as part of the approved FY 2017-18 Budget, with the plan of replacing all 26 units over the next three fiscal years.

Proposal

Staff is seeking approval to purchase the newest model offered by Thermo Environmental Instruments (TVA 2020), which incorporates both Flame Ionization Detector (FID) and Photo Ionization Detector (PID) technology and is currently used by both CARB and U.S. EPA. The new TVAs include global positioning system (GPS) technology to pinpoint each sample location, which is necessary to comply with 40 CFR Part 60 requirements for sampling at landfills.

For each new TVA 2020 purchased, Thermo Scientific Instruments will provide the SCAQMD with a \$1,000 trade-in allowance for each existing TVA 1000B surrendered to the manufacturer at the time of purchase. The \$161,000 TVA purchase order will reflect an \$8,000 reduction in the total purchase price.

The current TVAs are listed as fixed assets, and thus require Board approval in order to remove the units from the SCAQMD inventory and appropriately dispose of this equipment.

Staff is requesting Board approval to retire the TVAs listed in Table 1 below, and to surrender these units to Thermo Scientific Instruments for which the SCAQMD would receive a total \$8,000 credit on the purchase of 8 new TVA 2020 units.

Table 1

Asset ID	Tag#	Description	Cost	Date Purchased	Net Book Value *	Disposition
00003049	0016500	Analyzer, Toxic Vapor, TVA1000B	\$7,985.00	03/21/02	0.00	Non-Operational
00003050	0016501	Analyzer, Toxic Vapor, TVA1000B	\$7,985.00	03/21/02	0.00	Non-Operational
000000003759	0016643	Analyzer, Toxic Vapor, TVA1000B	\$8,928.55	06/28/06	0.00	Non-Operational
000000003760	0016644	Analyzer, Toxic Vapor, TVA1000B	\$8,928.55	06/28/06	0.00	Non-Operational
000000003761	0016645	Analyzer, Toxic Vapor, TVA1000B	\$8,928.55	06/28/06	0.00	Non-Operational
000000003902	0016688	Analyzer, Toxic Vapor, TVA1000B	\$9,388.82	09/25/07	0.00	Non-Operational
000000003903	0016689	Analyzer, Toxic Vapor, TVA1000B	\$9,388.82	09/25/07	0.00	Non-Operational
000000003913	0016692	Analyzer, Toxic Vapor, TVA1000B	\$9,389.86	12/04/07	0.00	Non-Operational
Total Obsolete or Non-repairable Equipment			\$70,923.15		0.00	

* Net Book Value represents historical cost reduced by estimated depreciation. It is expected that these units will be surrendered for a purchase credit.

Sole Source Justification

A sole source award is authorized under Section VIII.B.2.c(1) of the Procurement Policy and Procedure when the item is available from one source due to the unique experience and capabilities of the proposed contractor. Thermo Environmental Instruments is the sales arm of Thermo Fischer Scientific, the manufacturer of the TVA 2020. The SCAQMD has used instruments manufactured by Thermo Fischer Scientific since the late 1990s. The TVA 2020 has been recommended by the California Air

Pollution Control Officers Association (CAPCOA) and CARB for use at landfills and is currently in use by CARB and U.S. EPA. SCAQMD staff have been unable to identify another similar product equipped with GPS, which is required by U.S. EPA for landfill monitoring or which is equipped with both FID and PID capability in the same unit. Additionally, Thermo Environmental Instruments is providing an \$8,000 trade-in allowance. Based on the information provided above, staff believes the TVA 2020 to be a unique product that is only available from a single source.

Resource Impacts

Funding for this purchase was approved as part of the FY 2017-18 Budget.



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BOARD MEETING DATE: October 6, 2017

AGENDA NO. 14

PROPOSAL: Approve Contract Awards and Modification as Approved by MSRC

SYNOPSIS: As part of their FYs 2016-18 AB 2766 Discretionary Fund Work Program, the MSRC approved new contracts under the Major Event Center Transportation and Natural Gas Infrastructure Programs. The MSRC also approved a modification to a contract under the Local Government Match Program as part of their FYs 2012-14 Work Program. At this time the MSRC seeks Board approval of the contract awards and modification.

COMMITTEE: Mobile Source Air Pollution Reduction Review, September 21, 2017, Recommended for Approval

RECOMMENDED ACTIONS:

1. Approve contract awards to Southern California Regional Rail Authority totaling \$590,751 under the Major Event Center Transportation Program, as part of the approval of the FYs 2016-18 Work Program, as described in this letter and as follows:
 - a. A contract in an amount not to exceed \$351,186 for special train service in support of professional football games held at the Coliseum in 2017 and 2018; and
 - b. A contract in an amount not to exceed \$239,565 for special train service to the 2017 Festival of Lights in Riverside;
2. Approve contract award to the City of Hermosa Beach in an amount not to exceed \$36,000 for installation of a new limited-access CNG station under the Natural Gas Infrastructure Program, as part of approval of the FYs 2016-18 Work Program, as described in this letter;
3. Approve modified contract with the City of Duarte under the Local Government Match Program, substituting the purchase of two electric buses for two CNG buses, as part of approval of the FYs 2012-14 Work Program, as described in this letter;
4. Authorize MSRC the authority to adjust contract awards up to five percent, as necessary and previously granted in prior work programs; and

5. Authorize the Chairman of the Board to execute the new and modified contracts under the FYs 2012-14 and 2016-18 Work Programs, as described above and in this letter.

Greg Pettis
Chair, MSRC

MMM:FM:CR

Background

In September 1990 Assembly Bill 2766 was signed into law (Health & Safety Code Sections 44220-44247) authorizing the imposition of an annual \$4 motor vehicle registration fee to fund the implementation of programs exclusively to reduce air pollution from motor vehicles. AB 2766 provides that 30 percent of the annual \$4 vehicle registration fee subvended 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. At its September 21, 2017 meeting, the MSRC considered recommended awards under the Natural Gas Infrastructure and Major Event Center Transportation Programs. The MSRC also considered a modification to a contract under the Local Government Match Program. Details are provided below in the Proposals section.

Outreach

In accordance with SCAQMD's Procurement Policy and Procedure, public notices advertising the Natural Gas Infrastructure and Major Event Center Transportation Program Announcements were published in the Los Angeles Times, the Orange County Register, the San Bernardino Sun, and Riverside County Press Enterprise newspapers to leverage the most cost-effective method of outreach to the South Coast Basin. In addition, the solicitations were 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 solicitations 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 solicitations were posted on the MSRC's website at <http://www.cleantransportationfunding.org> and electronic notifications were sent to those subscribing to this website's notification service.

Proposals

At its September 21, 2017 meeting, the MSRC considered recommendations from its MSRC-TAC and 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 solicits applications from qualifying major event centers and/or transportation providers to provide transportation service for venues not currently served by sufficient transportation service. To date, the MSRC has awarded a total of \$1,437,494. The MSRC considered recommendations concerning two additional applications submitted by Southern California Regional Rail Authority (Metrolink).

Firstly, Metrolink requested the MSRC to consider an award of \$351,186 to provide special train service to the Los Angeles Memorial Coliseum for the 2017-18 and 2018-19 professional football seasons. Service would be provided on those Sundays with home games: seven games for the 2017-18 season and up to eight games for the 2018-19 season. Service would be provided on the Orange County, San Bernardino, Antelope Valley and 91/Perris Valley Lines. Fans would utilize a combination of regular and special train service to travel to and from the games, with the additional trains offering a round trip at times coordinated with game start and end times, but not yet covered by regular service. In 2017, the service will utilize Tier 4 locomotives if available, but will utilize Tier 2 locomotives if the Tier 4 locomotives are not available. In 2018 and beyond, the service would be required to utilize Tier 4 locomotives. Metrolink and its participating member agencies would contribute at least \$385,000 in marketing and advertising co-funding. The MSRC approved a contract award to Metrolink in an amount not to exceed \$351,186 as part of the FYs 2016-18 Work Program for the “Football Trains” service.

Secondly, Metrolink requested the MSRC to consider an award of \$239,565 to provide special train service to the Festival of Lights in downtown Riverside. Service would be provided on the 91/Perris Valley (two routes) and Inland Empire/Orange County lines, Friday and Saturday nights from November 24 through December 16, 2017. The downtown Riverside Metrolink station is located approximately six to eight blocks from the Festival events; transfer service from the station to the Festival will be provided via Riverside Transit Agency buses. The service will utilize Tier 4 locomotives if available, but will utilize Tier 2 locomotives if the Tier 4 locomotives are not available. Metrolink and its partners are committed to provide at least \$360,435 in operations, marketing, advertising and station support co-funding. The MSRC approved a contract award to Metrolink in an amount not to exceed \$239,565 as part of the FYs 2016-18 Work Program for the Festival of Lights special train service.

FYs 2016-18 Natural Gas Infrastructure Program

The MSRC approved the release of Program Announcement #PA2017-07 under the FYs 2016-18 Work Program. The Program Announcement, with a targeted funding level of \$4.0 million, provides funds for new and expanded natural gas stations, as well as for the upgrade of existing vehicle maintenance facilities and technician training. Stations will be eligible for up to 50 percent of station capital equipment, site construction, signage, and reasonable project management costs, not to exceed the specified maximum award amounts. The maximum MSRC funding per project varies from \$100,000 to \$275,000 depending upon whether the applicant is a public or private entity, the accessibility level of the proposed project, and the number of fuels offered. Additionally, projects may be eligible for a \$100,000 bonus if they commit to use at least 50% renewable natural gas for a minimum of five years. The RFP includes an open application period commencing with its release on June 2, 2017, and closing June 30, 2018. To date, the MSRC has awarded a total of \$82,500. The MSRC considered recommendations concerning an additional application submitted by the City of Hermosa Beach. The MSRC approved a contract award to the City of Hermosa Beach in an amount not to exceed \$36,000 for installation of a new, limited-access slow-fill CNG station as part of the FYs 2016-18 Work Program.

FYs 2012-14 Local Government Match Program

In April 2014, the MSRC approved an award to the City of Duarte in an amount not to exceed \$60,000 for the purchase of two new CNG buses. The City has subsequently determined that they would prefer to purchase electric buses instead. The purchase of heavy-duty electric vehicles was an eligible project type under the FYs 2012-14 Local Government Match Program. There would be greater the emissions reductions associated with the project, for the same funding amount. The MSRC considered and approved the City's requested substitution of the purchase of two electric buses.

At this time, the MSRC requests the SCAQMD Board to approve the contract awards and modification as part of approval of the FYs 2012-14 and 2016-18 AB 2766 Discretionary Fund Work Programs 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 will be drawn from this fund.

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 15

PROPOSAL: Special Meeting of the Health Effects of Air Pollution Foundation

SYNOPSIS: This item is to amend the Foundation's bylaws to reflect the Foundation's new name. In March 2017, the Governing Board amended the Foundation's Articles of Incorporation to expand the type of research the Foundation can fund to include all health conditions that may be caused or aggravated by air pollution and to change the Foundation's name from the Brain & Lung Tumor and Air Pollution Foundation to the Health Effects of Air Pollution Foundation.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:

Amend the Foundation's bylaws to change the Foundation's name from the Brain & Lung Tumor and Air Pollution Foundation to the Health Effects of Air Pollution Foundation.

Wayne Nastri
Executive Officer

KRW:ML:vmr

Background

For this item, the Board is conducting a special meeting of the Health Effects of Air Pollution Foundation to amend the Foundation's bylaws to reflect its new name.

In February 2003, the Board established the Brain Tumor and Air Pollution Foundation. In March 2004, the Governing Board amended its Articles of Incorporation to change its name to the Brain & Lung Tumor and Air Pollution Foundation and to specify that its purpose is related to the effects of air pollution on brain tumors and lung cancer.

In March 2017, the Governing Board amended the Foundation's Articles of Incorporation to expand the type of research the Foundation can fund to include all health conditions that may be caused or aggravated by air pollution and to change the Foundation's name to the Health Effects of Air Pollution Foundation.

To date, the Foundation has received contributions of almost \$9 million and has funded studies with leading medical and public health researchers in Southern California. As a result of these studies, it has been learned that exposure of laboratory animals to particulate pollutants is associated with biochemical changes in brain tissue 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.

The Directors of the Foundation serve at the pleasure of the SCAQMD Board. The Chairman of the SCAQMD Governing Board recommends individuals for Board approval to be Directors of the Foundation. The current directors are SCAQMD Board Members: Ben Benoit (Foundation Chair), Dr. William A. Burke (Foundation Vice Chair), Dr. Clark E. Parker, Sr., and Judith Mitchell.

Proposal

Amend the Foundation's bylaws to change the Foundation's name from the Brain & Lung Tumor and Air Pollution Foundation to the Health Effects of Air Pollution Foundation.

Resource Impacts

None

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 16

REPORT: Legislative, Public Affairs and Media Report

SYNOPSIS: This report highlights the August 2017 outreach activities of the 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

FW:MC:DM

BACKGROUND

This report summarizes the activities of the Legislative, Public Affairs and Media Office for August 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 Governments.

ENVIRONMENTAL JUSTICE UPDATE

The following are key environmental justice-related activities in which staff participated during August 2017. These events involve communities which may suffer disproportionately from adverse air quality impacts.

August 30, 2017

- SCAQMD hosted the Air Pollution and Health Workshop at San Manuel Gateway College at Loma Linda University in San Bernardino. The workshop provided community members with information about SCAQMD, and an opportunity to express their air quality concerns. Approximately 50 people attended the event, which attracted mostly local stakeholders from San Bernardino County.

COMMUNITY EVENTS/PUBLIC MEETINGS

Each year SCAQMD staff engage with thousands of residents, providing valuable information about the agency, incentive programs and ways individuals can help reduce air pollution through events and meetings sponsored solely by SCAQMD or in partnership with others. Attendees typically receive the following information:

- Tips on reducing their exposure to air pollution and its health effects;
- Clean air technologies and their deployment;
- Invitations or notices of conferences, seminars, workshops and other public events;
- SCAQMD technology 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:

August 2

- SCAQMD Town Hall Meeting in Compton, Dollarhide Community Center.

August 5

- 41st Assembly District, Community Resource Fair & Block Party, 500 block of Jackson Street, Pasadena.

August 9

- Public Meeting Related to Medical Waste, LLC, Progress Park, Paramount.

August 13

- Regalettes 59th Annual "Putting on The Ritz, an Afternoon in White Event," Taglyan Cultural Complex, Los Angeles.

August 24

- Filipino-American Chamber of Commerce of Orange County, presenter of Annual Green Health & Fit Expo, Garden Grove Community Center.

August 25

- 44th Congressional District, Annual Senior Briefing & Luncheon, Carson Community Center.

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.

August

- No requests were received for the month of August.

COMMUNICATION CENTER STATISTICS

The Communication Center handles calls on SCAQMD's main line, the 1-800-CUT-SMOG[®] line, the Spanish line, and after-hours calls to each of those lines. Total calls received in the month of August were:

Calls to SCAQMD's Main Line and 1-800-CUT-SMOG [®] Line	4,002
Calls to SCAQMD's Spanish-language Line	<u>35</u>
Total Calls	4,037

PUBLIC INFORMATION CENTER STATISTICS

The Public Information Center (PIC) handles phone calls and walk-in requests for general information. Information for the month of August is summarized below:

Calls Received by PIC Staff	171
<u>Calls to Automated System</u>	<u>1,214</u>
Total Calls	1,385
Visitor Transactions	255
Email Advisories Sent	6,107

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 314 companies;
- Conducted 8 free on-site consultations; and
- Issued 159 clearance letters (required for local occupancy permits).

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: 156

Press Releases Issued: 3

Air Quality Advisories: 6

Major Media Topics for August:

- **Compton Town Hall meeting, August 2** – Media office conducted interviews with reporters from the Daily Breeze, Fox 11, Telemundo, and KPFK-FM. Media responded to later inquiries by KPCC and The Wave newspaper. KPCC stories ran on August 4 and August 10.
- **Air quality trends/smog season/heat wave** – Inquiries by the LA Times and Santa Clarita Valley Signal were received and responded to with the latest statistics on this year's smog season. Staff conducted interviews with KPCC.
- **Odors in Seal Beach** – Staff conducted interviews with the Seal Beach Sun, OC Register, KNX, KCBS and KTLA, and provided a lab tour for the O.C. Register.
- **Airport/Aircraft Emissions** – Media Office provided the Press-Telegram information from the 2016 AQMP in response to their inquiry.
- **Cool Roofing Materials Study** – Press release issued on Monday, August 6. Staff conducted interviews with KPCC, Capital Public Radio, E&E News and German National Public Radio. Stories ran in those outlets, and were repeated in other publications, blogs and other social media.
- **Rule 1410/HF** – Inquiry by Bloomberg News. Staff provided a copy of the presentation from the August 2 working group, and responded to follow-up questions.
- **Refinery Penalties** – Inquiry by the Center for Public Integrity. Staff provided information on refinery penalties.
- **Carlton Forge Order for Abatement** – Inquiry by the Press-Telegram. Staff provided an update on the Order for Abatement hearing.
- **Paramount/Medical Waste Services** – Media Office conducted interviews with Telemundo and KPCC at the August 9 Town Hall meeting. American Metal Market and KPCC also inquired.
- **New EO Authorities**- Inquiries by KPCC and the L.A. Times. L.A. Times story ran on August 8. Press Telegram story ran on August 10.
- **Air Quality Notifications for Schools** – Staff responded to inquiry by the L.A. Times.

- **Pollution Near Airports** – A staff interview was arranged with the Southern California News Group.
- **Metal Finishing Association of Southern California**—The American Metal Market, O.C. Register, KPCC, L.A. Times, and L.A. Business Journal requested a response to a press release from MFASC alleging SCAQMD used shoddy science. Staff responded.
- **Tesoro Refinery**– The Center for Public Integrity inquired about Tesoro’s Health-Risk Assessment. Staff responded.
- **Proposed Rule 1410 (related to modified HF)Working Group** –Staff responded to an inquiry by KPCC on progress of the working group.
- **Fenceline Monitoring and Flyover Emissions Data from Aliso Canyon** – Interview with KPCC regarding their inquiry on fenceline monitoring.
- **Leaf Blower and Lawn Equipment** – Inquiry by FairWarning.com and KCET on emissions; inquiry by L.A. Magazine on rebate programs. Staff provided responses.
- **Lubeco** – Inquiry by the Press-Telegram. Staff responded
- **Wet Cleaning & Alternatives to Dry Cleaning Facilities** – Staff was interviewed by Capital & Main via phone regarding their inquiry on alternative dry cleaning facilities.
- **NOx Control Technology** – Inquiry by the Daily Breeze. Staff provided response to reporter's questions via email.
- **Odor Complaints in Coastal Cities** – Inquiries by O.C. Register, KNX Radio, KCAL-TV, and KTLA. Staff provided a response via email to O.C. Register, and conducted telephone interviews with broadcast stations.
- **EJ Community Partnership Event in San Bernardino** – La Prensa reporter asked for details about the event.
- **Methane Emissions from Fleets** – Staff responded to queries from Trucking Info regarding practices fleets that could be used to help reduce their methane emissions, with consideration to the burden compliance changes can put on medium- and heavy-duty fleet operators.
- **RECLAIM** - The Center for Public Integrity inquired about phase-out of the program and timing. Provided responses.

Media Campaigns

- **Google Ad Campaign:** The ‘*Right to Breathe*’ Google Ad Word campaign garnered 9,603 clicks, 55.76 million impressions, and 2.38 million views.
- **Check Before You Burn:** The campaign has been approved by staff for production.
 - "Pledge forms" for residents
 - Program logo for branding of campaign materials
 - Script for video spot
- **Broadcasting Advertising Plan Proposed:** Proposed by Westbound Communications as part of the Check Before You Burn Campaign, consisting of radio and television advertisements for Check Before You Burn, and the flight dates and scheduling of same. To be aired during the active "No-Burn" season of November through February.

- **Signature Film update:** Production was completed on August 19; post-production has begun and a preliminary script is expected by mid-September.

News Releases Issued

- SCAQMD to Hold Conference on Low-cost Portable Air Quality Sensors - August 30, 2017
- SCAQMD Hearing Board Approves Administrative Order to Reduce Hexavalent Chromium Emissions from Lubeco Inc. in Long Beach - August 24, 2017
- New Law Enables Air Pollution Control Officers to More Quickly Halt Activities Alleged to Endanger Public Health - August 9, 2017
- Study Finds that Choice of Cool Roofing Materials Can Potentially Impact Region's Air Pollution - August 7, 2017

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:

Aliso Viejo	Glendora	Rancho Cucamonga
Alhambra	Hemet	Rancho Santa Margarita
Anaheim	Huntington Park	Riverside
Arcadia	Irvine	Rosemead
Artesia	Lake Forest	San Bernardino
Avalon	Lakewood	San Dimas
Azusa	La Cañada	San Gabriel
Baldwin Park	La Habra	San Jacinto
Brea	La Mirada	San Marino
Bradbury	La Puente	Santa Ana
Buena Park	La Verne	Santa Fe Springs
Cerritos	Laguna Hills	Sierra Madre
Chino	Laguna Niguel	South Gate
Claremont	Long Beach	South El Monte
Compton	Mission Viejo	South Pasadena
Commerce	Monrovia	Temple City
Covina	Monterey Park	Torrance
Colton	Murrieta	Tustin
Cudahy	Newport Beach	Villa Park
Downey	Norwalk	Walnut
Diamond Bar	Paramount	West Covina
Duarte	Pasadena	Whittier
El Monte	Pico Rivera	Yucaipa
Fountain Valley	Palos Verdes Estates	
Flintridge	Pomona	

Visits and/or communications were conducted with elected officials or staff from the following state and federal offices:

- Governor Jerry Brown
- U.S. Senator Dianne Feinstein
- U.S. Congresswoman Nanette Barragán
- U.S. Congresswoman Judy Chu
- U.S. Congressman Lou Correa
- U.S. Congresswoman Grace Napolitano
- U.S. Congresswoman Lucille Roybal-Allard
- U.S. Congressman Ed Royce
- U.S. Congressman Mark Takano
- U.S. Congresswoman Mimi Walters
- State Senator Ed Hernandez
- State Senator Mike Morrell
- State Senator Josh Newman
- State Senator Ricard Roth
- Assembly Member Sabrina Cervantes
- Assembly Member Ed Chau
- Assembly Member Steven Choi
- Assembly Member Laura Friedman
- Assembly Member Cristina Garcia
- Assembly Member Mike Gipson
- Assembly Member Jose Medina
- Assembly Member Melissa Melendez
- Assembly Member Tony Mendoza
- Assembly Member Al Muratsuchi
- Assembly Member Sharon Quirk-Silva

Staff represented SCAQMD and/or provided updates or a presentation to the following governmental agencies and business organizations:

Alhambra Chamber of Commerce
Anaheim Chamber of Commerce
Chino Valley Chamber of Commerce
Costa Mesa Chamber of Commerce
Gateway Cities Council of Governments
Greater Riverside Chamber of Commerce
League of California Cities, Los Angeles County Division
League of California Cities, Orange County Division
League of California Cities, Inland Empire Division
Los Angeles County Department of Public Health
Newport Beach Chamber of Commerce
Orange County Council of Governments
Orange County Business Council
Orange County Transportation Authority
Pasadena Chamber of Commerce
Pasadena (City) Neighborhood Connections
Riverside Transit Agency (RTA)
Riverside County Transportation Commission
San Bernardino Area Chamber of Commerce
San Bernardino City Managers
San Bernardino Council of Governments
San Bernardino County Transportation Authority

San Gabriel Valley Council of Governments
San Gabriel Valley Economic Partnership
South Bay Cities Council of Governments
South Bay Association of Chambers of Commerce
South Orange County Economic Coalition
South Pasadena Chamber of Commerce
Southern California Association of Governments (SCAG)
Southern California Gas Company
United States Chamber of Commerce
Valley Industry and Commerce Association, Van Nuys
Western Riverside Transportation NOW (RTA), Greater Riverside Chapter
Western Riverside Transportation NOW (RTA), Hemet/Jacinto Chapter

Staff represented SCAQMD and/or provided updates or a presentation to the following community and educational groups and organizations:

American Lung Association in California, Inland Counties
Breathe California of Los Angeles
Hemet Unified School District
Long Beach Alliance for Children With Asthma
Northwest San Pedro Neighborhood Council Sustainability Committee
Porter Ranch Neighborhood Council Sustainability Committee
Riverside Unified School District
San Gabriel Valley Regional Mountains Conservancy
Stand L.A. Environmental Justice Coalition
University of California, Riverside, Health System

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BOARD MEETING DATE: October 6, 2017

AGENDA NO. 17

REPORT: Hearing Board Report

SYNOPSIS: This reports the actions taken by the Hearing Board during the period of August 1 through August 31, 2017.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:
Receive and file this report.

Julie Prussack
Chairman of Hearing Board

DG

Two summaries are attached: **August 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 August 1 to August 31, 2017 is 0; and total number of appeals filed during the period of January 1 to August 31, 2017 is 3.

Report of August 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. Beta Offshore Case No. 5855-6 (S. Pruitt & N. Feldman)	203(b) 1110.2(d)(1)(B) 2004(f)(1) 3002(c)(1)	ICE failed source test.	Not Opposed/Granted	SV granted commencing 8/10/17 and continuing through 10/17/17, or until final compliance is achieved, whichever comes first.	VOC: 0.02 lb/day
2. Bowerman Power LFG, LLC Case No. 6088-1 (M. Reichert)	203(b) 1110.2 1703 3002(c)(1)	Coverage needed to trouble shoot and remedy issues with SCR system.	Not Opposed/Granted	SV granted commencing 8/10/17 and continuing through 11/07/17.	NOx: 130.3 lbs/day
3. United States Navy Case No. 4518-9 (M. Reichert)	203(b) 2004(f)(1)	ICE expected to exceed annual permitted hours of operation.	Not Opposed/Granted	IV granted commencing 8/15/17 and continuing for 90 days or until the RV hearing currently scheduled for 9/19/17, whichever occurs first.	CO: 137.7 lbs/total NOx: 6.8 lbs/total PM10: .11 lb/total VOC: .7 lb/total
4. Universal City Studios LLC Case No. 4935-15 (K. Manwaring)	401(b)(1) H&S §41701	Petitioner will use artificial fog for Halloween production exceeding opacity limits.	Not Opposed/Granted	SV granted commencing 9/8/17 and continuing through 11/6/17.	N/A
5. SCAQMD vs. Carlton Forge Case No. 6086-1 (D. Hsu & N. Feldman)	N/A	Status Report.	No Action	The Hearing Board received a status report regarding Carlton Forge and determined no action was necessary to modify the O/A.	N/A
6. SCAQMD vs Lubeco, Inc. Case No. 6089-1 (T. Barrera & S. Pruitt)	402 H&S §41700	Control hexavalent chromium emissions.	Stipulated/Issued	O/A issued commencing 8/23/17 and continuing through 12/1/18. The Hearing Board shall retain jurisdiction over this matter until 12/1/18.	N/A

Acronyms

CO: Carbon Monoxide

EV: Emergency Variance

GDF: Gasoline Dispensing Facility

H&S: Health & Safety Code

ICE: Internal Combustion Engine

IV: Interim Variance

MFCD/EXT: Modification of a Final Compliance Date & Extension of Variance

Mod. O/A: Modification of an Order for Abatement

N/A: Not Applicable

NOx: Oxides of Nitrogen

O/A: Order for Abatement

RV: Regular Variance

SCR: Selective Catalytic Reduction

SV: Short Variance

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
# of HB Actions Involving Rules														
202(a)			1	1	1		1							4
203(a)		1	1	1	2									5
203(b)		6	4	6	3	3	5	4	3					34
401(b)(1)									1					1
402		2	2	3	1	1		1	1					11
403(d)(1)					1									1
403(d)(2)					1									1
403(d)(3)					1									1
442			2											2
461(e)(2)						1								1
461(e)(1)							1							1
461(e)(3)			1											1
1110.2								1	1					2
1110.2(d)(1)(B), Table II		1					1	1	1					4
1110.2(d)(1)(L)							1							1
1110.2(d)(2)(A)(ii)								1						1
1146							1							1
1147		1												1
1147(c)			1	1			1							1
1153.1(c)(3)						1								1
1153.1(c)(6)						1								1
1176(f)(3)		1												1
1470(c)(3)(C)(iii)			1											1
1703								1	1					2
2004(f)(1)		6	1	3	2	1		2	2					17
2011(c)(2)			1											1
2012(c)(2)(A)				1										1
2012(c)(3)(A)				1										1
3002							1							1
3002(a)			1											1
3002(c)(1)		3	4	4	2	1	1	4	2					21
H&S 41700		2	2	3	1	1		1	1					11

DISTRICT RULES AND REGULATIONS INDEX FOR 2017 HEARING BOARD CASES AS OF AUGUST 31, 2017

REGULATION II – PERMITS

- | | |
|----------|-----------------------------|
| Rule 202 | Temporary Permit to Operate |
| Rule 203 | Permit to Operate |

REGULATION IV – PROHIBITIONS

- | | |
|----------|----------------------------------|
| Rule 401 | Visible Emissions |
| Rule 402 | Nuisance |
| Rule 403 | Fugitive Dust |
| 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 1146 | Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters |
| Rule 1147 | NOx Reductions from Miscellaneous Sources |
| Rule 1153 | Commercial Bakery Ovens |
| Rule 1176 | Sumps and Wastewater Separators |

REGULATION XIV – TOXICS

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

REGULATION XVII - PREVENTION OF SIGNIFICANT DETERIORATION (PSD)

- Rule 1703 PSD Analysis

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 |
| Rule 2012 | Requirements for Monitoring, Reporting, and Recordkeeping for Oxides of Nitrogen (NOx) Emissions |

REGULATION XXX - TITLE V PERMITS

Rule 3002 Requirements
Rule 3003 Applications

CALIFORNIA HEALTH AND SAFETY CODE

§41700 Prohibited Discharges
§41701 Restricted Discharges

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BOARD MEETING DATE: October 6, 2017

AGENDA NO. 18

REPORT: Civil Filings and Civil Penalties Report

SYNOPSIS: This reports the monthly penalties from July 1 through August 31, 2017, and legal actions filed by the General Counsel's Office from July 1 through August 31, 2017. An Index of District Rules is attached with the penalty report.

COMMITTEE: Stationary Source, September 15, 2017, Reviewed

RECOMMENDED ACTION:
Receive and file this report.

Kurt R. Wiese
General Counsel

KRW:lc

<u>Civil Filings</u>	<u>Violations</u>
1. SWEISS PETROL INC. Van Nuys Courthouse East Small Claims Court Case No. 17VESC06677; Filed: 8.1.17 (JS) P61281 R. 461 – Gasoline Transfer and Dispensing	1

1 Violation

Attachments

July and August 2017 Penalty Reports
Index of District Rules and Regulations

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
General Counsel's Office**

July 2017 Settlement Penalty Report

Total Penalties

Civil Settlements:	\$1,595,650.97	(includes \$50,000 cash SEP)
SEP Value:	\$50,000.00	
MSPAP Settlements:	\$33,650.00	
Total Cash Settlements:	\$1,679,300.97	
Total SEP Value:	\$50,000.00	
Fiscal Year through 7 / 2017 Cash Total:	\$1,679,300.97	
Fiscal Year through 7 / 2017 SEP Value Only Total:	\$50,000.00	

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
Civil						
178452	888 HILGARD	1403	7/26/2017	ML	P60161	\$1,500.00
800196	AMERICAN AIRLINES INC	2012	7/18/2017	TRB	P54983	\$500.00
49111	BROWNING-FERRIS IND, SUNSHINE CANYON LANDFILL Hearing Board Case No. 3448-14	402, 41700	7/19/2017	NAS	P57748	\$1,344,000.97
		402, 41700			P57749	
		402, 41700			P60159	
		402, 41700			P61360	
		402, 41700			P61361	
		402, 41700			P61362	
		402, 41700			P61363	
		402, 41700			P61364	
		402, 41700			P61365	
		402, 41700			P61366	
		402, 41700			P61369	
		402, 41700			P61370	
		402, 41700			P61371	
		402, 41700			P61372	
		402, 41700			P61373	
		402, 41700			P61374	
		402, 41700			P61375	
		402, 41700			P61376	
		402, 41700			P61377	
		402, 41700			P61378	
		402, 41700			P61381	
		402, 41700			P61382	
		402, 41700			P61383	
		402, 41700			P61385	
		402, 41700			P61386	
		402, 41700			P61387	
		402, 41700			P61388	

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
Civil		402, 41700			P61389	
		402, 41700			P61390	
		402, 41700			P61393	
		402, 41700			P61394	
		402, 41700			P61395	
		402, 41700			P61396	
		402, 41700			P61397	
		402, 41700			P61398	
		402, 41700			P61399	
		402, 41700			P62600	
		402, 41700			P62601	
		402, 41700			P62602	
		402, 41700			P62603	
		402, 41700			P62604	
		402, 41700			P62605	
		402, 41700			P62606	
		402, 41700			P62607	
		402, 41700			P62608	
		402, 41700			P62609	
		402, 41700			P62610	
		402, 41700			P62611	
		402, 41700			P62613	
		402, 41700			P62614	
		402, 41700			P62615	
		402, 41700			P62616	
		402, 41700			P62617	
		402, 41700			P62619	
		402, 41700			P62620	
		402, 41700			P62621	
		402, 41700			P62622	
		402, 41700			P62623	
		402, 41700			P62626	

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
Civil		402, 41700			P62627	
		402, 41700			P62628	
		402, 41700			P62629	
		402, 41700			P62630	
		402, 41700			P62631	
		402, 41700			P62632	
		402, 41700			P62633	
		402, 41700			P62634	
		402, 41700			P62635	
		402, 41700			P62636	
		402, 41700			P62637	
		402, 41700			P62638	
		402, 41700			P62639	
		402, 41700			P62640	
		402, 41700			P62641	
		402, 41700			P62642	
		402, 41700			P62643	
		402, 41700			P62647	
		402, 41700			P62648	
		402, 41700			P62649	
		402, 41700			P63350	
		402, 41700			P63356	
		402, 41700			P63357	
		402, 41700			P63358	
		402, 41700			P63361	
		402, 41700			P63362	
		402, 41700			P63363	
		402, 41700			P63364	
		402, 41700			P64565	
		402, 41700			P64702	
		402, 41700			P64703	
		402, 41700			P64704	

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
Civil		402, 41700			P64705	
					P64706	
					P64707	
					P64708	
					P64709	
					P64710	
					P64711	
					P64712	
					P64713	
					P64714	
					P64716	
					P64718	
					P64719	
					P64720	
					P64721	
					P64722	
					P64723	
					P64724	
					P64725	
					P64726	
					P64727	
					P64728	
					P64729	
					P64730	
					P64731	
					P64732	
					P64733	
					P64734	
					P64735	
					P64736	
					P64737	
					P64738	

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
Civil						
		402, 41700			P64739	
		402, 41700			P64741	
		402, 41700			P64742	
		402, 41700			P64743	
		402, 41700			P64744	
		402, 41700			P64745	
		402, 41700			P64746	
		402, 41700			P64747	
		402, 41700			P64748	
63180	DARLING INGREDIENTS INC.	2004(f)(1)	7/5/2017	TRB	P56339	\$7,500.00
		2004(f)(1)			P56340	
178692	DISCOVERY CUBE LOS ANGELES	203 (a), 222, 1415	7/5/2017	NSF	P60868	\$3,000.00
		203 (a), 222, 1415			P60871	
153033	GEORGIA-PACIFIC CORRUGATED LLC	2004	7/5/2017	VKT	P62057	\$3,000.00
171204	HASHIM SAYEED	203 (b)	7/11/2017	TRB	P58292	\$21,000.00
		203 (b)			P58296	
122744	HELO CHEVRON Small Claims	461, 461(e)(2)(C)	7/12/2017	JS	P60077	\$900.00
		461, 461(e)(2)(C)			P60082	
131554	J2 GLOBAL COMMUNICATIONS INC. Los Angeles Superior Court Case No. BC657755	1470	7/24/2017	NAS	P59370	\$5,000.00
800429	KAISER FOUNDATION HOSPITAL	1146, 3002(c)(1)	7/25/2017	KCM	P62492	\$3,050.00
		3002(c)(1)			P62498	

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
Civil						
170208	KND DEVELOPMENT 55, LLC DBA KINDRED HOSPITAL	1146.2	7/20/2017	NSF	P62018	\$84,000.00
		222, 1146.2			P64150	
176952	MERCEDES_BENZ WEST COAST CAMPUS	2004	7/5/2017	SH	P60555	\$500.00
178222	OP TECH	1403	7/26/2017	ML	P60160	\$250.00
136	PRESS FORGE CO	2004(f)(1)	7/25/2017	TRB	P57867	\$10,000.00
158460	PRISTINE CLEANERS	203 (a)	7/20/2017	NSF	P60872	\$750.00
		203 (a)			P61306	
		203 (a)			P61307	
174342	SANTA FE LOFTS	203(a), 1470	7/13/2017	MJR	P59363	\$4,000.00
		203(a), 1470			P59364	
89731	SANTOSHI CORP, ALUM-A-COAT	1146.2	7/17/2017	TRB	P60523	\$2,500.00
105719	SNOW WHITE CLEANERS	203 (a), 1421	7/20/2017	JS	P62910	\$200.00
92231	SOUTH GATE CITY	461	7/19/2017	MJR	P63504	\$2,000.00
174655	TESORO REFINING & MARKETING CO, LLC	3002(c)(1)	7/26/2017	NSF	P45972	\$80,000.00
800436	TESORO REFINING AND MARKETING CO	401(b)(1)(B), 1118			P58227	
		3002(c)(1)				
181943	THE PAVILION AT SUNNY HILLS	203 (a), 222		NAS	P60680	\$13,000.00
		203 (a), 222			P60681	

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
Civil						
3337	UNION PACIFIC RAILROAD	1155, 1470 203 (b), 401, 461	7/17/2017	TRB	P62372	\$9,000.00

Total Civil Settlements: \$1,595,650.97

Settlements Including SEP:

99119	INTERPLASTIC CORP Cash \$50,000; SEP: \$50,000 Voluntary VOC emission reduction project to connect the facility's dicyclopentadiene (DCPD) tank and unloading facilities to a vapor control system.	203(b), 1147	7/24/2017	NAS	P60264	\$100,000.00
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Total Settlements including SEP: \$100,000.00

MSPAP Settlements:

147767	AG SEAL BEACH, LLC	203	7/6/2017	JS	P64216	\$1,650.00
158101	ALFITRANO CLEANERS	203 (a)	7/26/2017	JS	P63756	\$750.00
175151	BILABOB, INC.	461, 41960.2	7/13/2017	JS	P65705	\$550.00
96962	BRAGG INVESTMENT CO INC,BRAGG CRANE SVC.	461	7/13/2017	JS	P64018	\$825.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
75320	BURBANK GLENDALE PAS. AIRPORT AUTHORITY	203 (b), 461 461 (e) (2)	7/26/2017	JS	P62499	\$3,300.00
184271	C G LANDSCAPE INC	203(a)	7/6/2017	JS	P65651	\$550.00
140400	CITY OF RANCHO CUCAMONGA	1470	7/6/2017	TF	P63958	\$450.00
87998	DYE TECHNIQUE/ST. JOHN KNITS DBA	1146		GV	P64070	\$1,900.00
94998	GAGE CANAL COMPANY	1110.2	7/6/2017	GC	P64161	\$1,225.00
170730	LYON'S SERVICE	203	7/6/2017	TCF	P64911	\$400.00
171863	NIKKU ENTERPRISES	461	7/13/2017	TF	P64966	\$275.00
184122	ONESTOP SHOPPE	203	7/13/2017	TF	P63223	\$1,000.00
180446	PASEA HOTEL AND SPA	222, 1415	7/13/2017	TF	P63860	\$1,400.00
172998	PASSPORT FOOD GROUP, LLC	202(a)	7/13/2017	TF	P59538	\$550.00
183953	S & L FOOTHILL GAS	461 (e) (2)	7/6/2017	GV	P65015	\$800.00
148736	SONU AND TONY CORPORATION, INC.	203(a), 203 (b), 461	7/6/2017	GV	P64667	\$1,100.00
181526	STATE OF CALIFORNIA	203 (a)	7/26/2017	GV	P64170	\$5,000.00
152044	TESORO SO COAST CO LLC, S KIM MAIN ST	461, 41960.2	7/13/2017	TF	P65701	\$550.00
94997	THE GAGE CANAL COMPANY	1110.2	7/6/2017	GC	P62036	\$2,600.00
95000	THE GAGE CANAL COMPANY	1110.2	7/6/2017	GC	P64162	\$1,225.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
94999	THE GAGE CANAL COMPANY	1110.2	7/6/2017	GC	P62037	\$1,225.00
94996	THE GAGE CANAL COMPANY	1110.2	7/6/2017	GC	P62038	\$1,225.00
183928	UPPER SAN GABRIEL VALLEY MUNICIPAL WATER	201, 203 (a), 1470	7/6/2017	GV	P64127	\$2,100.00
178589	WOODLAND HILLS 76	461, 41960	7/6/2017	GV	P64908	\$2,000.00
178589	WOODLAND HILLS 76	203(a), 461(c)(2)(B), 41954 41960.2	7/13/2017	GV	P61284	\$1,000.00
Total MSPAP Settlements: \$33,650.00						

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
General Counsel's Office**

August 2017 Settlement Penalty Report

Total Penalties

Civil Settlements:	\$271,275.00 (includes \$23,000 cash SEP)
SEP Value:	\$1,000,000.00
Self-Reported Settlements:	\$2,350.00
MSPAP Settlements:	\$33,575.00
 Total Cash Settlements:	 \$307,200.00
Total SEP Value:	\$1,000,000.00
 Fiscal Year through 8 / 2017 Cash Total:	 \$1,986,500.97
Fiscal Year through 8 / 2017 SEP Value Only Total:	\$1,050,000.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
Civil Settlements						
173008	AMERICAN PREMIUM GASOLINE	203 (b) 41954, 41960.2 461(e)(2), 461(c), 461(c)(2)(B)	8/16/2017	TRB	P64269	\$1,925.00
800205	BANK OF AMERICA NT & SA, BREA CENTER	2012	8/10/2017	SH	P59270	\$750.00
138689	CALTRANS DISTRICT 7 HEADQUARTERS	203(b), 1146.1	8/17/2017	DH	P64119	\$6,100.00
1744	KIRKHILL - TA COMPANY	2004(f)(1) 3002(c)(1), 3003 3002(c)(1)	8/16/2017	DH	P64459 P64462	\$16,000.00
182503	MSE TECHNOLOGIES, LLC	442	8/15/2017	NSF	P62909	\$150,000.00
12428	NEW NGC, INC.	2004 3002(c)(1) 2012	8/17/2017	SH	P14152 P59272 P60268	\$3,500.00
160499	NIETO'S STATION LA Superior Court Case No. BC662815	203(b), 461(c)(2)(B) 203 (b) 461(c)(2)(B)	8/10/2017	NAS	P59344 P60808	\$4,200.00
113329	ONE HUNDRED TOWERS LLC, CENTURY PLAZA	1415, 1146, 1470 1146	8/10/2017	SH	P60661 P60664	\$12,500.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
173108	SILVER CREEK INDUSTRIES, INC	3002(c)(1)	8/17/2017	MJR	P64151	\$2,500.00
		3002(c)(1)	8/10/2017		P64166	
43201	SNOW SUMMIT INC	2004(f)(1)	8/7/2017	NAS	P59271	\$5,000.00
		3002(c)(1)				
		2004, 3002			P64355	
120801	STARR SURGICAL CO	203(b), 1470	8/7/2017	NSF	P60526	\$30,000.00
19390	SULLY-MILLER CONTRACTING CO.	2004	8/8/2017	TRB	P52199	\$6,000.00
		2004			P60565	
129497	THUMS LONG BEACH CO	2004	8/1/2017	TRB	P57076	\$5,000.00
14966	U S GOV'T, V A MEDICAL CENTER, WEST L A	3003	8/2/2017	DH	P62914	\$500.00
14966	VA GREATER LOS ANGELES HEALTHCARE SYS	3002	8/2/2017	DH	P62915	\$4,300.00

Total Civil Settlements: \$248,275.00

Settlements including SEP

346	FRITO-LAY, INC.	2004	8/23/2017	BTG	P57646	\$1,023,000.00
	Cash: \$23,000; SEP: \$1,000,000.00	2004(f)(1)				
	Facility shall remove six heavy diesel powered tractors	2012				
	and acquire ten heavy duty tractors powered with	3002(c)(1)				
	compressed tractors.					

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
Total Settlements including SEP: \$1,023,000.00						
Self-Reported Settlements						
52879	EASTERN MUNICIPAL WATER DISTRICT		8/10/2017	KCM		\$2,350.00
Total Self-Reported Settlements: \$2,350.00						
MSPAP Settlements						
117466	3 SISTERS TRUCK STOP	461, 461 (e) (1) 461, 461 (e) (1)	8/10/2017	GV	P63134	\$1,800.00
117466	3 SISTERS TRUCK STOP	461, 461 (e) (1)	8/10/2017	GV	P63134	\$1,700.00
139314	ABACUS POWDER COATING	1147 201	8/2/2017	JS	P60536	\$2,200.00
170052	AL ZAHRAA GAS & MART	461, 41960.2	8/16/2017	JS	P65453	\$900.00
149405	ANDERSON CHARNESKY STRUCTURAL STEEL, INC	203	8/2/2017	JS	P64364	\$1,600.00
173011	ARMORCAST PRODUCTS CO	203 (a) 203 (b)	8/10/2017	JS	P65508	\$1,260.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
32619	BANNING CITY	461	8/2/2017	JS	P64361	\$450.00
184189	BERNARDS	403.1 403.1	8/10/2017	JS	P64754 P64755	\$1,100.00
45063	BIG BEAR AREA REGIONAL WASTEWATER	1110.2	8/10/2017	JS	P63252	\$825.00
180736	BILLION AIR AVIATION	461 (e) (1)	8/10/2017	JS	P60537	\$330.00
181506	BROOKDALE CHERRY HILLS	203 (a) 222	8/2/2017	JS	P59682	\$2,000.00
168982	CITY OF BUENA PARK, POLICE FUELS	461	8/2/2017	JS	P63911	\$410.00
137244	CLEMENT- PAPPAS CA INC	1146	8/2/2017	JS	P59541	\$675.00
96326	COUNTY OF RIVERSIDE REGIONAL MEDICAL CTR	1146	8/2/2017	TF	P64359	\$3,000.00
163177	FLEETWOOD HOMES, INC.	3002(c)(1) 3003	8/10/2017	GC	P64168	\$1,275.00
145966	G&M OIL COMPANY #144	461	8/16/2017	GC	P65010	\$2,300.00
155202	GORDON RHYS TILLEY, DBA RHYS TILLEY'S 76	203	8/16/2017	GV	P64912	\$400.00
180250	MARTINA MOBIL/EN&M GROUP INC	461, 41960.2	8/2/2017	GC	P64333	\$600.00
184081	NEW LIFE AUTO COLLISION	203	8/16/2017	TF	P64230	\$250.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
135904	ORANGE COUNTY FIRE AUTHORITY-RFOTC	203 (b)	8/10/2017	TF	P63606	\$6,300.00
85943	SIERRA ALUMINUM COMPANY	2012(e)(2)(B)	8/10/2017	GV	P61736	\$1,800.00
9720	STILES ANIMAL REMOVAL INC	402 41700	8/16/2017	GV	P59540	\$2,000.00
32315	USDA FOREST SERVICE	461	8/10/2017	GV	P62175	\$400.00

Total MSPAP Settlements: \$33,575.00

**DISTRICT RULES AND REGULATIONS INDEX
FOR JULY AND AUGUST 30, 2017 PENALTY REPORTS**

REGULATION II – PERMITS

- Rule 201 Permit to Construct (*Amended 1/5/90*)
- Rule 202 Temporary Permit to Operate (*Amended 5/7/76*)
- Rule 203 Permit to Operate (*Amended 1/5/90*)
- Rule 222 Filing Requirements for Specific Emission Sources Not Requiring a Written permit Pursuant to Regulation II

REGULATION IV - PROHIBITIONS

- Rule 401 Visible Emissions (*Amended 9/11/98*)
- Rule 402 Nuisance (*Adopted 5/7/76*)
- Rule 403.1 Wind Entrainment of Fugitive Dust (*Amended 6/16/00*)
- Rule 442 Usage of Solvents (*Amended 12/15/00*)
- Rule 461 Gasoline Transfer and Dispensing (*Amended 6/15/01*)

REGULATION XI - SOURCE SPECIFIC STANDARDS

- Rule 1110.2 Emissions from Gaseous- and Liquid-Fueled Internal Combustion Engines (*Amended 11/14/97*)
- Rule 1118 Emissions From Refinery Flares (*Adopted 2/13/98*)
- Rule 1146 Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters (*Amended 11/17/00*)
- Rule 1146.1 Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and
- Rule 1146.2 Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers (*Adopted 1/9/98*)
- Rule 1147 Nox Reductions From Miscellaneous Sources (9/08)
- Rule 1155 Particulate Matter Control Devices (10-08)

REGULATION XIV – TOXICS

- Rule 1403 Asbestos Emissions from Demolition/Renovation Activities (*Amended 4/8/94*)
- Rule 1415 Reduction of Refrigerant Emissions from Stationary Refrigeration and Air Conditioning Systems
- Rule 1421 Control of Perchloroethylene Emissions from Dry Cleaning Operations (*Amended 6/13/97*)
- Rule 1470 Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines

REGULATION XX - REGIONAL CLEAN AIR INCENTIVES MARKET (RECLAIM)

Rule 2004 Requirements (*Amended 5/11/01*)

Rule 2012 Requirements for Monitoring, Reporting, and Recordkeeping for Oxides of Nitrogen (NO_x) Emissions
(*Amended 5/11/01*)

REGULATION XXX - TITLE V PERMITS

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

Rule 3003 Applications (*Amended 3/16/01*)

CALIFORNIA HEALTH AND SAFETY CODE § 41700

41700 Violation of General Limitations

41954 Compliance for Control of Gasoline Vapor Emissions

41960.2 Gasoline Vapor Recovery

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 19

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 August 1, 2017 and August 31, 2017, and those projects for which the SCAQMD is acting as lead agency pursuant to CEQA.

COMMITTEE: Mobile Source, September 15, 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 August 1, 2017 through August 31, 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 91 CEQA documents were received during this reporting period and 22 comment letters were sent. A notable project in this report is the Los Angeles International Airport (LAX) Landside Access Modernization Program (LAMP).

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. 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; 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 at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>. Staff will continue compiling tables of mitigation measures for other emission sources, including airport ground support equipment and other sources.

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 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 staff testified at a hearing for the proposed project, a notation is provided under the "Comment Status." If there is no notation, then staff did not provide testimony at a hearing for the proposed project.

During the period August 1, 2017 through August 31, 2017, the SCAQMD received 91 CEQA documents. Of the total of 105 documents* listed in Attachments A and B:

- 22 comment letters were sent;
- 32 documents were reviewed, but no comments were made;
- 34 documents are currently under review;
- 0 documents did not require comments (e.g., public notices);
- 0 documents were not reviewed; and
- 17 documents were screened without additional review.

* These statistics are from August 1, 2017 to August 31, 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 five active projects during August.

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
August 01, 2017 to August 31, 2017

SCAQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Warehouse & Distribution Centers RVC170811-03 Space Center Industrial Project (Case No. MA 14126)	The proposed project consists of construction of two warehouses totaling 1,124,860 square feet on 53.1 acres. The project is located on the southwest corner of Etiwanda Avenue and Iberia Street. Reference RVC170321-05 and RVC150519-03 Comment Period: N/A Public Hearing: N/A	Final Environmental Impact Report	City of Jurupa Valley	Document reviewed - No comments sent
Warehouse & Distribution Centers RVC170825-01 Moreno Valley Logistics Center (SPA P-15-036, TPM PA 15-0018; PP PA 15-0014. Plot Plan PA15-0015, Plot Plan PA15-016, and Plot Plan PA15-0017)	The proposed project consists of construction of a 1,737,518-square-foot warehouse on 73.4 acres. The project is located on the southwest corner of Indian Street and Krameria Avenue. Reference RVC170614-01, RVC160727-05 and RVC150619-03 Comment Period: N/A Public Hearing: 9/5/2017	Notice of Public Hearing	City of Moreno Valley	Document reviewed - No comments sent
Warehouse & Distribution Centers RVC170829-02 Duke Warehouse at Perris Boulevard and Markham Street Project	The proposed project consists of construction of a 1,189,860-square-foot warehouse and two sanitary sewer connections on 35 acres. The project is located on the southeast corner of Markham Street and Perris Boulevard. Comment Period: 8/29/2017 - 9/27/2017 Public Hearing: 9/20/2017	Notice of Preparation	City of Perris	Under review, may submit written comments
Warehouse & Distribution Centers SBC170815-01 Hillwood Gateway Building 5 Industrial Warehouse Project	The proposed project consists of construction of a 170,260-square-foot warehouse on 8.76 acres. The project is located at 24883 East Benedict Road on the southwest corner of East Benedict Road and Tippecanoe Avenue. Reference SBC170712-02 Comment Period: N/A Public Hearing: N/A	Response to Comments	City of San Bernardino	Document reviewed - No comments sent

**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
August 01, 2017 to August 31, 2017

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Warehouse & Distribution Centers</i> SBC170816-01 Design Review DRC2016-00695	The proposed project consists of construction of two warehouses totaling 150,003 square feet on 7.52 acres. The project is located at 9500 and 9505 Feron Boulevard on the southeast corner of East 9th Street and Helms Avenue. Reference SBC170601-01 and SBC170310-03 Comment Period: 8/24/2017 - 9/27/2017 Public Hearing: 9/27/2017	Mitigated Negative Declaration	City of Rancho Cucamonga	Under review, may submit written comments
<i>Airports</i> LAC170818-05 Los Angeles International Airport (LAX) Landside Access Modernization Program (LAMP)	The proposed project consists of construction of an automated people mover system, improvements to roadways, and modifications to existing terminals and facilities. The project is located on the southwest corner of Interstate 405 and Westchester Parkway/West Arbor Vitae Street in the Central Terminal Area. Reference LAC170216-06, LAC170127-03, LAC160915-13, and LAC150206-04 Comment Period: 8/18/2017 - 9/26/2017 Public Hearing: 9/19/2017	Draft Environmental Assessment and Draft General Conformity	Los Angeles World Airports	Document reviewed - No comments sent
<i>Industrial and Commercial</i> LAC170804-03 Modification 17-06	The proposed project consists of conversion of a portion of an existing warehouse to a paint booth on 10,150 square feet. The project is located at 8630 East Garvey Avenue on the southwest corner of Garvey Avenue and Burton Avenue. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/sp-modification1706-081017.pdf Comment Period: 8/1/2017 - 8/16/2017 Public Hearing: N/A	Site Plan	City of Rosemead	SCAQMD staff commented on 8/10/2017
<i>Industrial and Commercial</i> LAC170808-01 L.A. Valley Garden Plaza Project (9933 Valley Blvd.)	The proposed project consists of demolition of a 12,000-square-foot structure and construction of a 17,000-square-foot commercial building with subterranean parking on 0.52 acres. The project is located on the northwest corner of Valley Boulevard and Eunice Avenue. Reference LAC170629-07 Comment Period: N/A Public Hearing: 8/8/2017	Response to Comments	City of El Monte	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
August 01, 2017 to August 31, 2017**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Industrial and Commercial</i> LAC170824-08 8228 Sunset Boulevard Billboard Project	The proposed project consists of removal of an existing billboard and construction of a billboard that is up to 48 feet in height and up to 20 feet in width on 13,000 square feet. The project is located on the southeast corner of West Sunset Boulevard and North Harper Avenue. Comment Period: 8/24/2017 - 9/14/2017 Public Hearing: N/A	Negative Declaration	City of West Hollywood	Document reviewed - No comments sent
<i>Industrial and Commercial</i> RVC170803-02 Plot Plan No. 26241, Amended No. 2 - EA43014	The proposed project consists of construction of a 14,000-square-foot truck maintenance building and a 9,600-square-foot fuel island on 17.7 acres. The project is located on the northwest corner of Water Street and Frontage Road in the community of Mead Valley. Reference RVC170622-01 and RVC170502-06 Comment Period: N/A Public Hearing: 8/10/2017	Site Plan	County of Riverside	Document reviewed - No comments sent
<i>Industrial and Commercial</i> RVC170829-04 Planning Cases: P16-0556 (SP), P15-1035 (PM), P16-0557 (DR), and P17-0227 (GE)	The proposed project consists of construction of eight industrial buildings ranging in size from 11,412 square feet to 33,335 square feet on 23.6 acres. The project is located on the northwest corner of East Alessandro Boulevard and Old 215 Frontage Road. Comment Period: 8/25/2017 - 9/13/2017 Public Hearing: 9/21/2017	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Riverside	Document reviewed - No comments sent
<i>Waste and Water-related</i> ALL170808-04 Toxicity Criteria for Human Health Risk Assessments, Screening Levels and Remediation Goals Rule	The proposed project consists of adoption of California Code of Regulations, Title 22, Division 4.5, Sections 68400.5, 69020, 69021, and 69022 to set a cleanup performance standard and to adopt toxicity criteria for calculating health risk screening levels and remediation goals at hazardous substance release cleanup sites in California. Comment Period: 8/7/2017 - 9/20/2017 Public Hearing: 9/20/2017	Community Notice	Department of Toxic Substances Control	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
August 01, 2017 to August 31, 2017

SCAQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Waste and Water-related	The proposed project consists of construction of a 10,000-square-foot treatment facility on 11.5 acres, 25,780 feet of underground pipelines, and open channel facilities along eight miles of the Los Angeles River between State Route 91 to the north and Ocean Boulevard to the south. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-longbeachmunicipal-082417.pdf	Mitigated Negative Declaration	City of Long Beach	SCAQMD staff commented on 8/24/2017
LAC170801-07 Long Beach Municipal Urban Stormwater Treatment (MUST) Project	Comment Period: 7/31/2017 - 8/29/2017 Public Hearing: N/A			
Waste and Water-related	The proposed project consists of modification to an existing permit to replace stormwater holding basin liner system with a new double liner system. The project is located at 1660 West Anaheim Street on the southeast corner of West Anaheim Street and North Gaffey Street in the community of Wilmington.	Permit Modification	Department of Toxic Substances Control	Document reviewed - No comments sent
LAC170801-09 Phillips 66 Los Angeles Refinery (Wilmington Plant) - Notice of Class 1 Permit Modification	Comment Period: N/A Public Hearing: N/A			
Waste and Water-related	The proposed project consists of modification to an existing permit to reflect changes in the corporate organization and ownership. The project is located at 3650 East 26th Street on the southeast corner of East 26th Street and South Downey Road in the City of Vernon.	Permit Modification	Department of Toxic Substances Control	Document reviewed - No comments sent
LAC170803-04 D/K Environmental - Notice of Class 1 Permit Modification	Comment Period: N/A Public Hearing: N/A			
Waste and Water-related	The proposed project consists of utilization of soil covers, monitoring, and a land use covenant to remediate organochlorine pesticides on three acres. The project is located at 400 East Washington Boulevard on the northwest corner of Washington Boulevard and South 4th Street in the City of Commerce.	Remediation Action Plan	Department of Toxic Substances Control	Document reviewed - No comments sent
LAC170804-02 Amvac Chemical Corporation	Comment Period: 8/3/2017 - 9/5/2017 Public Hearing: N/A			

- 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
August 01, 2017 to August 31, 2017

SCAQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Waste and Water-related LAC170822-01 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 would also include ultraviolet disinfection at the Saugus and Valencia WRPs and advanced water treatment for chloride compliance and brine concentration at the Valencia WRP. The project is located at 26200 Springbrook Avenue on the southeast corner of Bouquet Canyon Road and Springbrook Avenue in the City of Santa Clarita and 28185 The Old Road on the northwest corner of The Old Road and Rye Canyon Road in the City of Valencia. Reference LAC170511-06, LAC170223-05, LAC130424-03, LAC151118-03 and LAC160315-04 Comment Period: N/A Public Hearing: 8/30/2017	Final Recirculated Environmental Impact Report	Santa Clarita Valley Sanitation District of Los Angeles County	Document reviewed - No comments sent
Waste and Water-related ORC170810-08 Former Raytheon Company Facility	The proposed project consists of extraction of contaminated groundwater from nine wells to remove volatile organic compounds. The project is located at 1901 West Malvern Avenue on the northeast corner of West Malvern Avenue and North Gilbert Street in the City of Fullerton. Comment Period: 8/10/2017 - 9/25/2017 Public Hearing: 8/30/2017	Draft Remediation Plan	Department of Toxic Substances Control	Under review, may submit written comments
Waste and Water-related ORC170824-09 San Diego Creek Water Rights Change Petition Project	The proposed project consists of modifications to the existing water diversion and use permit to increase the maximum diversion rate from five cubic feet per second (cfs) to 13.3 cfs, and to include in the modified permit the entire San Joaquin Marsh and Wildlife Sanctuary and the neighboring Freshwater Marsh Reserve. The project is located on the southeast corner of Michelson Drive and Carlson Avenue in the City of Irvine. Comment Period: 8/24/2017 - 9/22/2017 Public Hearing: N/A	Negative Declaration	Irvine Ranch 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
August 01, 2017 to August 31, 2017

<u>SCAQMD LOG-IN NUMBER</u>	<u>PROJECT DESCRIPTION</u>	<u>TYPE OF DOC.</u>	<u>LEAD AGENCY</u>	<u>COMMENT STATUS</u>
PROJECT TITLE				
Transportation	The proposed project consists of addition of five feet in width to existing walkways on East Sorrento Drive between East 2nd Street and Appian Way.	Mitigated Negative Declaration	City of Long Beach	Document reviewed - No comments sent
LAC170809-04 Alamitos Bay Shoreline Trail Project				
	Comment Period: 8/9/2017 - 9/8/2017			
	Public Hearing: N/A			
Transportation	The proposed project consists of construction of a 20-mile light rail transit line. The project is located within the cities of Los Angeles, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia, and within the communities of Arts District, Little Tokyo, and unincorporated Florence-Graham. Reference LAC170614-08, LAC170608-01 and LAC170606-04	Initial Project Consultation	Los Angeles County Metropolitan Transportation Authority	Document reviewed - No comments sent
LAC170809-07 West Santa Ana Branch (WSAB) Transit Corridor Project				
	Comment Period: 7/31/2017 - 8/31/2017			
	Public Hearing: N/A			
Transportation	The proposed project consists of construction of an outdoor recreational area and roadway improvements. The project is located at 800 North Alameda Street on the southeast corner of East Cesar Chavez Avenue and Alameda Street.	Notice of Availability of a Draft Environmental Impact Report	Los Angeles County Metropolitan Transportation Authority	Under review, may submit written comments
LAC170811-01 Los Angeles Union Station - Forecourt and Esplanade Improvements				
	Comment Period: 8/11/2017 - 9/25/2017			
	Public Hearing: 9/13/2017			
Transportation	The proposed project consists of construction of two lanes totaling 2.1 miles on Garfield Avenue from Howery Street to Meridian Drive.	Mitigated Negative Declaration	City of Paramount	Document reviewed - No comments sent
LAC170815-04 Garfield Avenue Capacity Enhancement Project				
	Comment Period: 8/14/2017 - 9/12/2017			
	Public Hearing: 10/3/2017			

- 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
August 01, 2017 to August 31, 2017

SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
Transportation	The proposed project consists of construction of two trail segments totaling 7.9 miles. The western trail segment is located from the intersection of Goetz Road and Canyon Lake Drive to the intersection of Antelope Road and Aldergate Drive in the City of Menifee. The eastern trail segment is located from the intersection of Sanderson Avenue and Domenigoni Parkway to the intersection of State Street and Chambers Street in the City of Hemet. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-saltcreektrail-082317.pdf	Notice of Intent to Adopt a Mitigated Negative Declaration	County of Riverside	SCAQMD staff commented on 8/23/2017
RVC170810-07				
Salt Creek Trail Project				
	Comment Period: 8/9/2017 - 9/7/2017	Public Hearing: N/A		
Transportation	The proposed project consists of widening of 2.5 miles from four to six lanes on Van Buren Boulevard between King Avenue to Bountiful Street in the City of Riverside.	Notice of Intent to Adopt a Mitigated Negative Declaration	County of Riverside	Document reviewed - No comments sent
RVC170822-08				
Van Buren Boulevard Widening Project				
	Comment Period: 8/18/2017 - 9/18/2017	Public Hearing: N/A		
Institutional (schools, government, etc.)	The proposed project consists of construction of a multi-purpose sports field on 3.85 acres. The project is located at 1221 Monterey Road on the southwest corner of Glenoaks Boulevard and Verdugo Road. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-wilsonmiddleschool-082317.pdf	Notice of Preparation	City of Glendale	SCAQMD staff commented on 8/23/2017
LAC170803-01				
Wilson Middle School Multi-Purpose Project				
	Comment Period: 8/1/2017 - 9/1/2017	Public Hearing: 8/17/2017		
Institutional (schools, government, etc.)	The proposed project consists of demolition of five buildings totaling 29,000 square feet on 6.56 acres. The project is located at 5717 Rudnick Avenue on the southwest corner of Miranda Street and Rudnick Avenue in the community of Woodland Hills.	Notice of Intent to Adopt a Mitigated Negative Declaration	Los Angeles Unified School District	Document reviewed - No comments sent
LAC170803-03				
Collins Street Elementary School Demolition Project				
	Comment Period: 8/1/2017 - 8/31/2017	Public Hearing: 8/9/2017		

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<i>Institutional (schools, government, etc.)</i> LAC170809-05 Rancho Los Amigos South Campus Project	The proposed project consists of demolition of 113 buildings and construction of three government buildings totaling 650,000 square feet on 74 acres. The project is located at the northeast corner of Gardendale Street and Dakota Avenue within the city of South Gate. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-rancholosamigos-090717.pdf Comment Period: 8/9/2017 - 9/11/2017 Public Hearing: 8/30/2017	Notice of Preparation	County of Los Angeles	SCAQMD staff commented on 9/7/2017
<i>Institutional (schools, government, etc.)</i> LAC170823-01 Interim Housing at Charles F. Kettering Elementary School	The proposed project consists of construction of 12 temporary portable buildings and roadway improvements on 10.32 acres. The project is located at 550 Silvera Avenue on the northeast corner of Silvera Avenue and East 5th Street. Comment Period: 8/21/2017 - 9/21/2017 Public Hearing: N/A	Negative Declaration	Long Beach Unified School District	Document reviewed - No comments sent
<i>Institutional (schools, government, etc.)</i> LAC170824-04 UCLA Long Range Development Plan Amendment (2017) and Student Housing Projects	The proposed project consists of construction of student housing facilities totaling 1,715,000 square feet with 6,900 beds. The project is located on the southeast corner of Sunset Boulevard and Veteran Avenue in the City of Los Angeles. Reference LAC170505-07 Comment Period: 8/24/2017 - 10/9/2017 Public Hearing: 9/20/2017	Draft Subsequent Environmental Impact Report	Regents of the University of California	Under review, may submit written comments
<i>Institutional (schools, government, etc.)</i> LAC170824-06 Huntington Park High School Comprehensive Modernization Project	The proposed project consists of demolition of 12 buildings, and construction of four buildings totaling 89,436 square feet and recreational amenities on 22.5 acres. The project is located at 6020 Miles Avenue on the southeast corner of Miles Avenue and Belgrave Avenue in the City of Huntington Park. Comment Period: 8/23/2017 - 9/22/2017 Public Hearing: 9/6/2017	Notice of Preparation	Los Angeles Unified School District	Under review, may submit written comments

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<i>Institutional (schools, government, etc.)</i> LAC170829-01 UCLA Long Range Development Plan Amendment (2017) and Student Housing Projects	The document changes the public hearing date from September 20, 2017 to September 26, 2017 for the proposed project. The proposed project consists of construction of student housing facilities totaling 1,715,000 square feet with 6,900 beds. The project is located on the southeast corner of Sunset Boulevard and Veteran Avenue in the City of Los Angeles. Reference LAC170824-04 and LAC170505-07 Comment Period: 8/24/2017 - 10/9/2017 Public Hearing: 9/26/2017	Revised Notice of Public Hearing	Regents of the University of California	Document reviewed - No comments sent
<i>Institutional (schools, government, etc.)</i> ORC170815-02 Corona del Mar Middle and High School Sports Field Project	The proposed project consists of replacement of the existing natural-turf field and rubber track with synthetic turf. The project would include one of two options for reconfiguration. The first option would include construction of 664 seats and a 3,000-square-foot building on a six-acre portion of 37 acres. The second option would include construction of 664 seats and a second synthetic-turf field on a nine-acre portion of 37 acres. The project is located at 2101 Eastbluff Drive on the southwest corner of Eastbluff Drive and Vista Del Oro in the City of Newport Beach. Reference ORC170207-01 and ORC160329-02 Comment Period: 8/11/2017 - 9/25/2017 Public Hearing: 10/24/2017	Recirculated Draft Environmental Impact Report	Newport-Mesa Unified School District	Under review, may submit written comments
<i>Institutional (schools, government, etc.)</i> ORC170822-07 Fullerton College Facilities Master Plan	The proposed project consists of demolition of existing buildings totaling 123,401 square feet and construction of 186,699 square feet of academic uses on 70 acres. The project is located at 321 East Chapman Avenue on the northeast corner of North Lemon Street and East Chapman Avenue in the City of Fullerton. Reference ORC161201-03 Comment Period: 8/18/2017 - 10/1/2017 Public Hearing: N/A	Draft Environmental Impact Report	North Orange County Community College District	Under review, may submit written comments
<i>Medical Facility</i> LAC170817-06 Merrill Gardens Assisted Living and Memory Care Facility	The proposed project consists of construction of a 121,061-square-foot assisted living and care facility on 29,077 square feet. The project is located at 1400 West Covina Parkway on the southwest corner of West Covina Parkway and South Sunset Avenue. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-merrillgardens-082917.pdf Comment Period: 8/17/2017 - 9/7/2017 Public Hearing: 9/26/2017	Notice of Intent to Adopt a Mitigated Negative Declaration	City of West Covina	SCAQMD staff commented on 8/29/2017

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SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
Medical Facility RVC170818-01 Murrieta Senior Living Facility (DP-2017-1333 and CUP-2017-1334)	The proposed project consists of construction of a 97,222-square-foot assisted living and care facility with 87 units on seven acres. The project is located on the northwest corner of Clinton Keith Road and Greer Ranch Road. Comment Period: 8/16/2017 - 9/14/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Murrieta	Document reviewed - No comments sent
Medical Facility RVC170822-05 Plot Plan No. 26097 Fast Track No. 2016-06-EA42803	The proposed project consists of construction of a 96,352-square-foot medical facility on 12.5 acres. The project is located on the southeast corner of Knabe Road and Retreat Parkway in the community of Temescal Canyon. Reference RVC170124-04 Comment Period: N/A Public Hearing: 9/12/2017	Notice of Public Hearing	County of Riverside	Document reviewed - No comments sent
Retail LAC170801-04 South Bay Galleria Improvement Project	The proposed project consists of construction of 224,464 square feet of retail space on 29.85 acres. The project would also include construction of a hotel with 150 rooms and a 650,000-square-foot building with 650 apartment units. The project is located at 1815 Hawthorne Boulevard on the southeast corner of Artesia Boulevard and Kingsdale Avenue. Reference LAC151006-03 Comment Period: 7/28/2017 - 9/11/2017 Public Hearing: N/A	Draft Environmental Impact Report	City of Redondo Beach	Document reviewed - No comments sent
Retail LAC170802-01 Porto's Bakery and Café	The proposed project consists of demolition of a 17,500-square-foot building and construction of a 21,943-square-foot bakery on 2.3 acres. The project is located on the southeast corner of South Sunset Avenue and West Garvey Avenue. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-portoswestcovina-081517.pdf Comment Period: 8/1/2017 - 8/30/2017 Public Hearing: 9/12/2017	Mitigated Negative Declaration	City of West Covina	SCAQMD staff commented on 8/15/2017

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SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
Retail	The proposed project consists of construction of a 3,800-square-foot convenience store, a 1,152-square-foot gas station with four dual pumps, and a 3,200-square-foot restaurant on two acres. The project is located on the northeast corner of Goetz Road and Vista Way. Reference RVC170314-01 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/sp-goetzasstation-081717.pdf Comment Period: 8/4/2017 - 8/24/2017 Public Hearing: N/A	Site Plan	City of Meniffee	SCAQMD staff commented on 8/17/2017
RVC170808-03				
Goetz Gas Station and Commercial Center (CUP No. 2017-055)				
Retail	The proposed project consists of construction of a 6,164-square-foot canopy with eight fuel pumps, a 4,967-square-foot retail store, two restaurants totaling 4,350 square feet, and a 3,000-square-foot car wash service on 28.6 acres. The project is located on the northwest corner of Briggs Road and Pinacate Road. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/sp-harvestglen-082317.pdf Comment Period: 8/7/2017 - 8/28/2017 Public Hearing: N/A	Site Plan	City of Meniffee	SCAQMD staff commented on 8/23/2017
RVC170809-03				
Harvest Glen Marketplace Revision (Plot Plan No. 2017-225)				
Retail	The proposed project consists of construction of a 14,023-square-foot building and two go-kart tracks on 49.63 acres. The project is located on the northeast corner of Grand Avenue and Patterson Avenue in the community of Harvest Valley. Comment Period: N/A Public Hearing: 8/29/2017	Notice of Public Hearing	County of Riverside	Document reviewed - No comments sent
RVC170810-06				
Change of Zone No. 7911 and Conditional Use Permit No. 3733 - EA 42850				
Retail	The proposed project consists of construction of a 67,634-square-foot commercial building on 8.41 acres. The project is located at 41430 Auto Mall Parkway on the southwest corner of Date Street and Auto Mall Parkway. Comment Period: 8/16/2017 - 9/5/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Murrieta	Document reviewed - No comments sent
RVC170818-02				
BMW of Murrieta (Planning Case #DP-2017-1328/CUP-2017-1329)				

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<u>SCAQMD LOG-IN NUMBER</u>	<u>PROJECT DESCRIPTION</u>	<u>TYPE OF DOC.</u>	<u>LEAD AGENCY</u>	<u>COMMENT STATUS</u>
PROJECT TITLE				
<i>General Land Use (residential, etc.)</i>	The proposed project consists of construction of three buildings with 248 residential units on a 5.71-acre portion of 24.68 acres. The project would also include 18.97 acres of open space. The project is located on the southwest corner of Hawthorne Boulevard and Via Valmonte. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-butchersolana-082317.pdf Comment Period: 7/27/2017 - 8/28/2017 Public Hearing: 8/10/2017	Notice of Preparation	City of Torrance	SCAQMD staff commented on 8/23/2017
LAC170801-05 Butcher-Solana Residential Development Project				
<i>General Land Use (residential, etc.)</i>	The proposed project consists of construction of 1,601,500 square feet of commercial uses, 1,250 residential units, and two hotels with a total of 350 rooms on 168 acres. The project is located on the southeast corner of East Del Amo Boulevard and Main Street. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-thedistrict-082317.pdf Comment Period: 8/1/2017 - 8/31/2017 Public Hearing: 8/23/2017	Notice of Preparation	City of Carson	SCAQMD staff commented on 8/23/2017
LAC170801-08 The District at South Bay				
<i>General Land Use (residential, etc.)</i>	The proposed project consists of repairs to sidewalks and curbs, removal and replacement of trees, improvements to curb ramps, and relocations of utilities throughout the City. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-sidewalkrepair-090717.pdf Comment Period: 7/27/2017 - 9/15/2017 Public Hearing: 8/9/2017	Notice of Preparation	City of Los Angeles	SCAQMD staff commented on 9/7/2017
LAC170802-02 Sidewalk Repair Program				
<i>General Land Use (residential, etc.)</i>	The proposed project consists of demolition of a 43,077-square-foot store and construction of a 230,987-square-foot building with 232 residential units and subterranean parking on 0.89 acres. The project is located on the southwest corner of Sunset Boulevard and Ivar Avenue in the community of Hollywood. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-6400sunsetblvd-090717.pdf Comment Period: 8/7/2017 - 9/7/2017 Public Hearing: 8/21/2017	Notice of Preparation	County of Los Angeles	SCAQMD staff commented on 9/7/2017
LAC170809-06 6400 Sunset Boulevard Project				

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<i>General Land Use (residential, etc.)</i> LAC170810-03 ENV-2016-2475: 495 S. Hartford Ave.	The proposed project consists of demolition of 37 residential units and construction of a 174,082-square-foot building with 218 residential units on 46,148 square feet. The project is located on the northwest corner of Hartford Avenue and West 5th Street in the community of Westlake. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-495shartford-082217.pdf Comment Period: 8/10/2017 - 8/30/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Los Angeles	SCAQMD staff commented on 8/22/2017
<i>General Land Use (residential, etc.)</i> LAC170810-04 ENV-2016-3755: 668 S. Coronado St.	The proposed project consists of construction of a 90,000-square-foot building with 122 residential units and subterranean parking on 0.41 acres. The project is located on the southeast corner of Wilshire Boulevard and South Coronado Street in the community of Westlake. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-668coronadost-082917.pdf Comment Period: 8/10/2017 - 8/30/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Los Angeles	SCAQMD staff commented on 8/29/2017
<i>General Land Use (residential, etc.)</i> LAC170817-01 ENV-2016-3546: 6648-6670 N. Reseda Blvd.	The proposed project consists of demolition of two commercial buildings and construction of a 181,893-square-foot building with 205 residential units on 1.44 acres. The project is located on the southeast corner of Vanowen Street and Reseda Boulevard in the community of Reseda-West Van Nuys. Comment Period: 8/17/2017 - 9/6/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Los Angeles	Document reviewed - No comments sent
<i>General Land Use (residential, etc.)</i> LAC170817-08 Coastal Permit Application No. 5-16-0352 & A-5-VEN-17-0012	The proposed project consists of construction of a 36-inch-high fence and improvements to the 6,300-square-foot Via Dolce park. The project is located at 3503 and 3507 Via Dolce on the southwest corner of Via Dolce and Dell Alley in the community of Venice. Comment Period: N/A Public Hearing: 8/11/2017	Notice of Public Hearing	City of Los Angeles	Document reviewed - No comments sent

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SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>General Land Use (residential, etc.)</i>	The proposed project consists of demolition of 61,816 square feet of commercial buildings, and construction of a 237,159-square-foot building with 276 residential units, up to 27,000 square feet of retail uses, and subterranean parking on 1.1 acres. The project is located at 1546 North Argyle Avenue and 6224 West Selma Avenue on the southeast corner of Selma Avenue and Argyle Avenue in the community of Hollywood. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-moderaargyle-091417.pdf	Recirculated Notice of Preparation	City of Los Angeles	SCAQMD staff commented on 9/14/2017
LAC170818-04 Modera Argyle				
	Comment Period: 8/18/2017 - 9/18/2017			
	Public Hearing: 9/5/2017			
<i>General Land Use (residential, etc.)</i>	The proposed project consists of demolition of an existing 54,661-square-foot building and construction of a seven-story building with 231 residential units and subterranean parking on 1.67 acres. The project is located on the northwest corner of Santa Monica Boulevard and North Orange Drive in the community of Hollywood. Reference LAC170307-01 and LAC160211-03	Response to Comments	City of Los Angeles	Document reviewed - No comments sent
LAC170822-04 6901 Santa Monica Boulevard Mixed-Use Project (ENV-2015-4612-EIR)				
	Comment Period: N/A			
	Public Hearing: N/A			
<i>General Land Use (residential, etc.)</i>	The proposed project consists of demolition of a 238,000-square-foot hotel and construction of a 245,000-square-foot commercial center on 10.77 acres. The project is located at 6400 East Pacific Coast Highway on the southwest corner of Pacific Coast Highway and East 2nd Street. Reference LAC170421-06, LAC161117-10, LAC140319-09 and LAC100427-01	Response to Comments	City of Long Beach	Document reviewed - No comments sent
LAC170822-06 2nd and PCH				
	Comment Period: N/A			
	Public Hearing: N/A			
<i>General Land Use (residential, etc.)</i>	The proposed project consists of demolition of existing structures and construction of a 155,673-square-foot building with 165 residential units and subterranean parking on 46,582 square feet. The project is located on the northeast corner of Bassett Street and Reseda Boulevard in the community of Reseda. Reference LAC150806-02	Mitigated Negative Declaration	City of Los Angeles	Document reviewed - No comments sent
LAC170824-01 ENV-2014-4227: 6912-6938 N. Reseda Blvd				
	Comment Period: 8/24/2017 - 9/13/2017			
	Public Hearing: N/A			

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<i>General Land Use (residential, etc.)</i> LAC170824-03 Modera Argyle	The document consists of a correction to the scoping meeting from Monday to Tuesday, September 5, 2017 for the proposed project. The proposed project consists of demolition of 61,816 square feet of commercial buildings, and construction of a 237,159-square-foot building with 276 residential units, up to 27,000 square feet of retail space, and subterranean parking on 1.1 acres. The project is located at 1546 North Argyle Avenue and 6224 West Selma Avenue on the southeast corner of Selma Avenue and Argyle Avenue in the community of Hollywood. Reference LAC170818-04 Comment Period: 8/18/2017 - 9/18/2017 Public Hearing: 9/5/2017	Recirculated Notice of Preparation	City of Los Angeles	Document reviewed - No comments sent
<i>General Land Use (residential, etc.)</i> LAC170824-05 MFA 8th Grand and Hope LLC (ENV-2017-506-EIR)	The proposed project consists of demolition of existing parking facilities, and construction of a 403,316-square-foot building with 409 residential units and subterranean parking on 34,694 square feet. The project is located on the northwest corner of West 8th Street and South Grand Avenue in the community of Central City. Comment Period: 8/23/2017 - 9/25/2017 Public Hearing: N/A	Notice of Preparation	City of Los Angeles	Under review, may submit written comments
<i>General Land Use (residential, etc.)</i> LAC170824-07 The Premier on First Mixed-Use Project	The proposed project consists of demolition of a 47,000-square-foot building and construction of one mixed-use building with 154 apartment units. The project would also include construction of a hotel with 230 rooms or a 158,000-square-foot office building on 1.8 acres. The project is located at 103 East Verdugo Avenue on the northwest corner of East Verdugo Avenue and South First Street. Reference LAC170720-05 and LAC160216-01 Comment Period: 8/22/2017 - 10/6/2017 Public Hearing: N/A	Recirculated Draft Environmental Impact Report	City of Burbank	Under review, may submit written comments
<i>General Land Use (residential, etc.)</i> LAC170824-10 Sunset and Gordon Mixed-Use Project	The proposed project consists of construction of a 324,693-square-foot building with 299 residential units and subterranean parking on 1.65 acres. The project is located on the northeast corner of Sunset Boulevard and Gordon Street in the community of Hollywood. Comment Period: 8/24/2017 - 10/9/2017 Public Hearing: N/A	Draft Supplemental Environmental Impact Report	City of Los Angeles	Under review, may submit written comments

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General Land Use (residential, etc.) LAC170829-05 Raznick Mixed Use Project, File No. 150000964	The proposed project consists of demolition of an existing office building and construction of a 44,000-square-foot building with 42 residential units on two acres. The project is located at 23480 Park Sorrento on the southeast corner of Park Sorrento and Palm Drive. Comment Period: 8/25/2017 - 9/25/2017 Public Hearing: N/A	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Calabasas	Under review, may submit written comments
General Land Use (residential, etc.) ORC170801-03 Cielo Vista Project	The proposed project consists of construction of 80 single-family residences on 42.1 acres. The project would also include 42.7 acres of open space. The project is located on the northwest corner of Via Del Agua and Yorba Linda Boulevard in the City of Yorba Linda. Reference ORC161202-04, ORC160504-04, ORC160429-06, ORC151120-03, ORC151006-10, ORC131108-05 and ORC120629-02 Comment Period: N/A Public Hearing: 8/9/2017	Notice of Public Hearing	County of Orange	Document reviewed - No comments sent
General Land Use (residential, etc.) ORC170804-01 Sausalito Street Condominiums	The proposed project consists of demolition of a 27,401-square-foot church and construction of 11 buildings with 50 condominium units on 2.44 acres. The project is located at 3311 Sausalito Street on the northeast corner of Sausalito Court and Sausalito Street. Comment Period: 8/2/2017 - 9/1/2017 Public Hearing: 9/27/2017	Mitigated Negative Declaration	City of Los Alamitos	Document reviewed - No comments sent
General Land Use (residential, etc.) RVC170801-02 Conditional Use Permit No. 2886 (Revision No. 2) Change of Zone No. 7994 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/sp-cupno2886-081017.pdf	The proposed project consists of expansion of four existing buildings and construction of four buildings totaling 1,265,508 square feet on 39.72 acres. The project is located at 35510 Pathfinder Road on the northeast corner of Pathfinder Road and Devils Ladder Road in the community of Mountain Center. Comment Period: N/A Public Hearing: 8/10/2017	Site Plan	County of Riverside	SCAQMD staff commented on 8/10/2017

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PROJECT TITLE				
General Land Use (residential, etc.) RVC170815-05 Tentative Tract Map No. 36710 (TTM 15-4502)	The proposed project consists of subdivision of 10.6 acres for future development of 46 residential units. The project is located on the northwest corner of East Wilson Street and North Florida Street. Comment Period: 8/11/2017 - 8/31/2017 Public Hearing: 9/6/2017	Mitigated Negative Declaration	City of Banning	Document reviewed - No comments sent
General Land Use (residential, etc.) RVC170815-07 Villages of Lakeview Specific Plan	The proposed project consists of construction of 11,350 residential units and 70.5 acres of commercial uses on 2,883 acres. The project is located on the southwest corner of Princess Ann Road and Ramona Expressway in the community of Lakeview/Nuevo. Reference RVC170809-01, RVC160930-03 and RVC130725-01 Comment Period: N/A Public Hearing: 9/6/2017	Notice of Public Hearing	County of Riverside	Document reviewed - No comments sent
General Land Use (residential, etc.) RVC170825-02 Glenroy Resort Project	The proposed project consists of construction of 130 bungalows, a hotel with 130 rooms, and 33,770 square feet of commercial uses on 35 acres. The project is located on the southeast corner of Avenue 48 and Van Buren Street. Comment Period: 8/24/2017 - 9/13/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Coachella	Document reviewed - No comments sent
General Land Use (residential, etc.) RVC170825-03 Hawthorne Residential Project (Planning Cases: P16-0112 (GPA), P16-0113 (RZ), P16-0114 (TM), P16-0111 (PRD), and P16-0883 (VR))	The proposed project consists of construction of 54 single-family residences on 6.85 acres. The project is located at 9170 Indiana Avenue on the southeast corner of Indiana Avenue and Gibson Street. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-hawthorneresidential-090717.pdf Comment Period: 8/25/2017 - 9/13/2017 Public Hearing: 9/21/2017	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Riverside	SCAQMD staff commented on 9/7/2017

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SCAQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>General Land Use (residential, etc.)</i> SBC170808-02 Roquet Ranch Specific Plan Project	The proposed project consists of construction of 874 residential units, a 10.3-acre school, a 0.8-acre fire station, 1.2 acres of commercial uses, 219 acres of open space, and 16.5 acres of roadways on 336.2 acres. The project is located on the southwest corner of South Rosedale Avenue and Barton Road. Reference SBC160624-01 Comment Period: 8/7/2017 - 9/21/2017 Public Hearing: N/A	Draft Environmental Impact Report	City of Colton	Under review, may submit written comments
<i>General Land Use (residential, etc.)</i> SBC170822-03 Bella Villagio	The proposed project consists of subdivision of 4.65 acres for construction of 29 single-family residences. The project is located on the southeast corner of West Mariposa Drive and North Cactus Avenue. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-bellavillagio-090517.pdf Comment Period: 8/19/2017 - 9/7/2017 Public Hearing: 9/27/2017	Mitigated Negative Declaration	City of Rialto	SCAQMD staff commented on 9/5/2017
<i>Plans and Regulations</i> LAC170811-02 Local Coastal Program (LCP) Amendment No. LCP-4-MMT-17-0038-1	The proposed project consists of land use designation for 61 parcels as open space and change of land use designation for 34 parcels from open space to residential or coastal recreation within the Santa Monica Mountains Local Coastal Program in the County of Los Angeles. Comment Period: N/A Public Hearing: 8/10/2017	Notice of Public Hearing	California Coastal Commission	Document reviewed - No comments sent
<i>Plans and Regulations</i> LAC170815-03 San Fernando Corridor Specific Plan Amendment	The proposed project consists of development of planning principles, land use policies, development standards, and design guidelines for future development of 759 residential units, 96,307 square feet of retail uses, and 285,907 square feet of office uses. The project is located on the northeast corner of Fox Street and Pico Street. Reference LAC151223-02 Comment Period: 8/10/2017 - 9/25/2017 Public Hearing: 8/28/2017	Draft Environmental Impact Report	City of San Fernando	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
August 01, 2017 to August 31, 2017

SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
Plans and Regulations	The proposed project consists of development of land use policies, development standards, and design guidelines for two community plan areas (CPAs) over 30 square miles. The project will also include amendments to land use maps and zoning ordinances. The South Los Angeles CPA is bounded by Pico Boulevard to the north, Figueroa Street and Broadway to the east, 120th Street to the south, and Arlington Avenue and Van Ness Avenue to the west. The Southeast Los Angeles CPA is bounded by Interstate 10 to the north, the Alameda Corridor and Central Avenue to the east, 120th Street and Interstate 105 to the south, and Figueroa Street and Broadway to the west. Reference LAC161110-01	Final Environmental Impact Report	City of Los Angeles	Document reviewed - No comments sent
LAC170822-09 South Los Angeles and Southeast Los Angeles Community Plans				
	Comment Period: N/A	Public Hearing: N/A		
Plans and Regulations	The proposed project consists of amendments to Title 13, Chapter III of the Costa Mesa Municipal Code to extend the approval time for planning applications and to clarify the approval process for granting time extensions.	Notice of Public Hearing	City of Costa Mesa	Document reviewed - No comments sent
ORC170829-03 Costa Mesa Municipal Code Title 13, Chapter III Planning Applications				
	Comment Period: N/A	Public Hearing: 9/5/2017		
Plans and Regulations	The proposed project consists of construction of 11,350 residential units, 500,000 square feet of commercial uses, three schools, 150 acres of parks, and 1,000 acres of open space on 2,800 acres. The project is located on the southwest corner of Princess Ann Road and Ramona Expressway in the community of Lakeview/Nuevo. Reference RVC160930-03 and RVC130725-01	Response to Comments	County of Riverside	Document reviewed - No comments sent
RVC170809-01 Villages of Lakeview Specific Plan				
	Comment Period: N/A	Public Hearing: N/A		

- 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

SCAQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Goods Movement LAC170725-01 Berths 97-109 [China Shipping] Container Terminal Project	This document extends the public review period from July 31 to September 29, 2017. The proposed project consists of modifications to ten of 52 mitigation measures that were previously approved in the 2008 EIS/EIR, and six of ten modified mitigation measures are related to air quality. The project would also include an increase in the cargo throughput by 147,504 twenty-foot equivalent units (TEUs) from 1,551,000 to 1,698,504 TEUs in 2045. The project is located at the Port of Los Angeles on the northeast corner of State Route 47 and Interstate 110 in the communities of San Pedro and Wilmington. Reference LAC170616-02, LAC150918-02, LAC081218-01, LAC080501-01 and LAC060822-02 Comment Period: 6/16/2017 - 9/29/2017 Public Hearing: 7/18/2017	Notice of Extension	City of Los Angeles Harbor Department	Under review, may submit written comments
Transportation LAC170721-01 I-710 Corridor Project	The proposed project consists of two new alternatives that were developed in response to public comments on the 2012 Draft EIS/EIR for the proposed project. The new alternatives would include a zero emission and near zero emission truck deployment program, expanded transit services, and a community health benefit program. The project is located along Interstate 710 between Ocean Boulevard and State Route 60 in the County of Los Angeles. Reference LAC150625-10, LAC151013-01, LAC130326-01, LAC120626-01, LAC110429-01, LAC110426-02, LAC110325-03 and LAC100831-06 Comment Period: 7/21/2017 - 9/22/2017 Public Hearing: 8/23/2017	Recirculated Draft Environmental Impact Report/ Supplemental Draft Environmental Impact Statement	California Department of Transportation	Under review, may submit written comments
Warehouse & Distribution Centers RVC170620-10 Meridian West Campus-Lower Plateau Project	The proposed project consists of the construction of two warehouse buildings totaling 1,845,000 square feet, three industrial buildings totaling 362,000 square feet, and 66,000 square feet of retail and office uses on 130 acres. The project is located on the southwest corner of Alessandro Boulevard and Meridian Parkway. Reference RVC160610-01 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/dei-meridianwestcampus-080317.pdf Comment Period: 6/19/2017 - 8/3/2017 Public Hearing: N/A	Draft Environmental Impact Report	March Joint Powers Authority	SCAQMD staff commented on 8/3/2017
Warehouse & Distribution Centers RVC170718-08 Agua Mansa Commerce Park Specific Plan - MA16170 (GPA16003, CZ16008, SP16002, and SDP17070)	The proposed project consists of the development of 4,541,000 square feet of industrial uses and 67 acres of open space on 291.5 acres. The project is located at 1500 Rubidoux Boulevard on the southeast corner of El Rivino Road and Rubidoux Boulevard. Reference RVC170705-15, RVC161216-03 and RVC161006-06 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-ma16170-081017.pdf Comment Period: 7/19/2017 - 8/17/2017 Public Hearing: 7/27/2017	Notice of Preparation	City of Jurupa Valley	SCAQMD staff commented on 8/10/2017

*Sorted by Comment Status, followed by Land Use, then County, then date received.

- Project has potential environmental justice concerns due to the nature and/or location of the project.

ATTACHMENT 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>Industrial and Commercial</i> RVC170726-03 Muhlhauser Steel Project	The proposed project consists of the construction of a 39,000-square-foot commercial building on 8.06 acres. The project is located on the northeast corner of Adams Avenue and Fig Street. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-muhlhausersteel-081217.pdf Comment Period: 7/24/2017 - 8/23/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Murrieta	SCAQMD staff commented on 8/12/2017
<i>Industrial and Commercial</i> SBC170725-04 CR England Trucking Yard Expansion	The proposed project consists of the construction of a 1,206-square-foot office building and an 8,720-square-foot fueling station on 9.79 acres. The project is located at 2200 South Riverside Avenue on the southeast corner of Agua Mansa Road and South Riverside Avenue. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-crenglandyard-081017.pdf Comment Period: 7/24/2017 - 8/14/2017 Public Hearing: 8/22/2017	Mitigated Negative Declaration	City of Colton	SCAQMD staff commented on 8/10/2017
<i>Waste and Water-related</i> LAC170727-01 Los Cerritos Wetlands Oil Consolidation and Restoration Project	The proposed project consists of the consolidation and relocation of existing oil operations, and the implementation of wetlands habitat restoration on 195 acres. The project would also include the construction of a 5,200-square-foot office building, a 9,725-square-foot warehouse, and a 169-foot public trail. The project is located near the southwest corner of the Los Cerritos Channel and Studebaker Road. Reference LAC160429-05 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/deir-loscerritoswetlands-090117.pdf Comment Period: 7/24/2017 - 9/6/2017 Public Hearing: N/A	Notice of Availability of a Draft Environmental Impact Report	City of Long Beach	SCAQMD staff commented on 9/1/2017
<i>Waste and Water-related</i> ORC170718-05 Biosolids Master Plan (Project No. PS15-01)	The proposed project consists of the improvements to 18 biosolid handling digesters and supporting facilities. The project is located at 22212 Brookhurst Street on the southeast corner of Bushard Street and Brookhurst Street in the City of Huntington Beach. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-biosolidsmaster-081017.pdf Comment Period: 7/14/2017 - 8/13/2017 Public Hearing: 7/31/2017	Notice of Preparation	Orange County Sanitation District	SCAQMD staff commented on 8/10/2017
<i>Institutional (schools, government, etc.)</i> LAC170728-02 Mt. San Antonio College West Parcel Solar Parcel	The proposed project consists of the construction of a 2.2-megawatt solar panel system on 27.65 acres. The project is located on the southwest corner of Grand Avenue and Temple Avenue in the City of Walnut. Reference LAC170616-04, LAC170526-01 and LAC151229-13 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/deir-mtsacwestparcel-090117.pdf Comment Period: 7/28/2017 - 9/12/2017 Public Hearing: N/A	Notice of Availability of a Draft Environmental Impact Report	Mt. San Antonio College District	SCAQMD staff commented on 9/1/2017

- Project has potential environmental justice concerns due to the nature and/or location of the project.

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>General Land Use (residential, etc.)</i> LAC170707-04 8555 Santa Monica Boulevard Mixed- Use Project	The proposed project consists of the demolition of three buildings totaling 27,338 square feet and three single-family homes, and the construction of a mixed-use building with 97 apartment units and subterranean parking on 1.27 acres. The project is located on the northwest corner of Santa Monica Boulevard and Knoll Drive. Reference LAC130416-08 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/deir-8555santamonica-081617.pdf Comment Period: 7/6/2017 - 8/21/2017 Public Hearing: N/A	Notice of Availability of a Draft Environmental Impact Report	City of West Hollywood	SCAQMD staff commented on 8/16/2017
<i>General Land Use (residential, etc.)</i> LAC170714-01 Figueroa Centre	The proposed project consists of the construction of a 984,940-square-foot building with 200 residential units, 220 hotel rooms and subterranean parking on 85,317 square feet. The project is located on the southwest corner of South Figueroa Street and West 9th Street in the community of Central City. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-figueroacentre-081017.pdf Comment Period: 7/14/2017 - 8/14/2017 Public Hearing: 8/1/2017	Notice of Preparation	City of Los Angeles	SCAQMD staff commented on 8/10/2017
<i>General Land Use (residential, etc.)</i> LAC170720-05 The Premier on First Mixed-Use Project	The proposed project consists of the demolition of a 47,000-square-foot building and the construction of two buildings with 154 apartment units, a hotel with 230 with rooms, and subterranean parking on 1.8 acres. The project is located at 103 East Verdugo Avenue on the northwest corner of East Verdugo Avenue and South First Street. Reference LAC160216-01 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/deir-premieronfirst-081817.pdf Comment Period: 7/19/2017 - 9/4/2017 Public Hearing: 8/14/2017	Draft Environmental Impact Report	City of Burbank	SCAQMD staff commented on 8/18/2017
<i>General Land Use (residential, etc.)</i> SBC170727-04 Parkford Drive Project	The proposed project consists of the construction of a 5,000-square-foot retail building, a 9,900-square-foot child care center, and a 120-foot freeway-oriented sign on 6.13 acres. The project is located at 1035-1045 Parkford Drive on the northeast corner of Parkford Drive and Marshall Street. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-parkforddrive-081717.pdf Comment Period: 7/25/2017 - 8/24/2017 Public Hearing: 9/12/2017	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Redlands	SCAQMD staff commented on 8/17/2017

- Project has potential environmental justice concerns due to the nature and/or location of the project.

ATTACHMENT C
ACTIVE SCAQMD LEAD AGENCY PROJECTS
THROUGH AUGUST 31, 2017

PROJECT DESCRIPTION	PROPONENT	TYPE OF DOCUMENT	STATUS	CONSULTANT
Edgington Oil Company (Edgington) is proposing the following modifications at its existing Edgington Refinery site to allow for additional flexibility in using the site for terminalling operations: 1) add 18 offloading arms at its existing rail tank car loading facility to allow for the offloading of distillates, biodiesel, and renewables (diesel and jet fuels), ethanol, naphtha, alkylates, reformate, and isooctane; 2) modify seven truck loading racks to allow distillates, biodiesel, and renewables to be loaded; 3) modify one rack (two arms) to allow unloading of crude oil from trucks; and 4) modify 16 existing fixed-roof asphalt storage tanks to allow storage of distillates, biodiesel, and renewables.	Edgington Oil Company	Initial Study (IS)	An Initial Study has been prepared by the consultant and is under review by SCAQMD staff.	InterAct
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.	Phillips 66 (formerly ConocoPhillips), Los Angeles Refinery	Environmental Impact Report (EIR)	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.	Environmental Audit, Inc.
Quemetco is proposing an increase in the daily furnace feed rate.	Quemetco	Environmental Impact Report (EIR)	A Notice of Preparation/Initial Study (NOP/IS) has been prepared by the consultant and SCAQMD staff has provided comments. The consultant is in the process of revising the NOP/IS.	Trinity Consultants

ATTACHMENT C
ACTIVE SCAQMD LEAD AGENCY PROJECTS
THROUGH AUGUST 31, 2017

PROJECT DESCRIPTION	PROPONENT	TYPE OF DOCUMENT	STATUS	CONSULTANT
Southern California Edison (SCE) is proposing to modify the air pollution control system for the Barre 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% 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 net), 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 Barre Peaker Project in Stanton	A draft Addendum has been prepared by the consultant and is under review by SCAQMD staff.	Yorke Engineering, LLC
Southern California Edison (SCE) is proposing to modify the air pollution control system for the Mira Loma 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% 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 net), 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 Mira Loma Peaker Project in Ontario	A draft Addendum has been prepared by the consultant and is under review by SCAQMD staff.	Yorke Engineering, LLC

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 19

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 August 1, 2017 and August 31, 2017, and those projects for which the SCAQMD is acting as lead agency pursuant to CEQA.

COMMITTEE: Mobile Source, September 15, 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 August 1, 2017 through August 31, 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 91 CEQA documents were received during this reporting period and 22 comment letters were sent. A notable project in this report is the Los Angeles International Airport (LAX) Landside Access Modernization Program (LAMP).

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. 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; 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 at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>. Staff will continue compiling tables of mitigation measures for other emission sources, including airport ground support equipment and other sources.

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 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 staff testified at a hearing for the proposed project, a notation is provided under the "Comment Status." If there is no notation, then staff did not provide testimony at a hearing for the proposed project.

During the period August 1, 2017 through August 31, 2017, the SCAQMD received 91 CEQA documents. Of the total of 105 documents* listed in Attachments A and B:

- 22 comment letters were sent;
- 32 documents were reviewed, but no comments were made;
- 34 documents are currently under review;
- 0 documents did not require comments (e.g., public notices);
- 0 documents were not reviewed; and
- 17 documents were screened without additional review.

* These statistics are from August 1, 2017 to August 31, 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 five active projects during August.

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
August 01, 2017 to August 31, 2017

SCAQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Warehouse & Distribution Centers RVC170811-03 Space Center Industrial Project (Case No. MA 14126)	The proposed project consists of construction of two warehouses totaling 1,124,860 square feet on 53.1 acres. The project is located on the southwest corner of Etiwanda Avenue and Iberia Street. Reference RVC170321-05 and RVC150519-03 Comment Period: N/A Public Hearing: N/A	Final Environmental Impact Report	City of Jurupa Valley	Document reviewed - No comments sent
Warehouse & Distribution Centers RVC170825-01 Moreno Valley Logistics Center (SPA P-15-036, TPM PA 15-0018; PP PA 15-0014. Plot Plan PA15-0015, Plot Plan PA15-016, and Plot Plan PA15-0017)	The proposed project consists of construction of a 1,737,518-square-foot warehouse on 73.4 acres. The project is located on the southwest corner of Indian Street and Krameria Avenue. Reference RVC170614-01, RVC160727-05 and RVC150619-03 Comment Period: N/A Public Hearing: 9/5/2017	Notice of Public Hearing	City of Moreno Valley	Document reviewed - No comments sent
Warehouse & Distribution Centers RVC170829-02 Duke Warehouse at Perris Boulevard and Markham Street Project	The proposed project consists of construction of a 1,189,860-square-foot warehouse and two sanitary sewer connections on 35 acres. The project is located on the southeast corner of Markham Street and Perris Boulevard. Comment Period: 8/29/2017 - 9/27/2017 Public Hearing: 9/20/2017	Notice of Preparation	City of Perris	Under review, may submit written comments
Warehouse & Distribution Centers SBC170815-01 Hillwood Gateway Building 5 Industrial Warehouse Project	The proposed project consists of construction of a 170,260-square-foot warehouse on 8.76 acres. The project is located at 24883 East Benedict Road on the southwest corner of East Benedict Road and Tippecanoe Avenue. Reference SBC170712-02 Comment Period: N/A Public Hearing: N/A	Response to Comments	City of San Bernardino	Document reviewed - No comments sent

**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
August 01, 2017 to August 31, 2017

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Warehouse & Distribution Centers</i> SBC170816-01 Design Review DRC2016-00695	The proposed project consists of construction of two warehouses totaling 150,003 square feet on 7.52 acres. The project is located at 9500 and 9505 Feron Boulevard on the southeast corner of East 9th Street and Helms Avenue. Reference SBC170601-01 and SBC170310-03 Comment Period: 8/24/2017 - 9/27/2017 Public Hearing: 9/27/2017	Mitigated Negative Declaration	City of Rancho Cucamonga	Under review, may submit written comments
<i>Airports</i> LAC170818-05 Los Angeles International Airport (LAX) Landside Access Modernization Program (LAMP)	The proposed project consists of construction of an automated people mover system, improvements to roadways, and modifications to existing terminals and facilities. The project is located on the southwest corner of Interstate 405 and Westchester Parkway/West Arbor Vitae Street in the Central Terminal Area. Reference LAC170216-06, LAC170127-03, LAC160915-13, and LAC150206-04 Comment Period: 8/18/2017 - 9/26/2017 Public Hearing: 9/19/2017	Draft Environmental Assessment and Draft General Conformity	Los Angeles World Airports	Document reviewed - No comments sent
<i>Industrial and Commercial</i> LAC170804-03 Modification 17-06	The proposed project consists of conversion of a portion of an existing warehouse to a paint booth on 10,150 square feet. The project is located at 8630 East Garvey Avenue on the southwest corner of Garvey Avenue and Burton Avenue. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/sp-modification1706-081017.pdf Comment Period: 8/1/2017 - 8/16/2017 Public Hearing: N/A	Site Plan	City of Rosemead	SCAQMD staff commented on 8/10/2017
<i>Industrial and Commercial</i> LAC170808-01 L.A. Valley Garden Plaza Project (9933 Valley Blvd.)	The proposed project consists of demolition of a 12,000-square-foot structure and construction of a 17,000-square-foot commercial building with subterranean parking on 0.52 acres. The project is located on the northwest corner of Valley Boulevard and Eunice Avenue. Reference LAC170629-07 Comment Period: N/A Public Hearing: 8/8/2017	Response to Comments	City of El Monte	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
August 01, 2017 to August 31, 2017

SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
Industrial and Commercial	The proposed project consists of removal of an existing billboard and construction of a billboard that is up to 48 feet in height and up to 20 feet in width on 13,000 square feet. The project is located on the southeast corner of West Sunset Boulevard and North Harper Avenue.	Negative Declaration	City of West Hollywood	Document reviewed - No comments sent
LAC170824-08 8228 Sunset Boulevard Billboard Project				
	Comment Period: 8/24/2017 - 9/14/2017			
	Public Hearing: N/A			
Industrial and Commercial	The proposed project consists of construction of a 14,000-square-foot truck maintenance building and a 9,600-square-foot fuel island on 17.7 acres. The project is located on the northwest corner of Water Street and Frontage Road in the community of Mead Valley. Reference RVC170622-01 and RVC170502-06	Site Plan	County of Riverside	Document reviewed - No comments sent
RVC170803-02 Plot Plan No. 26241, Amended No. 2 - EA43014				
	Comment Period: N/A			
	Public Hearing: 8/10/2017			
Industrial and Commercial	The proposed project consists of construction of eight industrial buildings ranging in size from 11,412 square feet to 33,335 square feet on 23.6 acres. The project is located on the northwest corner of East Alessandro Boulevard and Old 215 Frontage Road.	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Riverside	Document reviewed - No comments sent
RVC170829-04 Planning Cases: P16-0556 (SP), P15-1035 (PM), P16-0557 (DR), and P17-0227 (GE)				
	Comment Period: 8/25/2017 - 9/13/2017			
	Public Hearing: 9/21/2017			
Waste and Water-related	The proposed project consists of adoption of California Code of Regulations, Title 22, Division 4.5, Sections 68400.5, 69020, 69021, and 69022 to set a cleanup performance standard and to adopt toxicity criteria for calculating health risk screening levels and remediation goals at hazardous substance release cleanup sites in California.	Community Notice	Department of Toxic Substances Control	Document reviewed - No comments sent
ALL170808-04 Toxicity Criteria for Human Health Risk Assessments, Screening Levels and Remediation Goals Rule				
	Comment Period: 8/7/2017 - 9/20/2017			
	Public Hearing: 9/20/2017			

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Waste and Water-related	The proposed project consists of construction of a 10,000-square-foot treatment facility on 11.5 acres, 25,780 feet of underground pipelines, and open channel facilities along eight miles of the Los Angeles River between State Route 91 to the north and Ocean Boulevard to the south. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-longbeachmunicipal-082417.pdf	Mitigated Negative Declaration	City of Long Beach	SCAQMD staff commented on 8/24/2017
LAC170801-07 Long Beach Municipal Urban Stormwater Treatment (MUST) Project	Comment Period: 7/31/2017 - 8/29/2017 Public Hearing: N/A			
Waste and Water-related	The proposed project consists of modification to an existing permit to replace stormwater holding basin liner system with a new double liner system. The project is located at 1660 West Anaheim Street on the southeast corner of West Anaheim Street and North Gaffey Street in the community of Wilmington.	Permit Modification	Department of Toxic Substances Control	Document reviewed - No comments sent
LAC170801-09 Phillips 66 Los Angeles Refinery (Wilmington Plant) - Notice of Class 1 Permit Modification	Comment Period: N/A Public Hearing: N/A			
Waste and Water-related	The proposed project consists of modification to an existing permit to reflect changes in the corporate organization and ownership. The project is located at 3650 East 26th Street on the southeast corner of East 26th Street and South Downey Road in the City of Vernon.	Permit Modification	Department of Toxic Substances Control	Document reviewed - No comments sent
LAC170803-04 D/K Environmental - Notice of Class 1 Permit Modification	Comment Period: N/A Public Hearing: N/A			
Waste and Water-related	The proposed project consists of utilization of soil covers, monitoring, and a land use covenant to remediate organochlorine pesticides on three acres. The project is located at 400 East Washington Boulevard on the northwest corner of Washington Boulevard and South 4th Street in the City of Commerce.	Remediation Action Plan	Department of Toxic Substances Control	Document reviewed - No comments sent
LAC170804-02 Amvac Chemical Corporation	Comment Period: 8/3/2017 - 9/5/2017 Public Hearing: N/A			

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PROJECT TITLE				
Waste and Water-related	<p>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 would also include ultraviolet disinfection at the Saugus and Valencia WRPs and advanced water treatment for chloride compliance and brine concentration at the Valencia WRP. The project is located at 26200 Springbrook Avenue on the southeast corner of Bouquet Canyon Road and Springbrook Avenue in the City of Santa Clarita and 28185 The Old Road on the northwest corner of The Old Road and Rye Canyon Road in the City of Valencia.</p> <p>Reference LAC170511-06, LAC170223-05, LAC130424-03, LAC151118-03 and LAC160315-04</p>	Final Recirculated Environmental Impact Report	Santa Clarita Valley Sanitation District of Los Angeles County	Document reviewed - No comments sent
LAC170822-01 Santa Clarita Valley Sanitation District Chloride Compliance Project EIR-Separation of Recycled Water Project				
	<p>Comment Period: N/A</p> <p>Public Hearing: 8/30/2017</p>			
Waste and Water-related	<p>The proposed project consists of extraction of contaminated groundwater from nine wells to remove volatile organic compounds. The project is located at 1901 West Malvern Avenue on the northeast corner of West Malvern Avenue and North Gilbert Street in the City of Fullerton.</p>	Draft Remediation Plan	Department of Toxic Substances Control	Under review, may submit written comments
ORC170810-08 Former Raytheon Company Facility				
	<p>Comment Period: 8/10/2017 - 9/25/2017</p> <p>Public Hearing: 8/30/2017</p>			
Waste and Water-related	<p>The proposed project consists of modifications to the existing water diversion and use permit to increase the maximum diversion rate from five cubic feet per second (cfs) to 13.3 cfs, and to include in the modified permit the entire San Joaquin Marsh and Wildlife Sanctuary and the neighboring Freshwater Marsh Reserve. The project is located on the southeast corner of Michelson Drive and Carlson Avenue in the City of Irvine.</p>	Negative Declaration	Irvine Ranch Water District	Document reviewed - No comments sent
ORC170824-09 San Diego Creek Water Rights Change Petition Project				
	<p>Comment Period: 8/24/2017 - 9/22/2017</p> <p>Public Hearing: N/A</p>			

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PROJECT TITLE				
Transportation	The proposed project consists of addition of five feet in width to existing walkways on East Sorrento Drive between East 2nd Street and Appian Way.	Mitigated Negative Declaration	City of Long Beach	Document reviewed - No comments sent
LAC170809-04 Alamitos Bay Shoreline Trail Project				
	Comment Period: 8/9/2017 - 9/8/2017 Public Hearing: N/A			
Transportation	The proposed project consists of construction of a 20-mile light rail transit line. The project is located within the cities of Los Angeles, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia, and within the communities of Arts District, Little Tokyo, and unincorporated Florence-Graham. Reference LAC170614-08, LAC170608-01 and LAC170606-04	Initial Project Consultation	Los Angeles County Metropolitan Transportation Authority	Document reviewed - No comments sent
LAC170809-07 West Santa Ana Branch (WSAB) Transit Corridor Project				
	Comment Period: 7/31/2017 - 8/31/2017 Public Hearing: N/A			
Transportation	The proposed project consists of construction of an outdoor recreational area and roadway improvements. The project is located at 800 North Alameda Street on the southeast corner of East Cesar Chavez Avenue and Alameda Street.	Notice of Availability of a Draft Environmental Impact Report	Los Angeles County Metropolitan Transportation Authority	Under review, may submit written comments
LAC170811-01 Los Angeles Union Station - Forecourt and Esplanade Improvements				
	Comment Period: 8/11/2017 - 9/25/2017 Public Hearing: 9/13/2017			
Transportation	The proposed project consists of construction of two lanes totaling 2.1 miles on Garfield Avenue from Howery Street to Meridian Drive.	Mitigated Negative Declaration	City of Paramount	Document reviewed - No comments sent
LAC170815-04 Garfield Avenue Capacity Enhancement Project				
	Comment Period: 8/14/2017 - 9/12/2017 Public Hearing: 10/3/2017			

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PROJECT TITLE				
Transportation	The proposed project consists of construction of two trail segments totaling 7.9 miles. The western trail segment is located from the intersection of Goetz Road and Canyon Lake Drive to the intersection of Antelope Road and Aldergate Drive in the City of Menifee. The eastern trail segment is located from the intersection of Sanderson Avenue and Domenigoni Parkway to the intersection of State Street and Chambers Street in the City of Hemet. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-saltcreektrail-082317.pdf	Notice of Intent to Adopt a Mitigated Negative Declaration	County of Riverside	SCAQMD staff commented on 8/23/2017
RVC170810-07				
Salt Creek Trail Project				
	Comment Period: 8/9/2017 - 9/7/2017	Public Hearing: N/A		
Transportation	The proposed project consists of widening of 2.5 miles from four to six lanes on Van Buren Boulevard between King Avenue to Bountiful Street in the City of Riverside.	Notice of Intent to Adopt a Mitigated Negative Declaration	County of Riverside	Document reviewed - No comments sent
RVC170822-08				
Van Buren Boulevard Widening Project				
	Comment Period: 8/18/2017 - 9/18/2017	Public Hearing: N/A		
Institutional (schools, government, etc.)	The proposed project consists of construction of a multi-purpose sports field on 3.85 acres. The project is located at 1221 Monterey Road on the southwest corner of Glenoaks Boulevard and Verdugo Road. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-wilsonmiddleschool-082317.pdf	Notice of Preparation	City of Glendale	SCAQMD staff commented on 8/23/2017
LAC170803-01				
Wilson Middle School Multi-Purpose Project				
	Comment Period: 8/1/2017 - 9/1/2017	Public Hearing: 8/17/2017		
Institutional (schools, government, etc.)	The proposed project consists of demolition of five buildings totaling 29,000 square feet on 6.56 acres. The project is located at 5717 Rudnick Avenue on the southwest corner of Miranda Street and Rudnick Avenue in the community of Woodland Hills.	Notice of Intent to Adopt a Mitigated Negative Declaration	Los Angeles Unified School District	Document reviewed - No comments sent
LAC170803-03				
Collins Street Elementary School Demolition Project				
	Comment Period: 8/1/2017 - 8/31/2017	Public Hearing: 8/9/2017		

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<i>Institutional (schools, government, etc.)</i> LAC170809-05 Rancho Los Amigos South Campus Project	The proposed project consists of demolition of 113 buildings and construction of three government buildings totaling 650,000 square feet on 74 acres. The project is located at the northeast corner of Gardendale Street and Dakota Avenue within the city of South Gate. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-rancholosamigos-090717.pdf Comment Period: 8/9/2017 - 9/11/2017 Public Hearing: 8/30/2017	Notice of Preparation	County of Los Angeles	SCAQMD staff commented on 9/7/2017
<i>Institutional (schools, government, etc.)</i> LAC170823-01 Interim Housing at Charles F. Kettering Elementary School	The proposed project consists of construction of 12 temporary portable buildings and roadway improvements on 10.32 acres. The project is located at 550 Silvera Avenue on the northeast corner of Silvera Avenue and East 5th Street. Comment Period: 8/21/2017 - 9/21/2017 Public Hearing: N/A	Negative Declaration	Long Beach Unified School District	Document reviewed - No comments sent
<i>Institutional (schools, government, etc.)</i> LAC170824-04 UCLA Long Range Development Plan Amendment (2017) and Student Housing Projects	The proposed project consists of construction of student housing facilities totaling 1,715,000 square feet with 6,900 beds. The project is located on the southeast corner of Sunset Boulevard and Veteran Avenue in the City of Los Angeles. Reference LAC170505-07 Comment Period: 8/24/2017 - 10/9/2017 Public Hearing: 9/20/2017	Draft Subsequent Environmental Impact Report	Regents of the University of California	Under review, may submit written comments
<i>Institutional (schools, government, etc.)</i> LAC170824-06 Huntington Park High School Comprehensive Modernization Project	The proposed project consists of demolition of 12 buildings, and construction of four buildings totaling 89,436 square feet and recreational amenities on 22.5 acres. The project is located at 6020 Miles Avenue on the southeast corner of Miles Avenue and Belgrave Avenue in the City of Huntington Park. Comment Period: 8/23/2017 - 9/22/2017 Public Hearing: 9/6/2017	Notice of Preparation	Los Angeles Unified School District	Under review, may submit written comments

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<i>Institutional (schools, government, etc.)</i> LAC170829-01 UCLA Long Range Development Plan Amendment (2017) and Student Housing Projects	The document changes the public hearing date from September 20, 2017 to September 26, 2017 for the proposed project. The proposed project consists of construction of student housing facilities totaling 1,715,000 square feet with 6,900 beds. The project is located on the southeast corner of Sunset Boulevard and Veteran Avenue in the City of Los Angeles. Reference LAC170824-04 and LAC170505-07 Comment Period: 8/24/2017 - 10/9/2017 Public Hearing: 9/26/2017	Revised Notice of Public Hearing	Regents of the University of California	Document reviewed - No comments sent
<i>Institutional (schools, government, etc.)</i> ORC170815-02 Corona del Mar Middle and High School Sports Field Project	The proposed project consists of replacement of the existing natural-turf field and rubber track with synthetic turf. The project would include one of two options for reconfiguration. The first option would include construction of 664 seats and a 3,000-square-foot building on a six-acre portion of 37 acres. The second option would include construction of 664 seats and a second synthetic-turf field on a nine-acre portion of 37 acres. The project is located at 2101 Eastbluff Drive on the southwest corner of Eastbluff Drive and Vista Del Oro in the City of Newport Beach. Reference ORC170207-01 and ORC160329-02 Comment Period: 8/11/2017 - 9/25/2017 Public Hearing: 10/24/2017	Recirculated Draft Environmental Impact Report	Newport-Mesa Unified School District	Under review, may submit written comments
<i>Institutional (schools, government, etc.)</i> ORC170822-07 Fullerton College Facilities Master Plan	The proposed project consists of demolition of existing buildings totaling 123,401 square feet and construction of 186,699 square feet of academic uses on 70 acres. The project is located at 321 East Chapman Avenue on the northeast corner of North Lemon Street and East Chapman Avenue in the City of Fullerton. Reference ORC161201-03 Comment Period: 8/18/2017 - 10/1/2017 Public Hearing: N/A	Draft Environmental Impact Report	North Orange County Community College District	Under review, may submit written comments
<i>Medical Facility</i> LAC170817-06 Merrill Gardens Assisted Living and Memory Care Facility	The proposed project consists of construction of a 121,061-square-foot assisted living and care facility on 29,077 square feet. The project is located at 1400 West Covina Parkway on the southwest corner of West Covina Parkway and South Sunset Avenue. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-merrillgardens-082917.pdf Comment Period: 8/17/2017 - 9/7/2017 Public Hearing: 9/26/2017	Notice of Intent to Adopt a Mitigated Negative Declaration	City of West Covina	SCAQMD staff commented on 8/29/2017

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Medical Facility RVC170818-01 Murrieta Senior Living Facility (DP-2017-1333 and CUP-2017-1334)	The proposed project consists of construction of a 97,222-square-foot assisted living and care facility with 87 units on seven acres. The project is located on the northwest corner of Clinton Keith Road and Greer Ranch Road. Comment Period: 8/16/2017 - 9/14/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Murrieta	Document reviewed - No comments sent
Medical Facility RVC170822-05 Plot Plan No. 26097 Fast Track No. 2016-06-EA42803	The proposed project consists of construction of a 96,352-square-foot medical facility on 12.5 acres. The project is located on the southeast corner of Knabe Road and Retreat Parkway in the community of Temescal Canyon. Reference RVC170124-04 Comment Period: N/A Public Hearing: 9/12/2017	Notice of Public Hearing	County of Riverside	Document reviewed - No comments sent
Retail LAC170801-04 South Bay Galleria Improvement Project	The proposed project consists of construction of 224,464 square feet of retail space on 29.85 acres. The project would also include construction of a hotel with 150 rooms and a 650,000-square-foot building with 650 apartment units. The project is located at 1815 Hawthorne Boulevard on the southeast corner of Artesia Boulevard and Kingsdale Avenue. Reference LAC151006-03 Comment Period: 7/28/2017 - 9/11/2017 Public Hearing: N/A	Draft Environmental Impact Report	City of Redondo Beach	Document reviewed - No comments sent
Retail LAC170802-01 Porto's Bakery and Café	The proposed project consists of demolition of a 17,500-square-foot building and construction of a 21,943-square-foot bakery on 2.3 acres. The project is located on the southeast corner of South Sunset Avenue and West Garvey Avenue. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-portoswestcovina-081517.pdf Comment Period: 8/1/2017 - 8/30/2017 Public Hearing: 9/12/2017	Mitigated Negative Declaration	City of West Covina	SCAQMD staff commented on 8/15/2017

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PROJECT TITLE				
Retail	The proposed project consists of construction of a 3,800-square-foot convenience store, a 1,152-square-foot gas station with four dual pumps, and a 3,200-square-foot restaurant on two acres. The project is located on the northeast corner of Goetz Road and Vista Way. Reference RVC170314-01 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/sp-goetzasstation-081717.pdf Comment Period: 8/4/2017 - 8/24/2017 Public Hearing: N/A	Site Plan	City of Meniffee	SCAQMD staff commented on 8/17/2017
RVC170808-03				
Goetz Gas Station and Commercial Center (CUP No. 2017-055)				
Retail	The proposed project consists of construction of a 6,164-square-foot canopy with eight fuel pumps, a 4,967-square-foot retail store, two restaurants totaling 4,350 square feet, and a 3,000-square-foot car wash service on 28.6 acres. The project is located on the northwest corner of Briggs Road and Pinacate Road. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/sp-harvestglen-082317.pdf Comment Period: 8/7/2017 - 8/28/2017 Public Hearing: N/A	Site Plan	City of Meniffee	SCAQMD staff commented on 8/23/2017
RVC170809-03				
Harvest Glen Marketplace Revision (Plot Plan No. 2017-225)				
Retail	The proposed project consists of construction of a 14,023-square-foot building and two go-kart tracks on 49.63 acres. The project is located on the northeast corner of Grand Avenue and Patterson Avenue in the community of Harvest Valley. Comment Period: N/A Public Hearing: 8/29/2017	Notice of Public Hearing	County of Riverside	Document reviewed - No comments sent
RVC170810-06				
Change of Zone No. 7911 and Conditional Use Permit No. 3733 - EA 42850				
Retail	The proposed project consists of construction of a 67,634-square-foot commercial building on 8.41 acres. The project is located at 41430 Auto Mall Parkway on the southwest corner of Date Street and Auto Mall Parkway. Comment Period: 8/16/2017 - 9/5/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Murrieta	Document reviewed - No comments sent
RVC170818-02				
BMW of Murrieta (Planning Case #DP-2017-1328/CUP-2017-1329)				

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PROJECT TITLE				
<i>General Land Use (residential, etc.)</i>	The proposed project consists of construction of three buildings with 248 residential units on a 5.71-acre portion of 24.68 acres. The project would also include 18.97 acres of open space. The project is located on the southwest corner of Hawthorne Boulevard and Via Valmonte.	Notice of Preparation	City of Torrance	SCAQMD staff commented on 8/23/2017
LAC170801-05 Butcher-Solana Residential Development Project	http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-butchersolana-082317.pdf Comment Period: 7/27/2017 - 8/28/2017 Public Hearing: 8/10/2017			
<i>General Land Use (residential, etc.)</i>	The proposed project consists of construction of 1,601,500 square feet of commercial uses, 1,250 residential units, and two hotels with a total of 350 rooms on 168 acres. The project is located on the southeast corner of East Del Amo Boulevard and Main Street.	Notice of Preparation	City of Carson	SCAQMD staff commented on 8/23/2017
LAC170801-08 The District at South Bay	http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-thedistrict-082317.pdf Comment Period: 8/1/2017 - 8/31/2017 Public Hearing: 8/23/2017			
<i>General Land Use (residential, etc.)</i>	The proposed project consists of repairs to sidewalks and curbs, removal and replacement of trees, improvements to curb ramps, and relocations of utilities throughout the City.	Notice of Preparation	City of Los Angeles	SCAQMD staff commented on 9/7/2017
LAC170802-02 Sidewalk Repair Program	http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-sidewalkrepair-090717.pdf Comment Period: 7/27/2017 - 9/15/2017 Public Hearing: 8/9/2017			
<i>General Land Use (residential, etc.)</i>	The proposed project consists of demolition of a 43,077-square-foot store and construction of a 230,987-square-foot building with 232 residential units and subterranean parking on 0.89 acres. The project is located on the southwest corner of Sunset Boulevard and Ivar Avenue in the community of Hollywood.	Notice of Preparation	County of Los Angeles	SCAQMD staff commented on 9/7/2017
LAC170809-06 6400 Sunset Boulevard Project	http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-6400sunsetblvd-090717.pdf Comment Period: 8/7/2017 - 9/7/2017 Public Hearing: 8/21/2017			

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PROJECT TITLE				
<i>General Land Use (residential, etc.)</i>	The proposed project consists of demolition of 37 residential units and construction of a 174,082-square-foot building with 218 residential units on 46,148 square feet. The project is located on the northwest corner of Hartford Avenue and West 5th Street in the community of Westlake. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-495shartford-082217.pdf Comment Period: 8/10/2017 - 8/30/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Los Angeles	SCAQMD staff commented on 8/22/2017
LAC170810-03 ENV-2016-2475: 495 S. Hartford Ave.				
<i>General Land Use (residential, etc.)</i>	The proposed project consists of construction of a 90,000-square-foot building with 122 residential units and subterranean parking on 0.41 acres. The project is located on the southeast corner of Wilshire Boulevard and South Coronado Street in the community of Westlake. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-668coronadost-082917.pdf Comment Period: 8/10/2017 - 8/30/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Los Angeles	SCAQMD staff commented on 8/29/2017
LAC170810-04 ENV-2016-3755: 668 S. Coronado St.				
<i>General Land Use (residential, etc.)</i>	The proposed project consists of demolition of two commercial buildings and construction of a 181,893-square-foot building with 205 residential units on 1.44 acres. The project is located on the southeast corner of Vanowen Street and Reseda Boulevard in the community of Reseda-West Van Nuys. Comment Period: 8/17/2017 - 9/6/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Los Angeles	Document reviewed - No comments sent
LAC170817-01 ENV-2016-3546: 6648-6670 N. Reseda Blvd.				
<i>General Land Use (residential, etc.)</i>	The proposed project consists of construction of a 36-inch-high fence and improvements to the 6,300-square-foot Via Dolce park. The project is located at 3503 and 3507 Via Dolce on the southwest corner of Via Dolce and Dell Alley in the community of Venice. Comment Period: N/A Public Hearing: 8/11/2017	Notice of Public Hearing	City of Los Angeles	Document reviewed - No comments sent
LAC170817-08 Coastal Permit Application No. 5-16-0352 & A-5-VEN-17-0012				

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PROJECT TITLE				
<i>General Land Use (residential, etc.)</i>	The proposed project consists of demolition of 61,816 square feet of commercial buildings, and construction of a 237,159-square-foot building with 276 residential units, up to 27,000 square feet of retail uses, and subterranean parking on 1.1 acres. The project is located at 1546 North Argyle Avenue and 6224 West Selma Avenue on the southeast corner of Selma Avenue and Argyle Avenue in the community of Hollywood. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-moderaargyle-091417.pdf	Recirculated Notice of Preparation	City of Los Angeles	SCAQMD staff commented on 9/14/2017
LAC170818-04				
Modera Argyle				
	Comment Period: 8/18/2017 - 9/18/2017			
	Public Hearing: 9/5/2017			
<i>General Land Use (residential, etc.)</i>	The proposed project consists of demolition of an existing 54,661-square-foot building and construction of a seven-story building with 231 residential units and subterranean parking on 1.67 acres. The project is located on the northwest corner of Santa Monica Boulevard and North Orange Drive in the community of Hollywood. Reference LAC170307-01 and LAC160211-03	Response to Comments	City of Los Angeles	Document reviewed - No comments sent
LAC170822-04				
6901 Santa Monica Boulevard Mixed-Use Project (ENV-2015-4612-EIR)				
	Comment Period: N/A			
	Public Hearing: N/A			
<i>General Land Use (residential, etc.)</i>	The proposed project consists of demolition of a 238,000-square-foot hotel and construction of a 245,000-square-foot commercial center on 10.77 acres. The project is located at 6400 East Pacific Coast Highway on the southwest corner of Pacific Coast Highway and East 2nd Street. Reference LAC170421-06, LAC161117-10, LAC140319-09 and LAC100427-01	Response to Comments	City of Long Beach	Document reviewed - No comments sent
LAC170822-06				
2nd and PCH				
	Comment Period: N/A			
	Public Hearing: N/A			
<i>General Land Use (residential, etc.)</i>	The proposed project consists of demolition of existing structures and construction of a 155,673-square-foot building with 165 residential units and subterranean parking on 46,582 square feet. The project is located on the northeast corner of Bassett Street and Reseda Boulevard in the community of Reseda. Reference LAC150806-02	Mitigated Negative Declaration	City of Los Angeles	Document reviewed - No comments sent
LAC170824-01				
ENV-2014-4227: 6912-6938 N. Reseda Blvd				
	Comment Period: 8/24/2017 - 9/13/2017			
	Public Hearing: N/A			

- 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
August 01, 2017 to August 31, 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> LAC170824-03 Modera Argyle	The document consists of a correction to the scoping meeting from Monday to Tuesday, September 5, 2017 for the proposed project. The proposed project consists of demolition of 61,816 square feet of commercial buildings, and construction of a 237,159-square-foot building with 276 residential units, up to 27,000 square feet of retail space, and subterranean parking on 1.1 acres. The project is located at 1546 North Argyle Avenue and 6224 West Selma Avenue on the southeast corner of Selma Avenue and Argyle Avenue in the community of Hollywood. Reference LAC170818-04 Comment Period: 8/18/2017 - 9/18/2017 Public Hearing: 9/5/2017	Recirculated Notice of Preparation	City of Los Angeles	Document reviewed - No comments sent
<i>General Land Use (residential, etc.)</i> LAC170824-05 MFA 8th Grand and Hope LLC (ENV-2017-506-EIR)	The proposed project consists of demolition of existing parking facilities, and construction of a 403,316-square-foot building with 409 residential units and subterranean parking on 34,694 square feet. The project is located on the northwest corner of West 8th Street and South Grand Avenue in the community of Central City. Comment Period: 8/23/2017 - 9/25/2017 Public Hearing: N/A	Notice of Preparation	City of Los Angeles	Under review, may submit written comments
<i>General Land Use (residential, etc.)</i> LAC170824-07 The Premier on First Mixed-Use Project	The proposed project consists of demolition of a 47,000-square-foot building and construction of one mixed-use building with 154 apartment units. The project would also include construction of a hotel with 230 rooms or a 158,000-square-foot office building on 1.8 acres. The project is located at 103 East Verdugo Avenue on the northwest corner of East Verdugo Avenue and South First Street. Reference LAC170720-05 and LAC160216-01 Comment Period: 8/22/2017 - 10/6/2017 Public Hearing: N/A	Recirculated Draft Environmental Impact Report	City of Burbank	Under review, may submit written comments
<i>General Land Use (residential, etc.)</i> LAC170824-10 Sunset and Gordon Mixed-Use Project	The proposed project consists of construction of a 324,693-square-foot building with 299 residential units and subterranean parking on 1.65 acres. The project is located on the northeast corner of Sunset Boulevard and Gordon Street in the community of Hollywood. Comment Period: 8/24/2017 - 10/9/2017 Public Hearing: N/A	Draft Supplemental Environmental Impact Report	City 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
August 01, 2017 to August 31, 2017

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
General Land Use (residential, etc.) LAC170829-05 Raznick Mixed Use Project, File No. 150000964	The proposed project consists of demolition of an existing office building and construction of a 44,000-square-foot building with 42 residential units on two acres. The project is located at 23480 Park Sorrento on the southeast corner of Park Sorrento and Palm Drive. Comment Period: 8/25/2017 - 9/25/2017 Public Hearing: N/A	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Calabasas	Under review, may submit written comments
General Land Use (residential, etc.) ORC170801-03 Cielo Vista Project	The proposed project consists of construction of 80 single-family residences on 42.1 acres. The project would also include 42.7 acres of open space. The project is located on the northwest corner of Via Del Agua and Yorba Linda Boulevard in the City of Yorba Linda. Reference ORC161202-04, ORC160504-04, ORC160429-06, ORC151120-03, ORC151006-10, ORC131108-05 and ORC120629-02 Comment Period: N/A Public Hearing: 8/9/2017	Notice of Public Hearing	County of Orange	Document reviewed - No comments sent
General Land Use (residential, etc.) ORC170804-01 Sausalito Street Condominiums	The proposed project consists of demolition of a 27,401-square-foot church and construction of 11 buildings with 50 condominium units on 2.44 acres. The project is located at 3311 Sausalito Street on the northeast corner of Sausalito Court and Sausalito Street. Comment Period: 8/2/2017 - 9/1/2017 Public Hearing: 9/27/2017	Mitigated Negative Declaration	City of Los Alamitos	Document reviewed - No comments sent
General Land Use (residential, etc.) RVC170801-02 Conditional Use Permit No. 2886 (Revision No. 2) Change of Zone No. 7994 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/sp-cupno2886-081017.pdf	The proposed project consists of expansion of four existing buildings and construction of four buildings totaling 1,265,508 square feet on 39.72 acres. The project is located at 35510 Pathfinder Road on the northeast corner of Pathfinder Road and Devils Ladder Road in the community of Mountain Center. Comment Period: N/A Public Hearing: 8/10/2017	Site Plan	County of Riverside	SCAQMD staff commented on 8/10/2017

- 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
August 01, 2017 to August 31, 2017

<u>SCAQMD LOG-IN NUMBER</u>	<u>PROJECT DESCRIPTION</u>	<u>TYPE OF DOC.</u>	<u>LEAD AGENCY</u>	<u>COMMENT STATUS</u>
PROJECT TITLE				
<i>General Land Use (residential, etc.)</i> RVC170815-05 Tentative Tract Map No. 36710 (TTM 15-4502)	The proposed project consists of subdivision of 10.6 acres for future development of 46 residential units. The project is located on the northwest corner of East Wilson Street and North Florida Street. Comment Period: 8/11/2017 - 8/31/2017 Public Hearing: 9/6/2017	Mitigated Negative Declaration	City of Banning	Document reviewed - No comments sent
<i>General Land Use (residential, etc.)</i> RVC170815-07 Villages of Lakeview Specific Plan	The proposed project consists of construction of 11,350 residential units and 70.5 acres of commercial uses on 2,883 acres. The project is located on the southwest corner of Princess Ann Road and Ramona Expressway in the community of Lakeview/Nuevo. Reference RVC170809-01, RVC160930-03 and RVC130725-01 Comment Period: N/A Public Hearing: 9/6/2017	Notice of Public Hearing	County of Riverside	Document reviewed - No comments sent
<i>General Land Use (residential, etc.)</i> RVC170825-02 Glenroy Resort Project	The proposed project consists of construction of 130 bungalows, a hotel with 130 rooms, and 33,770 square feet of commercial uses on 35 acres. The project is located on the southeast corner of Avenue 48 and Van Buren Street. Comment Period: 8/24/2017 - 9/13/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Coachella	Document reviewed - No comments sent
<i>General Land Use (residential, etc.)</i> RVC170825-03 Hawthorne Residential Project (Planning Cases: P16-0112 (GPA), P16-0113 (RZ), P16-0114 (TM), P16-0111 (PRD), and P16-0883 (VR)) http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-hawthorneresidential-090717.pdf Comment Period: 8/25/2017 - 9/13/2017 Public Hearing: 9/21/2017	The proposed project consists of construction of 54 single-family residences on 6.85 acres. The project is located at 9170 Indiana Avenue on the southeast corner of Indiana Avenue and Gibson Street.	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Riverside	SCAQMD staff commented on 9/7/2017

- 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
August 01, 2017 to August 31, 2017

SCAQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>General Land Use (residential, etc.)</i> SBC170808-02 Roquet Ranch Specific Plan Project	The proposed project consists of construction of 874 residential units, a 10.3-acre school, a 0.8-acre fire station, 1.2 acres of commercial uses, 219 acres of open space, and 16.5 acres of roadways on 336.2 acres. The project is located on the southwest corner of South Rosedale Avenue and Barton Road. Reference SBC160624-01 Comment Period: 8/7/2017 - 9/21/2017 Public Hearing: N/A	Draft Environmental Impact Report	City of Colton	Under review, may submit written comments
<i>General Land Use (residential, etc.)</i> SBC170822-03 Bella Villagio	The proposed project consists of subdivision of 4.65 acres for construction of 29 single-family residences. The project is located on the southeast corner of West Mariposa Drive and North Cactus Avenue. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-bellavillagio-090517.pdf Comment Period: 8/19/2017 - 9/7/2017 Public Hearing: 9/27/2017	Mitigated Negative Declaration	City of Rialto	SCAQMD staff commented on 9/5/2017
<i>Plans and Regulations</i> LAC170811-02 Local Coastal Program (LCP) Amendment No. LCP-4-MMT-17-0038-1	The proposed project consists of land use designation for 61 parcels as open space and change of land use designation for 34 parcels from open space to residential or coastal recreation within the Santa Monica Mountains Local Coastal Program in the County of Los Angeles. Comment Period: N/A Public Hearing: 8/10/2017	Notice of Public Hearing	California Coastal Commission	Document reviewed - No comments sent
<i>Plans and Regulations</i> LAC170815-03 San Fernando Corridor Specific Plan Amendment	The proposed project consists of development of planning principles, land use policies, development standards, and design guidelines for future development of 759 residential units, 96,307 square feet of retail uses, and 285,907 square feet of office uses. The project is located on the northeast corner of Fox Street and Pico Street. Reference LAC151223-02 Comment Period: 8/10/2017 - 9/25/2017 Public Hearing: 8/28/2017	Draft Environmental Impact Report	City of San Fernando	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
August 01, 2017 to August 31, 2017

SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Plans and Regulations</i>	The proposed project consists of development of land use policies, development standards, and design guidelines for two community plan areas (CPAs) over 30 square miles. The project will also include amendments to land use maps and zoning ordinances. The South Los Angeles CPA is bounded by Pico Boulevard to the north, Figueroa Street and Broadway to the east, 120th Street to the south, and Arlington Avenue and Van Ness Avenue to the west. The Southeast Los Angeles CPA is bounded by Interstate 10 to the north, the Alameda Corridor and Central Avenue to the east, 120th Street and Interstate 105 to the south, and Figueroa Street and Broadway to the west. Reference LAC161110-01	Final Environmental Impact Report	City of Los Angeles	Document reviewed - No comments sent
LAC170822-09 South Los Angeles and Southeast Los Angeles Community Plans				
	Comment Period: N/A	Public Hearing: N/A		
<i>Plans and Regulations</i>	The proposed project consists of amendments to Title 13, Chapter III of the Costa Mesa Municipal Code to extend the approval time for planning applications and to clarify the approval process for granting time extensions.	Notice of Public Hearing	City of Costa Mesa	Document reviewed - No comments sent
ORC170829-03 Costa Mesa Municipal Code Title 13, Chapter III Planning Applications				
	Comment Period: N/A	Public Hearing: 9/5/2017		
<i>Plans and Regulations</i>	The proposed project consists of construction of 11,350 residential units, 500,000 square feet of commercial uses, three schools, 150 acres of parks, and 1,000 acres of open space on 2,800 acres. The project is located on the southwest corner of Princess Ann Road and Ramona Expressway in the community of Lakeview/Nuevo. Reference RVC160930-03 and RVC130725-01	Response to Comments	County of Riverside	Document reviewed - No comments sent
RVC170809-01 Villages of Lakeview Specific Plan				
	Comment Period: N/A	Public Hearing: N/A		

- 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
Goods Movement LAC170725-01 Berths 97-109 [China Shipping] Container Terminal Project	This document extends the public review period from July 31 to September 29, 2017. The proposed project consists of modifications to ten of 52 mitigation measures that were previously approved in the 2008 EIS/EIR, and six of ten modified mitigation measures are related to air quality. The project would also include an increase in the cargo throughput by 147,504 twenty-foot equivalent units (TEUs) from 1,551,000 to 1,698,504 TEUs in 2045. The project is located at the Port of Los Angeles on the northeast corner of State Route 47 and Interstate 110 in the communities of San Pedro and Wilmington. Reference LAC170616-02, LAC150918-02, LAC081218-01, LAC080501-01 and LAC060822-02 Comment Period: 6/16/2017 - 9/29/2017 Public Hearing: 7/18/2017	Notice of Extension	City of Los Angeles Harbor Department	Under review, may submit written comments
Transportation LAC170721-01 I-710 Corridor Project	The proposed project consists of two new alternatives that were developed in response to public comments on the 2012 Draft EIS/EIR for the proposed project. The new alternatives would include a zero emission and near zero emission truck deployment program, expanded transit services, and a community health benefit program. The project is located along Interstate 710 between Ocean Boulevard and State Route 60 in the County of Los Angeles. Reference LAC150625-10, LAC151013-01, LAC130326-01, LAC120626-01, LAC110429-01, LAC110426-02, LAC110325-03 and LAC100831-06 Comment Period: 7/21/2017 - 9/22/2017 Public Hearing: 8/23/2017	Recirculated Draft Environmental Impact Report/ Supplemental Draft Environmental Impact Statement	California Department of Transportation	Under review, may submit written comments
Warehouse & Distribution Centers RVC170620-10 Meridian West Campus-Lower Plateau Project	The proposed project consists of the construction of two warehouse buildings totaling 1,845,000 square feet, three industrial buildings totaling 362,000 square feet, and 66,000 square feet of retail and office uses on 130 acres. The project is located on the southwest corner of Alessandro Boulevard and Meridian Parkway. Reference RVC160610-01 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/dei-meridianwestcampus-080317.pdf Comment Period: 6/19/2017 - 8/3/2017 Public Hearing: N/A	Draft Environmental Impact Report	March Joint Powers Authority	SCAQMD staff commented on 8/3/2017
Warehouse & Distribution Centers RVC170718-08 Agua Mansa Commerce Park Specific Plan - MA16170 (GPA16003, CZ16008, SP16002, and SDP17070)	The proposed project consists of the development of 4,541,000 square feet of industrial uses and 67 acres of open space on 291.5 acres. The project is located at 1500 Rubidoux Boulevard on the southeast corner of El Rivino Road and Rubidoux Boulevard. Reference RVC170705-15, RVC161216-03 and RVC161006-06 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-ma16170-081017.pdf Comment Period: 7/19/2017 - 8/17/2017 Public Hearing: 7/27/2017	Notice of Preparation	City of Jurupa Valley	SCAQMD staff commented on 8/10/2017

*Sorted by Comment Status, followed by Land Use, then County, then date received.

- Project has potential environmental justice concerns due to the nature and/or location of the project.

ATTACHMENT 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>Industrial and Commercial</i> RVC170726-03 Muhlhauser Steel Project	The proposed project consists of the construction of a 39,000-square-foot commercial building on 8.06 acres. The project is located on the northeast corner of Adams Avenue and Fig Street. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-muhlhausersteel-081217.pdf Comment Period: 7/24/2017 - 8/23/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Murrieta	SCAQMD staff commented on 8/12/2017
<i>Industrial and Commercial</i> SBC170725-04 CR England Trucking Yard Expansion	The proposed project consists of the construction of a 1,206-square-foot office building and an 8,720-square-foot fueling station on 9.79 acres. The project is located at 2200 South Riverside Avenue on the southeast corner of Agua Mansa Road and South Riverside Avenue. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-crenglandyard-081017.pdf Comment Period: 7/24/2017 - 8/14/2017 Public Hearing: 8/22/2017	Mitigated Negative Declaration	City of Colton	SCAQMD staff commented on 8/10/2017
<i>Waste and Water-related</i> LAC170727-01 Los Cerritos Wetlands Oil Consolidation and Restoration Project	The proposed project consists of the consolidation and relocation of existing oil operations, and the implementation of wetlands habitat restoration on 195 acres. The project would also include the construction of a 5,200-square-foot office building, a 9,725-square-foot warehouse, and a 169-foot public trail. The project is located near the southwest corner of the Los Cerritos Channel and Studebaker Road. Reference LAC160429-05 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/deir-loscerritoswetlands-090117.pdf Comment Period: 7/24/2017 - 9/6/2017 Public Hearing: N/A	Notice of Availability of a Draft Environmental Impact Report	City of Long Beach	SCAQMD staff commented on 9/1/2017
<i>Waste and Water-related</i> ORC170718-05 Biosolids Master Plan (Project No. PS15-01)	The proposed project consists of the improvements to 18 biosolid handling digesters and supporting facilities. The project is located at 22212 Brookhurst Street on the southeast corner of Bushard Street and Brookhurst Street in the City of Huntington Beach. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-biosolidsmaster-081017.pdf Comment Period: 7/14/2017 - 8/13/2017 Public Hearing: 7/31/2017	Notice of Preparation	Orange County Sanitation District	SCAQMD staff commented on 8/10/2017
<i>Institutional (schools, government, etc.)</i> LAC170728-02 Mt. San Antonio College West Parcel Solar Parcel	The proposed project consists of the construction of a 2.2-megawatt solar panel system on 27.65 acres. The project is located on the southwest corner of Grand Avenue and Temple Avenue in the City of Walnut. Reference LAC170616-04, LAC170526-01 and LAC151229-13 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/deir-mtsacwestparcel-090117.pdf Comment Period: 7/28/2017 - 9/12/2017 Public Hearing: N/A	Notice of Availability of a Draft Environmental Impact Report	Mt. San Antonio College District	SCAQMD staff commented on 9/1/2017

- Project has potential environmental justice concerns due to the nature and/or location of the project.

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>General Land Use (residential, etc.)</i> LAC170707-04 8555 Santa Monica Boulevard Mixed- Use Project	The proposed project consists of the demolition of three buildings totaling 27,338 square feet and three single-family homes, and the construction of a mixed-use building with 97 apartment units and subterranean parking on 1.27 acres. The project is located on the northwest corner of Santa Monica Boulevard and Knoll Drive. Reference LAC130416-08 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/deir-8555santamonica-081617.pdf Comment Period: 7/6/2017 - 8/21/2017 Public Hearing: N/A	Notice of Availability of a Draft Environmental Impact Report	City of West Hollywood	SCAQMD staff commented on 8/16/2017
<i>General Land Use (residential, etc.)</i> LAC170714-01 Figueroa Centre	The proposed project consists of the construction of a 984,940-square-foot building with 200 residential units, 220 hotel rooms and subterranean parking on 85,317 square feet. The project is located on the southwest corner of South Figueroa Street and West 9th Street in the community of Central City. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-figueroacentre-081017.pdf Comment Period: 7/14/2017 - 8/14/2017 Public Hearing: 8/1/2017	Notice of Preparation	City of Los Angeles	SCAQMD staff commented on 8/10/2017
<i>General Land Use (residential, etc.)</i> LAC170720-05 The Premier on First Mixed-Use Project	The proposed project consists of the demolition of a 47,000-square-foot building and the construction of two buildings with 154 apartment units, a hotel with 230 with rooms, and subterranean parking on 1.8 acres. The project is located at 103 East Verdugo Avenue on the northwest corner of East Verdugo Avenue and South First Street. Reference LAC160216-01 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/deir-premieronfirst-081817.pdf Comment Period: 7/19/2017 - 9/4/2017 Public Hearing: 8/14/2017	Draft Environmental Impact Report	City of Burbank	SCAQMD staff commented on 8/18/2017
<i>General Land Use (residential, etc.)</i> SBC170727-04 Parkford Drive Project	The proposed project consists of the construction of a 5,000-square-foot retail building, a 9,900-square-foot child care center, and a 120-foot freeway-oriented sign on 6.13 acres. The project is located at 1035-1045 Parkford Drive on the northeast corner of Parkford Drive and Marshall Street. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-parkforddrive-081717.pdf Comment Period: 7/25/2017 - 8/24/2017 Public Hearing: 9/12/2017	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Redlands	SCAQMD staff commented on 8/17/2017

- Project has potential environmental justice concerns due to the nature and/or location of the project.

ATTACHMENT C
ACTIVE SCAQMD LEAD AGENCY PROJECTS
THROUGH AUGUST 31, 2017

PROJECT DESCRIPTION	PROPONENT	TYPE OF DOCUMENT	STATUS	CONSULTANT
Edgington Oil Company (Edgington) is proposing the following modifications at its existing Edgington Refinery site to allow for additional flexibility in using the site for terminalling operations: 1) add 18 offloading arms at its existing rail tank car loading facility to allow for the offloading of distillates, biodiesel, and renewables (diesel and jet fuels), ethanol, naphtha, alkylates, reformate, and isooctane; 2) modify seven truck loading racks to allow distillates, biodiesel, and renewables to be loaded; 3) modify one rack (two arms) to allow unloading of crude oil from trucks; and 4) modify 16 existing fixed-roof asphalt storage tanks to allow storage of distillates, biodiesel, and renewables.	Edgington Oil Company	Initial Study (IS)	An Initial Study has been prepared by the consultant and is under review by SCAQMD staff.	InterAct
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.	Phillips 66 (formerly ConocoPhillips), Los Angeles Refinery	Environmental Impact Report (EIR)	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.	Environmental Audit, Inc.
Quemetco is proposing an increase in the daily furnace feed rate.	Quemetco	Environmental Impact Report (EIR)	A Notice of Preparation/Initial Study (NOP/IS) has been prepared by the consultant and SCAQMD staff has provided comments. The consultant is in the process of revising the NOP/IS.	Trinity Consultants

ATTACHMENT C
ACTIVE SCAQMD LEAD AGENCY PROJECTS
THROUGH AUGUST 31, 2017

PROJECT DESCRIPTION	PROPONENT	TYPE OF DOCUMENT	STATUS	CONSULTANT
Southern California Edison (SCE) is proposing to modify the air pollution control system for the Barre 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% 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 net), 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 Barre Peaker Project in Stanton	A draft Addendum has been prepared by the consultant and is under review by SCAQMD staff.	Yorke Engineering, LLC
Southern California Edison (SCE) is proposing to modify the air pollution control system for the Mira Loma 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% 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 net), 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 Mira Loma Peaker Project in Ontario	A draft Addendum has been prepared by the consultant and is under review by SCAQMD staff.	Yorke Engineering, LLC

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 20

PROPOSAL: Approve Annual Report on AB 2766 Funds from Motor Vehicle Registration Fees for FY 2015-16

SYNOPSIS: This report contains data on the AB 2766 Subvention Fund Program for FY 2015-16 as requested by CARB. This action is to approve the AB 2766 Annual Report.

COMMITTEE: Mobile Source, September 15, 2017; Recommended for Approval

RECOMMENDED ACTION:

Approve the Annual Report on AB 2766 Funds from Motor Vehicle Registration Fees for FY 2015-16, for submittal to CARB.

Wayne Nastri
Executive Officer

PF:CG:KH:LP

Background

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

Local jurisdictions receive 40 percent of the first \$4 of each vehicle registration fee to implement projects that reduce mobile source emissions. The SCAQMD distributes these funds quarterly to South Coast cities and counties based upon their prorated share of population. In 2004, an additional \$2 surcharge was added pursuant to H&S Code Section 44229 to provide a source of funding for expansion of the Carl Moyer Memorial Air Quality Standards Attainment program. This additional funding incentivizes early

introduction of clean air technology, such as cleaner vehicle engines, a Lower-Emission School Bus Program, and accelerated vehicle repair and retirement programs.

Local agencies that are subvented motor vehicle registration fees for motor vehicle emissions reduction programs report annually to South Coast Air Quality Management District (SCAQMD) on their use of the fees, and the results of programs funded by the fees. The reporting by local governments follows the guidelines and methodology specified by CARB. The attached report details local government expenditures during FY 2015-16.

Summary of Subvention Fund Program Report

This report accounts for the types of projects, financial expenditures, quantifiable emission reductions, and associated cost-effectiveness for projects implemented by local governments through the AB 2766 Subvention Fund Program for FY 2015-16.

The SCAQMD staff provided project eligibility guidance, technical assistance, and training sessions to local government representatives. During these interactions, staff addressed program challenges unique to specific cities/counties, assisted with emission calculations, and provided hands-on instructions in the use of the California Air Resource Board's automated reporting system. AB 2766 outreach to local government officials, city managers, and program liaisons will continue to be provided by SCAQMD staff, and will encourage the implementation of more quantifiable, cost-effective projects that yield direct mobile source emission reductions.

During FY 2015-16, local governments received \$22.1 million from motor vehicle fees and spent \$19.2 million on mobile source emission reduction projects. Approximately \$34 million or 70 percent of their ending balances (which includes unspent monies from prior years) was pre-designated for future projects, which is an increase from the 66 percent pre-designation of funds in FY 2014-15. Expenditures in the Alternative Fuels/Electric Vehicles and Traffic Management categories were the two highest spending categories as many local governments direct their spending priorities towards purchasing/leasing of alternative fuel/electric vehicles, installation of supporting alternative fuel/electric infrastructures, and implementation of traffic signal synchronization and traffic calming projects.

Quantifiable emission reductions from projects implemented during FY 2015-2016 reduced 6,190 (VOC, NO_x, PM_{2.5} and CO₇) tons of emissions. The emissions reduced from projects funded had an overall average cost-effectiveness of \$0.74 per pound of emissions reduced. Excluding the outlying Automatic Traffic Surveillance and Control (ATSAC) project reported in the Traffic Management category, which had a significant effect on the overall cost-effectiveness, the average cost-effectiveness would be \$9.82 per pound, which is below the \$10 per pound cost-effectiveness threshold established by CARB.

In accordance with H&S Code Section 44244.1, any agency receiving AB 2766 fee revenues is subject to a program or funding audit conducted by an independent auditor selected by the SCAQMD. Further, in response to previous Board concerns raised regarding the pooling of AB 2766 funds between local governments and Councils of Government (COGs), a Summary of COG Activities in the report identifies the respective Councils of Governments that received AB 2766 subvention funds from member cities and counties, and includes project descriptions.

Proposal

Approve the attached staff report for submittal to CARB.

Attachment

Annual Report on AB 2766 Funds from Motor Vehicle Registration Fees for FY 2015-16.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
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**Annual Report on AB 2766 Funds from Motor Vehicle Registration Fees for
FY 2015-16**

October 6, 2017

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Other Information Available on SCAQMD's Website or Upon Request

<http://www.aqmd.gov/home/programs/local-government>

- AB 2766 Motor Vehicle Fee Subvention Fund Program Resource Guide
- CARB Criteria and Guidelines for the Use of Motor Vehicle Registration Fees
- AB 2766 Funds Report from Motor Vehicle Registration Fees - Previous Years Staff Reports

EXECUTIVE SUMMARY

During Fiscal Year 2015-16, 162 local governments in the South Coast Air District were eligible to receive AB 2766 Subvention Funds. In summary, these jurisdictions were subvented \$22.1 million to implement projects that reduce mobile source emissions. From their AB 2766 fund balances, local governments spent \$19.2 million. The two highest spending categories were Alternative Fuels/Electric Vehicles and Traffic Management projects, which claimed a combined total of 51% of the \$19.2 million program expenditures. The two project categories yielding the highest portion of emission reductions for this fiscal reporting cycle were Traffic Management and Transportation Demand Management. In total, local governments implemented 395 projects of which 261 reported quantified emission reductions.

I. BACKGROUND

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

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

II. REPORTING

This Staff Report solely addresses the AB 2766 funds subvended to local governments by accounting for financial expenditures, emissions reduced, and the cost-effectiveness of projects implemented through the AB 2766 Subvention Fund Program during FY 2015-16.

AB 2766 fees are collected by the DMV and subvended to the SCAQMD on a monthly basis. The SCAQMD Finance Division disburses the AB 2766 revenues to local governments quarterly. During FY 2015-16, 162 local governments were eligible to receive AB 2766 funds (see Attachment A). Pursuant to H&S Code 44243(b)(1), newly incorporated cities may receive subvention funds, provided they adopt and transmit to the SCAQMD the required ordinance within 90 days of official incorporation.

The city or county receiving such AB 2766 funds is required to deposit them into an air quality improvement trust fund for expenditures to reduce air pollution from motor vehicles, pursuant to H&S Code 44243(b)(1)(c). Fund recipients complete and submit an annual report to the SCAQMD identifying the revenues received, project expenditures, emissions reduced, and cost-effectiveness of each project implemented during the preceding fiscal reporting cycle.

SCAQMD staff provides technical assistance and project eligibility guidance to fund recipients according to AB 2766 criteria and guidelines established by the California Air Resource Board (CARB). Staff receives, reviews, evaluates and “accepts” the AB 2766 reports submitted; however, SCAQMD has not been given specific authority to “approve” or “disapprove” a local government’s use of AB 2766 funds, H&S Code 44243(b)(1). Audit requirements of H&S Code Sections 44244.1 *et seq.* specify required actions for fund recipients based upon local governments adherence to program guidelines. Audit determinations confirming that recipients have expended revenues contrary to statute or which will not result in the reduction of pollution from motor vehicles, shall upon required public hearing(s), result in the inappropriate expense amount being withheld from future revenue distribution.

Local jurisdictions are encouraged to pre-designate funds budgeted for specific projects that may be implemented in the future. A detailed summary of local government reporting as highlighted in SCAQMD’s annual AB 2766 Staff Report is forwarded to CARB after approval by the SCAQMD Governing Board.

III. PROGRAM GUIDANCE

Purpose

As directed by the Governing Board in 1998, the SCAQMD’s AB 2766 staff serves as a resource to cities and counties by providing guidance in project identification, development, quantification, and reporting. Special emphasis is placed on the selection of cost-effective, quantifiable mobile source emission reduction projects that meet the needs of the local jurisdiction.

An AB 2766 Subvention Fund Program Resource Guide (Resource Guide), developed by the SCAQMD, is available to provide assistance in identifying projects that are eligible for AB 2766

funding. The Resource Guide outlines project eligibility requirements, provides program updates, policies, and guidelines to assist local jurisdictions that receive AB 2766 funds. Project descriptions and examples provided in the Resource Guide are consistent with CARB's Criteria and Guidelines for the Use of Motor Vehicle Registration Fees, which focuses on strategies that directly reduce mobile source emissions.

Activities

SCAQMD staff reviews the AB 2766 program data and collaborates with CARB staff on ways to improve the process for local governments to report their AB 2766 funded project results. SCAQMD staff conducts technical training sessions for local government and Councils of Government (COG) representatives to provide an overview of program updates, guidelines, policies, and responds to inquiries related to local projects/programs.

Staff conducted twelve (12) AB 2766 technical training sessions during the months of December 2016, January and February 2017, at which 97 local government representatives attended. Training included an overview of the program's authorizing legislation; prior year project reporting; emission reductions and financial summaries; as well as a detailed review of program guidelines developed by CARB and SCAQMD. Expenditure limitations, preferred projects that provide quantifiable, cost-effective emissions reductions, common reporting errors, and administrative tips were of key focus during the trainings. Requirements related to the financial administration of AB 2766 dollars were reviewed in detail, with emphasis on fund accounting and auditing guidelines.

During the hands-on portion of training, staff guided attendees through project categories and instructed local government representatives on how to identify and input applicable emission factors, as well as other project variables required for calculation of emission reductions and cost effectiveness. Training also included detailed instructions on the AB 2766 OnBase process that local governments use to report their subvention fund projects to the SCAQMD. Local governments access the OnBase system using customized logins and passwords, download and fill out the current year Microsoft Access reporting file, and directly upload their completed AB 2766 Annual Reports. This system automatically notifies the transmitting entity, via email, of the status of the annual report transmission (successful or unsuccessful). In addition to the direct uploading of AB 2766 Annual Reports, the system allows local jurisdictions to monitor the status of SCAQMD's review (pending, questions, or accepted). The OnBase system also has a feature which gives local governments' access to their previously submitted reports. Use of the OnBase system fosters enhanced AB 2766 program efficiency, time savings, as well as record retention and accessibility for SCAQMD staff and participating local jurisdictions.

On an on-going basis, SCAQMD staff assisted local governments with program selection, emission reduction calculations and guidance on use of the Access reporting file for future project planning. As an additional support for fund recipients, SCAQMD staff developed an AB 2766 Access File Instructions document (Instructions Guide) to assist local governments in completing their AB 2766 Annual Reports via Microsoft Access. The Instructions Guide is a tool intended to assist local governments in accurately reporting their projects/programs implemented with AB 2766 funds. It also informs local jurisdictions of eligible, quantifiable, cost-effective projects that yield direct mobile source emission reductions.

SCAQMD staff has received and evaluated the FY 2015-16 annual program reports submitted by the 162 participating local jurisdictions. The results are summarized in the Program Data section of this report.

Local Government Coordination

Local governments may contribute a portion of their AB 2766 subvention funds to their respective COGs in an effort to pool resources for implementation of eligible projects. In expending these funds, COGs must adhere to the same project eligibility requirements and guidelines as recipient jurisdictions when implementing air quality projects funded by AB 2766 dollars. For monitoring purposes, COGs are asked to provide summary reports to their member cities as well as to the SCAQMD, including descriptions of AB 2766 projects along with funding amounts. COG summary reports should align with Local jurisdiction reporting to SCAQMD. Table 1 provides a summary of the projects and programs implemented by COGs using AB 2766 funds received from their member cities.

Table 1
Summary of COG Activities

COG Name	Expenditure Amount*	Project Description**
Coachella Valley	\$319,224	Regional PM Street Sweeping Program using alternative fuel equipment to sweep approximately 21,829 curb miles to remove roadway dust.
Western Riverside	\$34,000	Clean Cities Coalition activities/outreach promoting emission reductions from motor vehicles through alternative fuel and advanced technology vehicles; AQMP Outreach and Western Riverside County Active Transportation Plan development.
Gateway Cities	\$81,597	Development of the Air Quality/Active Transportation elements of the Gateway Cities Strategic Transportation Plan (STP).

*Expenditure amounts as reported by COG member cities.

**Project descriptions as reported by the COG.

IV. PROGRAM DATA

Project Categories

The Resource Guide summarizes CARB's fund usage criteria and identifies appropriate strategies that, through careful planning and design, will cost effectively and efficiently reduce emissions from mobile sources. The following list identifies eleven AB 2766 Project Categories and provides examples of projects that meet the criteria and guidelines established by CARB:

1. **Alternative Fuels/Electric Vehicles** – Purchasing/leasing alternative fuel vehicles (automobiles, vans, shuttles or buses) powered by compressed natural gas, propane, full non-diesel hybrids that meet specific CARB certification standards, as well as fuel cell and electric vehicles. Projects that assist local jurisdictions with fleet conversions or repowering from conventional gas to an alternative fuel engine. Installation of alternative fuel and electric charging infrastructure that supports the use of alternative fuel and electric vehicles; and, purchasing alternative fuel or electricity for up to three years after vehicle purchase.
2. **Vehicle Emissions Abatement** – Purchasing/leasing cleaner diesel engines when alternative fuel engines are not available; repowering of heavy-duty trucks with cleaner burning diesel engines. Installation of particulate trap retrofits for diesel engines; retirement and replacement of dirty off-road engines with newer, cleaner diesel engines. Participation in a certified Old Vehicle Scrapping Program. Purchasing/leasing of electric ride-on commercial lawn mowers.
3. **Land Use** - Planning, designing, and constructing/installing facilities that discourage and decrease the use of automobiles. Providing adequate or expanding existing pedestrian facilities that make it easier for people to walk, bicycle, or use public transit. Developing Air Quality Action Plans, Strategic Transportation Plans or an Air Quality Element of a General Plan. Funding CEQA related studies that will identify additional mobile source mitigation measures or project alternatives resulting in reduced emissions.
4. **Public Transportation** – Introducing, marketing or implementing new or extended transit services or rail feeder operations. Constructing, installing or enhancing public transportation facilities designed to provide new or extended services or to increase passenger safety. Installing equipment that contains public transit information and fare subsidies. Providing transit fare discounts and subsidies.
5. **Traffic Management and Signal Coordination** – Implementing projects/programs that monitor and control travel conditions. Installing corridor signal synchronization systems; design and installation of pedestrian islands, turning lanes, pedestrian traffic controls and/or changeable message signs that improve traffic flow. Mobilization of freeway tow truck services.
6. **Transportation Demand Management (TDM)** – Implementing projects that reduce the demand for automobile use by encouraging behavioral changes regarding travel modes, i.e., encourage carpooling, vanpooling, biking, walking, use of public transit, telecommuting, or implementation of compressed work week schedules. Designing, developing, and implementing programs that focus on reducing trips to special event centers or other attractions; creation and enhancement of Park and Ride facilities.
7. **Market Based Strategies** – Developing and implementing incentives and disincentives that encourage behavioral changes resulting in emission reductions; introduction of user fees or congestion charges to encourage behavioral changes for consumers to use less congesting or less polluting forms of transportation; implementation of Parking Cash-out Programs.

8. **Bicycles** – Implementing projects that encourage the use of bicycles by employees and residents; bike share and/or purchasing programs, bike loan programs (motorized and standard) for police officers, community members, and the general public. Designing, developing and/or installing bike lanes, paths and bikeways or establishing new bicycle corridors physically separated from motor vehicle traffic; making bicycle facility enhancements/improvements by installing bicycle lockers, bike signals or bus bike racks.
9. **PM Reduction Strategies** – Implementing measures that reduce or prevent deposits of dust and other materials from build-up on roadway surfaces such as paving of dirt roads and shoulders; purchasing/leasing SCAQMD Rule 1186.1 compliant street sweepers.
10. **Public Education** – Long-term/short-term, routine, regularly scheduled, intermittent or frequent information brochures, videos, printed materials that provide a focused message which targets behavioral changes resulting in mobile source emission reductions and reduced reliance on motor vehicles. Marketing of demonstration or pilot projects, coordinating promotional events or programs to educate schools or the public about transportation alternatives, and the relationship between motor vehicles and air pollution.
11. **Miscellaneous Projects** – Designing, developing and/or implementing projects or programs that reduce mobile source emissions, but are not specifically listed or identified in the AB 2766 Resource Guide. Projects that result in emission reductions, but use a manual or alternative CARB-approved methodology. Specific details on the type of project being implemented, cost-effectiveness and emission reductions achieved as well as data/explanation on the CARB-approved methodology used in the calculations/analysis must be provided and deemed acceptable.

NOTE: *Research and Development (R&D) projects are allowable AB 2766 expenditures. However, the expenditure(s) must not exceed 10% of the AB 2766 funds received for the reporting cycle. Funds used for Public Education and CEQA related studies must also adhere to the 10% expenditure threshold.*

Project Funding & Quantification

A financial summary of how local governments in the SCAB region used their AB 2766 subvention funds during FY 2015-16 is provided in Table 2. Local governments have the ability to carry over fund balances indefinitely, which allows them the flexibility to accumulate funding for future projects or to secure additional co-funding. Local governments spent less subvention funds on mobile source emission reduction projects (\$19.2 million) than the amount received (\$22.1 million). They spent 28% of their combined beginning balance and MV fees received (\$67.9 million), which is an increase to what occurred in FY 2014-15, when cities and counties spent 26% of the total beginning balances and MV fees received (\$65.3 million).

Table 2 also shows that of the \$48.8 million ending balance reported by local governments, approximately \$34 million, or 70% of the ending balance was pre-designated for future projects. This indicates an increase to what occurred in FY 2014-15, when 66% of the region-wide ending balance was pre-designated for future projects. Local jurisdictions are showing a better understanding of the need for pre-designating funds and use it as a helpful, practical financial planning tool to address the specific local needs of the future.

Table 2
Motor Vehicle (MV) Funds Financial Summary
(As Reported by Local Jurisdictions)

County	Beginning Balance	MV Fees Received	Project Spending	Ending ¹ Balance	Pre-designated Funds	Funds Remaining
Los Angeles	\$21,946,723	\$12,831,738	\$10,724,600	\$24,095,242	\$16,573,804	\$7,521,438
Orange	\$12,889,235	\$4,035,796	\$3,773,108	\$13,203,848	\$9,575,380	\$3,628,468
Riverside	\$5,342,630	\$2,894,434	\$3,095,197	\$5,116,074	\$3,542,667	\$1,573,407
San Bernardino	\$5,604,517	\$2,337,069	\$1,570,296	\$6,405,862	\$4,275,750	\$2,130,112
Totals*	\$45,783,106	\$22,099,037	\$19,163,200	\$48,821,026	\$33,967,602	\$14,853,424

*Totals may vary due to rounding.

Table 3 shows the funding, project expenditure levels, and funds pre-designated by local governments over the last five fiscal year reporting cycles. AB 2766 funding subvended to local governments has increased, from \$21.7 million (FY 2014-15) to \$22.1 million, for this reporting cycle, and local

¹ The Ending Balance represents the Beginning Balance and MV Fees Received, minus Project Spending. Interest Earned and Administrative Costs are incorporated. Interest Earned and Administrative Costs are fully detailed in Appendix B.

governments spent a higher percentage (87% or \$19.2 million of the funds received on AB 2766 projects compared to the prior reporting cycle (78% or \$17.0 million).

Table 3
History of Motor Vehicle Funds Financial Summary

Fiscal Year	Beginning Balance	MV Fees Received	Project Spending	Ending Balance	Pre-designated Funds	Funds Remaining
2011-12	\$37,430,200	\$20,717,200	\$18,988,800	\$39,188,200	\$28,154,100	\$11,034,100
2012-13	\$41,152,100	\$20,095,200	\$18,556,900	\$42,562,000	\$30,785,600	\$11,776,400
2013-14	\$42,292,200	\$20,295,100	\$19,783,800	\$42,803,400	\$29,534,600	\$13,257,800
2014-15	\$43,512,253	\$21,738,605	\$16,965,994	\$48,250,812	\$31,831,121	\$16,419,692
2015-16	\$45,783,106	\$22,099,037	\$19,163,200	\$48,821,026	\$33,967,602	\$14,853,424

Table 4 identifies, by county, the number of projects funded by local governments and of those, the number and percentages of projects with quantified emission reductions achieved during FY 2015-16. Los Angeles County has the majority of the cities in the South Coast Air Basin and therefore funded the largest number of AB 2766 projects in the program (188). Orange County had the second highest number of projects funded (107), followed by Riverside County (56) and San Bernardino (44). For this reporting cycle, Riverside County has yielded the highest percentage (73%) of quantified projects.

Table 4
Local Government Project Reporting and Emission Reduction Quantification

County	Number of Local Governments Reporting	Number of Projects Funded	Number of Projects with Emission Reductions Quantified	Percent of Projects with Emission Reductions Quantified
Los Angeles	82	188	123	65%
Orange	35	107	69	64%
Riverside	28	56	41	73%
San Bernardino	17	44	28	64%
Totals	162	395	261	66%

Table 5 shows 261 projects with emission reductions quantified, which is an increase from the 229 projects quantified in FY 2014-15. Overall, the total number of projects funded by local governments over the last five fiscal reporting cycles has resulted in project quantifications above 60%. The percentage of expenditures quantified increased to 73% during FY 2015-16. There was a noted increase in the percentage of projects and expenditures quantified during this reporting cycle.

CARB provides emission reduction calculation methodologies, along with the corresponding emission factors for some of the most widely implemented transportation projects funded through this program. The annual emission reductions, as well as the cost-effectiveness of the projects are calculated based on local government reporting. Emission reductions from several types of projects are difficult to quantify or cannot be quantified, such as Research and Development (R&D) and Infrastructure projects, as well as Public Education and Outreach programs.

Table 5
Project Quantification History

Year	Number of Projects	Projects with Emission Reductions Quantified	Percent of Projects Quantified	Percent of Expenditures Quantified
FY 2011-12	318	194	61%	74%
FY 2012-13	319	203	64%	71%
FY 2013-14	353	222	63%	67%
FY 2014-15	368	229	62%	64%
FY 2015-16	395	261	66%	73%

Data in Table 6 shows the FY 2015-16 expenditures made in ten of the eleven AB 2766 project categories. There were no projects reported in the Market Based Strategies project category, as has been the case since FY 2006-07. Table 6 shows FY 2015-16 expenditures by category from the highest, to the least in local government spending. The two highest spending categories are the Alternative Fuels/Electric Vehicles and Traffic Management categories, which together represents 51% or about \$9.9 million of the \$19.2 million program expenditures. A significant amount of these funds were spent towards purchasing/leasing of alternative fuel/electric vehicles, installation of supporting alternative fuel infrastructure, and in implementation of traffic signal synchronization projects.

Table 6
Expenditures by Project Category

Project Category	Project Spending*	Percent of Spending*	# of Projects
Alternative Fuels/Electric Vehicles	\$5,873,757	31%	108
Traffic Management	\$3,982,133	21%	56
Transportation Demand Management	\$3,877,579	20%	65
Public Transportation	\$1,730,678	9%	45
Bicycles	\$1,105,481	6%	34
PM Reduction Strategies	\$1,025,153	5%	20
Miscellaneous Projects	\$839,576	4%	35
Public Education	\$502,680	3%	15
Land Use	\$216,511	1%	16
Vehicle Emission Abatement	\$9,653	0%	1
Totals*	\$19,163,200	100%	395

*Numbers may vary due to rounding.

Emission Reductions & Cost-Effectiveness

Table 7 summarizes, by county, the number of projects funded, project spending, and the emission reductions achieved. Local governments in Los Angeles County reported the vast majority of project spending, \$10.7 million, and also achieved the majority of annual emission reductions, 6,057 tons. During FY 2015-16, a total of 6,190 tons of emissions were reduced in the SCAB by projects funded with AB 2766 Subvention money.

Table 7
AB 2766 Project Spending and Emissions Reduced

County	Number of Projects Funded	Project Spending	Emissions Reduced² (Tons/Year)
Los Angeles	188	\$10,724,600	6,057
Orange	107	\$3,773,108	96
Riverside	56	\$3,095,197	23
San Bernardino	44	\$1,570,296	14
Totals*	395	\$19,163,200	6,190

*Numbers may vary due to rounding.

² Emissions reduced account for total reductions (VOC, NOx, PM_{2.5} and CO/7) from Air Fund expenditures. Air Funds consist of the Motor Vehicle Fees and funding from both the state Carl Moyer Program and the AB 2766 Discretionary Fund. See Attachment B: Average Cost-Effectiveness by Project.

Table 8 provides emission reduction and cost-effectiveness information for the AB 2766 project categories. In this reporting cycle, the Traffic Management project category represents the bulk of the emissions reduced. This category includes an Automatic Traffic Surveillance project (ATSAC), which accounts for 5,783 tons per year of emissions reduced, or about 93% of the 6,190 tons per year of total emissions reduced from all AB 2766 project categories. Thus, the cost-effectiveness of the Traffic Management project category was significantly skewed by the traffic surveillance project.

As a result of the AB 2766 staff's efforts throughout the reporting year to provide technical support and program outreach, jurisdictions are continuing to implement cost-effective and quantifiable emission reduction projects. Local governments are encouraged to seek and create opportunities to coordinate with neighboring cities, jurisdictions, and COGs to implement projects that will result in shared, mutual emission reduction benefits, while potentially pooling costs and resources. Pre-designating funds for future project implementation has helped Program Administrators better understand the importance of long-term project planning and has encouraged them to research and obtain other funding sources, and to create and identify ways to secure matching funds.

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

The cost-effectiveness of all project categories, as shown in Table 8, range from \$0.13 - \$533.54 per pound of emissions reduced. The overall total average cost-effectiveness was computed as \$0.74 per pound of emissions reduced. As noted above, the ATSAC project, reported in the Traffic Management category, has a significant impact on the program's overall cost-effectiveness. If that project had been excluded, the average cost-effectiveness would have been \$9.82 per pound of emissions reduced instead of \$0.74 per pound. Taking this into consideration, the overall total cost-effectiveness would continue to be below the \$10 per pound cost-effectiveness threshold established by CARB. A number of factors, such as funding amount, project life, project design, as well as reductions in trips and vehicle miles, all help to determine how cost-effective one project is compared to another and determines the final project category cost-effectiveness as shown in this table.

Table 8
Emissions Reduced and Cost-Effectiveness by Project Category

Project Category	Number of Projects	Number of Projects Quantified	Percent of Projects Quantified	Emissions Reduced³ (lbs. /yr.)	Emissions Reduced⁴ (tons/yr.)	Air Funds Cost-Effectiveness⁵ (\$/lb.)
Traffic Management	56	30	54%	11,730,702	5,865	\$0.13
Transportation Demand Management	65	61	94%	508,105	254	\$6.93
Public Transportation	45	37	82%	57,084	29	\$22.71
PM Reduction Strategies	20	19	95%	29,843	15	\$30.29
Alternative Fuels/Electric Vehicles	108	79	73%	28,825	14	\$40.11
Miscellaneous Projects⁶	35	12	34%	24,828	12	\$14.33
Bicycles	34	22	65%	721	-0-	\$533.54
Vehicle Emission Abatement	1	1	100%	25	-0-	\$122.55
Land Use	16	-0-	0%	-0-	-0-	\$0
Public Education	15	-0-	0%	-0-	-0-	\$0
TOTALS*	395	261	66%	12,380,133	6,190	\$0.74

*Totals may vary slightly due to rounding.

The history of the AB 2766 Program's emission reductions and cost-effectiveness is shown in Table 9. The 6,190 tons of emission reductions achieved during this reporting cycle represents a minor decrease from the 6,198 tons reduced during FY 2014-15. The average cost-effectiveness of projects funded during FY 2015-16 was approximately \$0.74 per pound of emissions reduced. The average cost-effectiveness figure is determined by dividing the Amortized Air Fund dollar amount (\$9.2 million), which is associated with quantified projects, by the total amount of emission reductions (12,380,133 lbs./yr.). Table 9 illustrates the progress that has been made since FY 2011-12 in reducing mobile source emissions. Emissions calculations are based on the most recently approved emission factors. As vehicles become cleaner and emission factors decrease from year to year, more cost-effective projects are required to maintain the same level of emission reductions.

3 Emissions reduced account for total reductions (VOC, NOx, PM_{2.5} and CO/7) from the state Carl Moyer Program and the AB 2766 Discretionary Fund. See Attachment B: Average Cost-Effectiveness by Project, pg. 61.

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

5 Cost-effectiveness is determined by multiplying default capital recovery factors (amortized formula reflecting project life and discount rate) by total funds, then dividing those annualized funds by annual emission reductions. See Attachment B: Average Cost-Effectiveness by Project, pg. 61.

6 The "Miscellaneous Project" category represents quantified and non-quantified projects that were not classified under the major program categories (i.e., payment of funds to Council of Governments to support and finance inter-jurisdictional air quality projects that aim to reduce emissions from motor vehicles, as summarized in Table 1). It also provides local jurisdictions the opportunity to utilize a CARB approved emission reduction calculation by using local specific inputs.

Table 9
History of Emissions Reduced and Cost-Effectiveness

Fiscal Year	Emissions Reduced* (lbs./yr.)	Emissions Reduced* (tons/yr.)	Cost-Effectiveness** (\$/lb.)	Cost-Effectiveness** (\$/ton)
FY 2011-12	11,428,656	5,714	\$0.84	\$1,673
FY 2012-13	11,901,177	5,961	\$0.73	\$1,463
FY 2013-14	10,926,821	5,463	\$0.83	\$1,663
FY 2014-15	12,396,710	6,198	\$0.65	\$1,286
FY 2015-16	12,380,133	6,190	\$0.74	\$1,480

*Emission reductions determined by the EMFAC emissions model in effect for the year specified.

**In current 2016 dollars.

Table 10 shows the project subcategories with the highest Motor Vehicle Fee funding allocations within each project category. Each project category is comprised of subcategories for the purpose of emission reduction quantification. Historically and for this reporting cycle, the two project subcategories with the highest expenditures have been Alternative Fuel Vehicle Purchases and Employer Based Trip Reductions. Combined, the total expenditures for these top two subcategories is approximately \$7.5 million. This amount represents 39% of the \$19.2 million MV fees spent on mobile source projects during FY 2015-16. Also, during this reporting cycle, there is a significant increase in project spending in the Alternative Fuel Vehicle Purchases subcategory, from \$4.0 million in FY 2014/15 to \$4.3 million, and a noteworthy increase in the Employer Based Trip Reduction subcategory, from \$2.6 million to \$3.2 million.

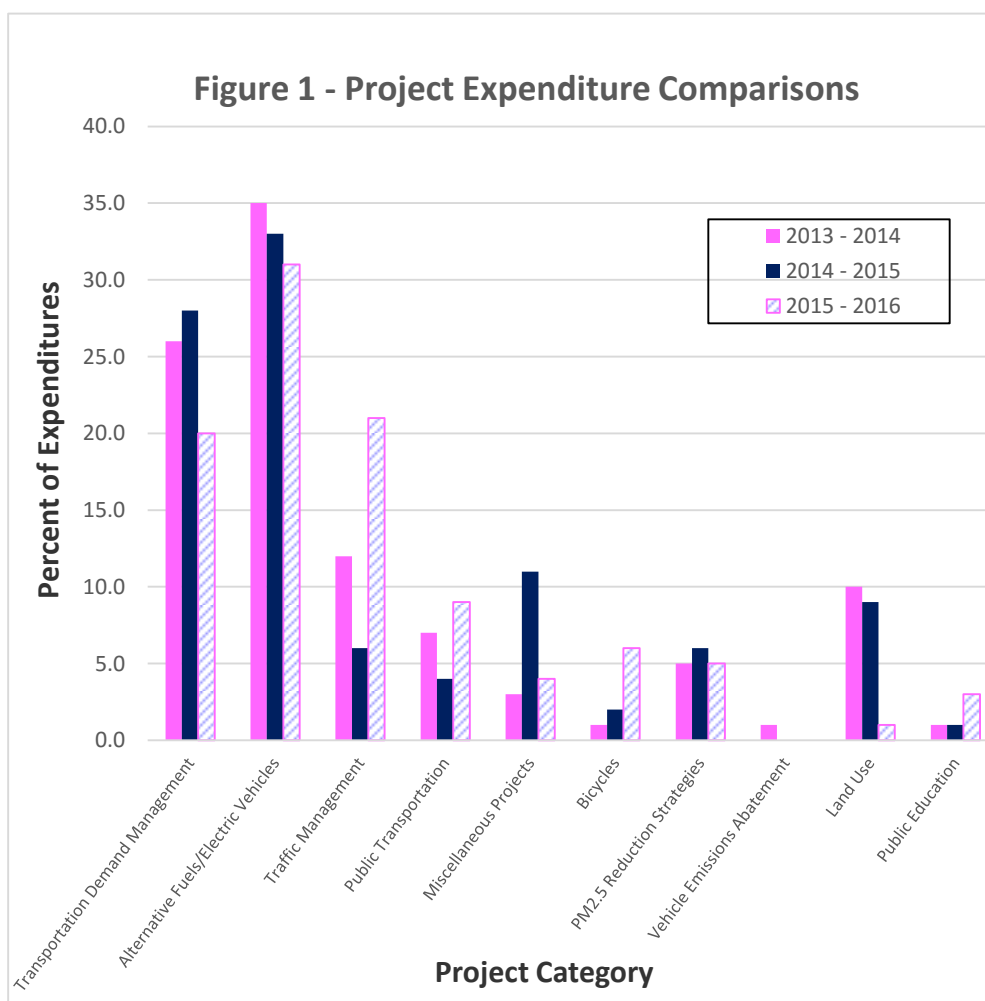
Table 10
Project Subcategories with Highest Funding Allocations

Project Category (# of Projects)	Project Subcategory (# of Projects)	Project Subcategory Expenditures	Percent of Project Category Expenditures*
Alternative Fuels/Electric Vehicles (108)	Alternative Fuel Vehicle Purchases (60)	\$4,312,486	73%
Transportation Demand Management (65)	Employer Based Trip Reduction (56)	\$3,216,377	83%
Traffic Management (56)	Traffic Flow or Signalization (44)	\$2,736,687	69%
PM Reduction Strategies (20)	Road Dust Control (20)	\$1,025,153	100%
Public Transportation (45)	Passenger Fare Subsidies (26)	\$944,483	55%
Misc. Projects (35)	Misc. Projects (35)	\$839,576	100%
Bicycles (34)	Bicycle Lanes & Trails (16)	\$489,691	44%
Public Education (15)	Short Term PE (promote transit, rideshare) (12)	\$487,548	97%
Land Use (16)	Plan Elements (10)	\$137,331	63%
Vehicle Emissions Abatement (1)	On-road CARB-verified Diesel Emission Control Systems (1)	\$9,653	100%

*Project Category Expenditures shown in Table 6.

Figure 1 depicts a comparison, by percentage, of the expenditures made in all project categories during FYs 2013-14, 2014-15 and 2015-16. During this reporting cycle, there was a significant increase in project spending in the Traffic Management, Public Transportation, Bicycles, and Public Education project categories.

Figure 1
Project Expenditure Comparisons



V. PROGRAM OUTREACH

The following information summarizes future program outreach goals to be accomplished by SCAQMD staff:

Local Government Leadership

- Provide written notification of fund balances and fund match/leverage opportunities to local government officials.
- Encourage local government policy makers to provide leadership and establish partnerships in the program decision-making process.
- Encourage cities to implement quantifiable, cost-effective mobile source emission reduction projects. Staff will accomplish this by seeking to meet with and maintain an open, ongoing dialogue

with city mayors, city managers, and other local government staff.

Councils of Government

- Coordinate with COG staff to ensure accurate program reporting on project activities funded with AB 2766 funds received from their member cities and counties. Emphasis will continue to be placed on the importance of ensuring that projects funded by COGs adhere to the AB 2766 guidelines and criteria established by CARB.
- Encourage local governments to provide feedback to SCAQMD and to their respective COGs on various AB 2766 program matters, including the annual reporting process, and subvention funds allocated towards COG sponsored projects.

Local Government Staff

- Develop new resources or enhance existing program tools that will assist local governments with identifying, monitoring and reporting eligible AB 2766 projects and programs, such as:
 - 1) Updating the Resource Guide
 - 2) Enhancing Access File Instructions
 - 3) Refining Marketing Materials (pamphlets, fact sheets, etc.)
- Encourage fund leveraging and pre-designation of funds for future quantifiable project implementation.
- Maintain an outreach presence through meetings with local governments' AB 2766 administrators as a means to:
 - 1) Provide technical guidance on program changes, modifications and/or enhancements;
 - 2) Provide information regarding legal constraints of AB 2766 spending;
 - 3) Provide technical hands-on assistance on calculating, tracking and reporting on projects that will yield quantifiable emission reductions;
 - 4) Provide a list of eligible, preferred projects;
 - 5) Explain and discuss the importance of pre-designating funds;
 - 6) Provide training on the automated reporting and submittal processes; and
 - 7) Respond to general questions about the AB 2766 Program.
- Encourage all AB 2766 administrators to attend the annual AB 2766 training sessions to learn about AB 2766 software submittal procedures, as well as updates, changes and/or modifications to the AB 2766 Program.

ATTACHMENT A
Eligible Cities and Counties (FY 2015-16)

Eligible Cities and Counties (FY 2015-16)

Los Angeles County	Los Angeles County (cont'd)	Orange County	Riverside County	San Bernardino County
Agoura Hills	La Verne	Aliso Viejo	Banning	Big Bear Lake
Alhambra	Lakewood	Anaheim	Beaumont	Chino
Arcadia	Long Beach	Brea	Calimesa	Chino Hills
Artesia	Lomita	Buena Park	Canyon Lake	Colton
Azusa	City of Los Angeles	Costa Mesa	Cathedral City	Fontana
Baldwin Park	Lynwood	Cypress	Coachella	Grand Terrace
Bell	Malibu	Dana Point	Corona	Highland
Bell Gardens	Manhattan Beach	Fountain Valley	Desert Hot Springs	Loma Linda
Bellflower	Maywood	Fullerton	Eastvale	Montclair
Beverly Hills	Monrovia	Garden Grove	Hemet	Ontario
Burbank	Montebello	Huntington Beach	Indian Wells	Rancho Cucamonga
Carson	Monterey Park	Irvine	Indio	Redlands
Calabasas	Norwalk	La Habra	Jurupa Valley	Rialto
Cerritos	Palos Verdes	La Palma	Lake Elsinore	San Bernardino
Claremont	Paramount	Laguna Beach	La Quinta	City of San Bernardino
Commerce	Pasadena	Laguna Hills	Menifee	Upland
Compton	Pico Rivera	Laguna Niguel	Moreno Valley	Yucaipa
Covina	Pomona	Laguna Woods	Murrieta	
Cudahy	Rancho Palos Verdes	Lake Forest	Norco	
Culver City	Redondo Beach	Los Alamitos	Palm Desert	
Diamond Bar	Rolling Hills Estates	Mission Viejo	Palm Springs	
Downey	Rosemead	Newport Beach	Perris	
Duarte	San Dimas	Orange	Rancho Mirage	
El Monte	San Fernando	County of Orange	Riverside	
El Segundo	San Gabriel	Placentia	County of Riverside	
Gardena	San Marino	Rancho Santa Margarita	San Jacinto	
Glendale	Santa Clarita	San Clemente	Temecula	
Glendora	Santa Monica	San Juan Capistrano	Wildomar	
Hawaiian Gardens	Santa Fe Springs	Santa Ana		
Hawthorne	Sierra Madre	Seal Beach		
Hermosa Beach	Signal Hill	Stanton		
Hidden Hills	South El Monte	Tustin		
Huntington Park	South Gate	Villa Park		
Inglewood	South Pasadena	Westminster		
Irwindale	Torrance	Yorba Linda		
La Canada Flintridge	Temple City			
La Habra Heights	Walnut			
La Mirada	West Covina			
La Puente	West Hollywood			
Los Angeles County	Westlake Village			
Lawndale	Whittier			
Total Eligible Governments = 162	Los Angeles = 82	Orange = 35	Riverside = 28	San Bernardino = 17

ATTACHMENT B

FY 2015-16 AB 2766 Subvention Fund Program Reports

South Coast Cities and Counties Financial Summary of Motor Vehicle Funds

Fiscal Year 2015 - 2016

								Funds	
County	Local Name	Beginning Balance	Motor Vehicle Fees Received	Interest	Revenue	Project Spending	Admin	Ending Balance	Pre-designated for Future Year
Los Angeles Co									
	Agoura Hills	\$1,501	\$26,324	\$0	\$27,825	\$0	\$1,200	\$26,625	\$26,000
	Alhambra	\$428,935	\$107,890	\$4,449	\$541,274	\$278,680	\$1,509	\$261,085	\$261,085
	Arcadia	\$149,090	\$70,394	\$1,937	\$221,421	\$15,305	\$0	\$206,116	\$200,000
	Artesia	\$21,619	\$21,332	\$286	\$43,236	\$3,259	\$0	\$39,977	\$30,000
	Azusa	\$124,432	\$62,837	\$1,060	\$188,329	\$40,926	\$2,970	\$144,433	\$80,920
	Baldwin Park	\$533,365	\$98,031	\$4,233	\$635,628	\$28,857	\$0	\$606,771	\$500,000
	Bell	\$42,823	\$45,926	\$104	\$88,853	\$4,000	\$2,296	\$82,557	\$50,000
	Bell Gardens	\$163,713	\$54,159	\$968	\$218,840	\$22,197	\$0	\$196,643	\$155,000
	Bellflower	\$299,738	\$99,380	\$2,259	\$401,377	\$192,558	\$0	\$208,819	\$208,819
	Beverly Hills	\$415,329	\$55,481	\$5,810	\$476,620	\$91,261	\$0	\$385,359	\$324,068
	Burbank	\$231,112	\$135,162	\$5,006	\$371,280	\$75,677	\$0	\$295,604	\$271,857
	Calabasas	\$83,577	\$22,429	\$859	\$106,865	\$22,127	\$0	\$84,738	\$83,577
	Carson	\$263,847	\$118,680	\$1,911	\$384,438	\$116,109	\$0	\$268,329	\$260,000
	Cerritos	\$391,233	\$63,147	\$3,829	\$458,209	\$32,512	\$3,157	\$422,540	\$422,540
	Claremont	\$187,650	\$46,092	\$98	\$233,840	\$127,560	\$0	\$106,280	\$103,000
	Commerce	\$0	\$16,504	\$38	\$16,542	\$16,504	\$0	\$38	\$0
	Compton	\$333,712	\$121,403	\$219	\$455,334	\$130,000	\$5,500	\$319,834	\$300,000
	County of LA	\$1,789,029	\$1,326,337	\$14,484	\$3,129,850	\$304,376	\$0	\$2,825,474	\$2,665,000
	Covina	\$53,134	\$61,614	\$237	\$114,985	\$3,561	\$2,270	\$109,154	\$109,153
	Cudahy	\$38,794	\$24,630	\$147	\$63,571	\$15,005	\$0	\$48,566	\$30,000
	Culver City	\$202,252	\$50,540	\$1,030	\$253,822	\$5,786	\$0	\$248,036	\$150,000
	Diamond Bar	\$207,205	\$72,066	\$2,460	\$281,731	\$13,747	\$0	\$267,984	\$219,705
	Downey	\$714,440	\$145,121	\$6,361	\$865,922	\$281,665	\$6,620	\$577,637	\$550,000
	Duarte	\$64,889	\$27,690	\$133	\$92,712	\$33,434	\$1,011	\$58,267	\$35,000
	El Monte	\$76,028	\$145,508	\$249	\$221,786	\$140,651	\$31	\$81,103	\$80,000
	El Segundo	\$40,654	\$21,524	\$295	\$62,473	\$26,524	\$0	\$35,949	\$21,524
	Gardena	\$158,030	\$76,838	\$1,251	\$236,119	\$657	\$3,500	\$231,962	\$95,000
	Glendale	\$402,586	\$251,779	\$4,869	\$659,234	\$207,423	\$0	\$451,811	\$15,000

County	Local Name								Funds
		Beginning Balance	Motor Vehicle Fees Received	Interest	Revenue	Project Spending	Admin	Ending Balance	Pre-designated for Future Year
	Glendora	\$247,427	\$81,756	\$1,925	\$331,108	\$277,982	\$3,086	\$50,040	\$40,000
	Hawaiian Gardens	\$143,154	\$18,396	\$426	\$161,976	\$13,085	\$0	\$148,891	\$30,000
	Hawthorne	\$206,875	\$111,684	\$209	\$318,768	\$101,990	\$840	\$215,938	\$215,938
	Hermosa Beach	\$36,416	\$25,056	\$618	\$62,090	\$2,130	\$0	\$59,960	\$59,960
	Hidden Hills	\$48,556	\$2,255	\$188	\$50,999	\$0	\$0	\$50,999	\$48,556
	Huntington Park	\$521,732	\$73,970	\$6,479	\$602,181	\$106,635	\$3,699	\$491,847	\$330,000
	Inglewood	\$514,484	\$141,124	\$2,542	\$658,150	\$458,804	\$0	\$199,346	\$40,000
	Irwindale	\$1,766	\$1,741	\$25	\$3,532	\$1,750	\$0	\$1,782	\$1,700
	La Canada Flintridge	\$243,005	\$26,101	\$3,758	\$272,864	\$48,290	\$0	\$224,574	\$36,300
	La Habra Heights	\$5,662	\$10,118	\$33	\$15,813	\$0	\$0	\$15,813	\$0
	La Mirada	\$342,613	\$62,960	\$2,915	\$408,487	\$0	\$0	\$408,487	\$180,000
	La Puente	\$102,996	\$51,708	\$1,177	\$155,881	\$0	\$0	\$155,881	\$55,000
	La Verne	\$407,296	\$41,963	\$4,842	\$454,101	\$12,982	\$0	\$441,119	\$81,261
	Lakewood	\$118,527	\$102,167	\$1,816	\$222,510	\$38,887	\$4,769	\$178,854	\$172,427
	Lawndale	\$32,528	\$42,423	\$321	\$75,272	\$0	\$0	\$75,272	\$0
	Lomita	\$61,902	\$26,281	\$152	\$88,335	\$19,947	\$1,295	\$67,092	\$67,092
	Long Beach	\$3,760,887	\$600,038	\$26,471	\$4,387,395	\$881,391	\$16,662	\$3,489,343	\$1,723,733
	Los Angeles (City)	\$686,600	\$5,041,668	\$41,061	\$5,769,329	\$4,879,400	\$61,855	\$828,074	\$273,808
	Lynwood	\$223,351	\$90,812	\$2,068	\$316,230	\$0	\$0	\$316,230	\$220,000
	Malibu	\$27,970	\$16,345	\$190	\$44,505	\$0	\$0	\$44,505	\$44,505
	Manhattan Beach	\$217,390	\$45,430	\$2,211	\$265,031	\$167,605	\$2,100	\$95,326	\$0
	Maywood	\$116,478	\$31,872	\$0	\$148,350	\$0	\$0	\$148,350	\$0
	Monrovia	\$338,969	\$47,524	\$404	\$386,897	\$12,165	\$0	\$374,732	\$75,000
	Montebello	\$433,796	\$81,540	\$1,878	\$517,214	\$27,624	\$4,077	\$485,513	\$200,000
	Monterey Park	\$241,128	\$77,817	\$1,707	\$320,652	\$86,235	\$0	\$234,417	\$200,000
	Norwalk	\$129,296	\$136,541	\$1,018	\$266,855	\$184,015	\$0	\$82,840	\$82,000
	Palos Verdes Estates	\$85,428	\$17,358	\$826	\$103,612	\$0	\$0	\$103,612	\$96,798
	Paramount	\$224,883	\$70,325	\$911	\$296,119	\$94,712	\$3,450	\$197,957	\$93,700
	Pasadena	\$100,605	\$180,299	\$1,166	\$282,070	\$183,158	\$0	\$98,912	\$99,802
	Pico Rivera	\$227,268	\$81,639	\$1,876	\$310,783	\$26,124	\$4,082	\$280,577	\$56,000
	Pomona	\$538,298	\$188,273	\$2,860	\$729,431	\$53,583	\$10,354	\$665,494	\$657,099

County	Local Name	Beginning Balance	Motor Vehicle Fees Received	Interest	Revenue	Project Spending	Admin	Funds	
								Ending Balance	Pre-designated for Future Year
	Rancho Palos Verdes	\$107,024	\$54,096	\$326	\$161,446	\$54,096	\$0	\$107,350	\$100,000
	Redondo Beach	\$114,712	\$86,625	\$1,557	\$202,894	\$39,652	\$3,744	\$159,498	\$114,712
	Rolling Hills Estates	\$46,971	\$10,341	\$189	\$57,501	\$0	\$0	\$57,501	\$57,501
	Rosemead	\$217,010	\$69,557	\$3,340	\$289,907	\$146,140	\$0	\$143,767	\$143,767
	San Dimas	\$125,600	\$44,093	\$573	\$170,266	\$3,570	\$2,178	\$164,518	\$100,000
	San Fernando	\$195,921	\$31,154	\$315	\$227,390	\$0	\$0	\$227,390	\$143,000
	San Gabriel	\$59,631	\$51,488	\$555	\$111,674	\$11,639	\$0	\$100,035	\$100,035
	San Marino	\$18,512	\$21,299	\$108	\$39,918	\$0	\$0	\$39,918	\$39,918
	Santa Clarita	\$512,186	\$272,762	\$10,193	\$795,141	\$71,544	\$6,267	\$717,330	\$717,331
	Santa Fe Springs	\$62,319	\$22,323	\$301	\$84,943	\$2,062	\$0	\$82,881	\$82,881
	Santa Monica	\$618,130	\$118,852	\$8,315	\$745,298	\$55,324	\$5,759	\$684,215	\$630,959
	Sierra Madre	\$116,440	\$13,414	\$237	\$130,091	\$0	\$0	\$130,091	\$85,000
	Signal Hill	\$122,977	\$10,855	\$756	\$134,588	\$0	\$0	\$134,588	\$123,000
	South El Monte	\$77,631	\$26,418	\$197	\$104,247	\$7,714	\$0	\$96,533	\$60,000
	South Gate	\$252,460	\$118,700	\$400	\$371,560	\$25,069	\$5,142	\$341,349	\$222,424
	South Pasadena	\$114,253	\$33,213	\$1,556	\$149,022	\$0	\$0	\$149,022	\$50,000
	Temple City	\$160,523	\$46,083	\$119	\$206,725	\$37,301	\$0	\$169,424	\$40,000
	Torrance	\$223,959	\$187,539	\$2,224	\$413,722	\$146,821	\$0	\$266,901	\$223,959
	Walnut	\$60,540	\$38,519	\$163	\$99,222	\$69,626	\$0	\$29,596	\$29,596
	West Covina	\$138,114	\$511,853	\$3,245	\$653,213	\$42,987	\$1,741	\$608,485	\$254,199
	West Hollywood	\$155,707	\$45,509	\$980	\$202,196	\$73,705	\$0	\$128,491	\$100,000
	Westlake Village	\$64,990	\$10,596	\$251	\$75,837	\$0	\$0	\$75,837	\$70,542
	Whittier	\$575,109	\$110,448	\$4,646	\$690,203	\$28,495	\$4,655	\$657,053	\$657,053
	County Total:	\$21,946,723	\$12,831,738	\$217,199	\$34,995,661	\$10,724,600	\$175,819	\$24,095,242	\$16,573,804

		Funds							
County	Local Name	Beginning Balance	Motor Vehicle Fees Received	Interest	Revenue	Project Spending	Admin	Ending Balance	Pre-designated for Future Year
Orange Co.									
	Aliso Viejo	\$776,739	\$63,830	\$4,683	\$845,252	\$0	\$0	\$845,252	\$375,000
	Anaheim	\$165,223	\$445,763	\$560	\$611,546	\$473,143	\$3,054	\$135,349	\$100,000
	Brea	\$158,881	\$55,069	\$3,866	\$217,816	\$0	\$0	\$217,816	\$158,881
	Buena Park	\$354,510	\$103,986	\$2,285	\$460,781	\$71,421	\$0	\$389,360	\$365,830
	Costa Mesa	\$377,407	\$144,554	\$3,829	\$525,790	\$374,404	\$0	\$151,386	\$151,386
	County of Orange	\$746,166	\$193,524	\$12,622	\$952,312	\$112,413	\$9,542	\$830,357	\$460,000
	Cypress	\$391,892	\$62,530	\$0	\$454,422	\$0	\$0	\$454,422	\$200,336
	Dana Point	\$313,761	\$43,449	\$2,143	\$359,353	\$0	\$0	\$359,353	\$344,818
	Fountain Valley	\$381,557	\$72,515	\$348	\$454,420	\$0	\$744	\$453,676	\$92,000
	Fullerton	\$430,008	\$179,703	\$3,657	\$613,368	\$250,430	\$3,576	\$359,362	\$359,359
	Garden Grove	\$429,371	\$222,681	\$1,488	\$653,540	\$157,771	\$11,042	\$484,727	\$429,371
	Huntington Beach	\$847,240	\$252,769	\$6,221	\$1,106,230	\$303,429	\$0	\$802,801	\$702,000
	Irvine	\$980,064	\$319,016	\$11,375	\$1,310,455	\$417,721	\$7,410	\$885,324	\$885,324
	La Habra	\$55,331	\$78,960	\$498	\$134,789	\$78,960	\$0	\$55,829	\$55,000
	La Palma	\$71,589	\$20,206	\$1,094	\$92,888	\$0	\$0	\$92,888	\$60,000
	Laguna Beach	\$1,764	\$29,661	\$0	\$31,425	\$23,121	\$0	\$8,304	\$8,000
	Laguna Hills	\$30,889	\$39,354	\$199	\$70,442	\$0	\$0	\$70,442	\$70,442
	Laguna Niguel	\$340,257	\$82,473	\$4,547	\$427,277	\$26,677	\$0	\$400,600	\$400,600
	Laguna Woods	\$93,051	\$21,081	\$392	\$114,524	\$0	\$0	\$114,524	\$114,524
	Lake Forest	\$648,073	\$101,882	\$3,541	\$753,496	\$299,266	\$0	\$454,230	\$237,000
	Los Alamitos	\$39,737	\$14,872	\$317	\$54,926	\$4,000	\$0	\$50,926	\$50,926
	Mission Viejo	\$266,039	\$121,113	\$712	\$387,864	\$112,075	\$4,867	\$270,922	\$270,000
	Newport Beach	\$872,406	\$107,596	\$12,983	\$992,985	\$6,576	\$0	\$986,409	\$676,000
	Orange (City)	\$120,235	\$178,495	\$888	\$299,618	\$125,424	\$8,924	\$165,270	\$14,664
	Placentia	\$283,104	\$185,317	\$802	\$469,223	\$265,277	\$0	\$203,946	\$203,946
	Rancho Santa Margarita	\$165,984	\$62,455	\$882	\$229,321	\$96,819	\$0	\$132,502	\$132,502
	San Clemente	\$514,534	\$83,190	\$4,904	\$602,628	\$153,492	\$0	\$449,136	\$440,635
	San Juan Capistrano	\$454,734	\$46,016	\$4,943	\$505,694	\$76,331	\$0	\$429,363	\$348,645
	Santa Ana	\$901,328	\$310,454	\$7,065	\$1,218,847	\$179,520	\$1,745	\$1,037,582	\$900,000
	Seal Beach	\$21	\$31,315	\$6	\$31,342	\$31,315	\$0	\$27	\$0

County	Local Name								Funds
		Beginning Balance	Motor Vehicle Fees Received	Interest	Revenue	Project Spending	Admin	Ending Balance	Pre-designated for Future Year
	Stanton	\$151,483	\$49,834	\$806	\$202,123	\$33,900	\$2,100	\$166,123	\$50,000
	Tustin	\$193,069	\$101,285	\$3,336	\$297,689	\$0	\$153	\$297,537	\$297,537
	Villa Park	\$26,978	\$7,351	\$133	\$34,462	\$0	\$368	\$34,094	\$34,329
	Westminster	\$414,671	\$117,353	\$4,377	\$536,401	\$39,991	\$5,868	\$490,542	\$480,057
	Yorba Linda	\$891,139	\$86,145	\$5,815	\$983,099	\$59,633	\$0	\$923,466	\$106,268
	County Total:	\$12,889,235	\$4,035,796	\$111,316	\$17,036,348	\$3,773,108	\$59,392	\$13,203,848	\$9,575,380
Riverside Co.									
	Banning	\$276,749	\$38,491	\$717	\$315,957	\$270,618	\$0	\$45,339	\$40,000
	Beaumont	\$175,856	\$52,525	\$313	\$228,694	\$0	\$0	\$228,694	\$175,856
	Calimesa	\$42,689	\$9,220	\$164	\$52,073	\$3,000	\$500	\$48,573	\$48,518
	Canyon Lake	\$85,781	\$13,754	\$1,109	\$100,644	\$0	\$0	\$100,644	\$100,644
	Cathedral City	\$40,153	\$67,070	\$3,179	\$110,402	\$45,063	\$0	\$65,339	\$65,000
	Coachella	\$40,443	\$40,594	(\$171)	\$80,865	\$54,763	\$0	\$26,102	\$26,000
	Corona	\$567,130	\$204,001	\$4,860	\$775,990	\$16,629	\$1,029	\$758,332	\$300,000
	County of Riverside	\$112,090	\$467,309	\$451	\$579,850	\$467,160	\$23,084	\$89,606	\$80,000
	Desert Hot Springs	\$22,558	\$35,510	\$7	\$58,075	\$37,602	\$0	\$20,473	\$20,473
	Eastvale	\$132,594	\$76,895	\$424	\$209,913	\$65,279	\$0	\$144,634	\$50,000
	Hemet	\$295,247	\$76,299	\$3,423	\$374,970	\$19,574	\$0	\$355,396	\$300,000
	Indian Wells	\$2,888	\$6,282	\$52	\$9,222	\$3,707	\$0	\$5,515	\$5,000
	Indio	\$246,852	\$106,946	\$810	\$354,608	\$233,821	\$0	\$120,787	\$60,000
	Jurupa Valley	\$404,104	\$155,822	\$115	\$560,041	\$504,490	\$1,862	\$53,689	\$46,130
	La Quinta	\$152,658	\$50,239	\$1,711	\$204,608	\$30,143	\$0	\$174,465	\$152,658
	Lake Elsinore	\$171,704	\$74,306	\$4,236	\$250,246	\$6,000	\$3,715	\$240,531	\$240,531
	Menifee	\$0	\$106,695	\$1,175	\$107,870	\$60,605	\$3,893	\$43,372	\$43,372
	Moreno Valley	\$148,776	\$250,806	\$620	\$400,202	\$253,244	\$0	\$146,958	\$100,000
	Murrieta	\$390,324	\$134,685	\$3,586	\$528,595	\$88,017	\$346	\$440,232	\$250,000
	Norco	\$95,442	\$32,852	\$371	\$128,665	\$0	\$1,500	\$127,165	\$92,000
	Palm Desert	\$76,291	\$90,786	\$547	\$167,624	\$63,684	\$0	\$103,940	\$103,940
	Palm Springs	\$5,754	\$56,600	\$502	\$62,856	\$42,700	\$2,750	\$17,406	\$10,000

County	Local Name	Beginning Balance	Motor Vehicle Fees Received	Interest	Revenue	Project Spending	Admin	Funds	
								Ending Balance	Pre-designated for Future Year
	Perris	\$202,409	\$92,757	\$2,758	\$297,924	\$0	\$114	\$297,810	\$297,810
	Rancho Mirage	\$44,607	\$22,457	\$421	\$67,485	\$13,474	\$0	\$54,011	\$54,011
	Riverside (City)	\$729,233	\$400,233	\$2,167	\$1,131,634	\$248,944	\$20,802	\$861,887	\$468,553
	San Jacinto	\$186,761	\$58,340	\$530	\$245,631	\$0	\$2,797	\$242,834	\$110,000
	Temecula	\$566,902	\$136,553	\$4,343	\$707,798	\$450,630	\$0	\$257,168	\$257,000
	Wildomar	\$126,635	\$36,406	\$0	\$163,041	\$116,050	\$1,820	\$45,171	\$45,171
	County Total:	\$5,342,630	\$2,894,434	\$38,420	\$8,275,483	\$3,095,197	\$64,212	\$5,116,074	\$3,542,667
San Bernardino Co.									
	Big Bear Lake	\$43,018	\$4,678	\$167	\$47,863	\$0	\$0	\$47,863	\$47,863
	Chino	\$418,327	\$107,482	\$3,658	\$529,467	\$140,994	\$0	\$388,473	\$0
	Chino Hills	\$276,989	\$98,730	\$5,745	\$381,465	\$62,719	\$651	\$318,094	\$187,000
	Colton	\$185,667	\$67,881	\$1,976	\$255,524	\$52,816	\$0	\$202,708	\$52,816
	County of San Bernardino	\$150,478	\$291,663	\$3,021	\$445,162	\$210,862	\$14,583	\$219,716	\$219,716
	Fontana	\$923,488	\$260,315	\$13,524	\$1,197,327	\$309,313	\$1,400	\$886,614	\$873,783
	Grand Terrace	\$49,660	\$63,405	\$106	\$113,171	\$833	\$0	\$112,338	\$0
	Highland	\$521,411	\$84,707	\$1,677	\$607,795	\$27,435	\$3,630	\$576,730	\$343,000
	Loma Linda	\$86,457	\$30,129	\$309	\$116,895	\$51,934	\$1,507	\$63,454	\$29,300
	Montclair	\$155,807	\$48,864	\$798	\$205,469	\$23,343	\$0	\$182,126	\$182,126
	Ontario	\$1,035,678	\$215,040	\$12,732	\$1,263,449	\$88,948	\$10,752	\$1,163,750	\$1,035,678
	Rancho Cucamonga	\$533,914	\$448,461	\$11,384	\$993,759	\$112,405	\$2,239	\$879,115	\$355,260
	Redlands	\$375,642	\$89,559	\$6,695	\$471,896	\$0	\$0	\$471,896	\$212,116
	Rialto	\$258,788	\$90,549	\$2,406	\$351,743	\$90,549	\$4,527	\$256,667	\$256,667
	San Bernardino (City)	\$218,121	\$271,863	\$13,038	\$503,022	\$113,361	\$0	\$389,661	\$268,000
	Upland	\$85,902	\$96,425	\$383	\$182,710	\$47,366	\$4,821	\$130,523	\$96,425
	Yucaipa	\$285,171	\$67,318	\$1,063	\$353,552	\$237,419	\$0	\$116,133	\$116,000
	County Total:	\$5,604,517	\$2,337,069	\$78,682	\$8,020,268	\$1,570,296	\$44,110	\$6,405,862	\$4,275,750
	GRAND	\$45,783,106	\$22,099,037	\$445,617	\$68,327,760	\$19,163,200	\$343,534	\$48,821,026	\$33,967,602

Number of Local Governments: 162

Local Government Administrative Costs

Fiscal Year 2015 - 2016

Local Government	Administrative Costs	Motor Vehicle Revenues	Admin Costs as % of Revenues
Agoura Hills	\$1,200	\$26,324	5%
Alhambra	\$1,509	\$107,890	1%
Aliso Viejo	\$0	\$63,830	0%
Anaheim	\$3,054	\$445,763	1%
Arcadia	\$0	\$70,394	0%
Artesia	\$0	\$21,332	0%
Azusa	\$2,970	\$62,837	5%
Baldwin Park	\$0	\$98,031	0%
Banning	\$0	\$38,491	0%
Beaumont	\$0	\$52,525	0%
Bell	\$2,296	\$45,926	5%
Bell Gardens	\$0	\$54,159	0%
Bellflower	\$0	\$99,380	0%
Beverly Hills	\$0	\$55,481	0%
Big Bear Lake	\$0	\$4,678	0%
Brea	\$0	\$55,069	0%
Buena Park	\$0	\$103,986	0%
Burbank	\$0	\$135,162	0%
Calabasas	\$0	\$22,429	0%
Calimesa	\$500	\$9,220	5%
Canyon Lake	\$0	\$13,754	0%
Carson	\$0	\$118,680	0%
Cathedral City	\$0	\$67,070	0%
Cerritos	\$3,157	\$63,147	5%
Chino	\$0	\$107,482	0%
Chino Hills	\$651	\$98,730	1%
Claremont	\$0	\$46,092	0%
Coachella	\$0	\$40,594	0%
Colton	\$0	\$67,881	0%
Commerce	\$0	\$16,504	0%
Compton	\$5,500	\$121,403	5%
Corona	\$1,029	\$204,001	1%
Costa Mesa	\$0	\$144,554	0%
County of LA	\$0	\$1,326,337	0%
County of Orange	\$9,542	\$193,524	5%
County of Riverside	\$23,084	\$467,309	5%
County of San Bernardino	\$14,583	\$291,663	5%
Covina	\$2,270	\$61,614	4%
Cudahy	\$0	\$24,630	0%
Culver City	\$0	\$50,540	0%
Cypress	\$0	\$62,530	0%
Dana Point	\$0	\$43,449	0%
Desert Hot Springs	\$0	\$35,510	0%
Diamond Bar	\$0	\$72,066	0%
Downey	\$6,620	\$145,121	5%
Duarte	\$1,011	\$27,690	4%
Eastvale	\$0	\$76,895	0%
El Monte	\$31	\$145,508	0%
El Segundo	\$0	\$21,524	0%
Fontana	\$1,400	\$260,315	1%
Fountain Valley	\$744	\$72,515	1%
Fullerton	\$3,576	\$179,703	2%
Garden Grove	\$11,042	\$222,681	5%

Local Government	Administrative Costs	Motor Vehicle Revenues	Admin Costs as % of Revenues
Gardena	\$3,500	\$76,838	5%
Glendale	\$0	\$251,779	0%
Glendora	\$3,086	\$81,756	4%
Grand Terrace	\$0	\$63,405	0%
Hawaiian Gardens	\$0	\$18,396	0%
Hawthorne	\$840	\$111,684	1%
Hemet	\$0	\$76,299	0%
Hermosa Beach	\$0	\$25,056	0%
Hidden Hills	\$0	\$2,255	0%
Highland	\$3,630	\$84,707	4%
Huntington Beach	\$0	\$252,769	0%
Huntington Park	\$3,699	\$73,970	5%
Indian Wells	\$0	\$6,282	0%
Indio	\$0	\$106,946	0%
Inglewood	\$0	\$141,124	0%
Irvine	\$7,410	\$319,016	2%
Irwindale	\$0	\$1,741	0%
Jurupa Valley	\$1,862	\$155,822	1%
La Canada Flintridge	\$0	\$26,101	0%
La Habra	\$0	\$78,960	0%
La Habra Heights	\$0	\$10,118	0%
La Mirada	\$0	\$62,960	0%
La Palma	\$0	\$20,206	0%
La Puente	\$0	\$51,708	0%
La Quinta	\$0	\$50,239	0%
La Verne	\$0	\$41,963	0%
Laguna Beach	\$0	\$29,661	0%
Laguna Hills	\$0	\$39,354	0%
Laguna Niguel	\$0	\$82,473	0%
Laguna Woods	\$0	\$21,081	0%
Lake Elsinore	\$3,715	\$74,306	5%
Lake Forest	\$0	\$101,882	0%
Lakewood	\$4,769	\$102,167	5%
Lawndale	\$0	\$42,423	0%
Loma Linda	\$1,507	\$30,129	5%
Lomita	\$1,295	\$26,281	5%
Long Beach	\$16,662	\$600,038	3%
Los Alamitos	\$0	\$14,872	0%
Los Angeles (City)	\$61,855	\$5,041,668	1%
Lynwood	\$0	\$90,812	0%
Malibu	\$0	\$16,345	0%
Manhattan Beach	\$2,100	\$45,430	5%
Maywood	\$0	\$31,872	0%
Menifee	\$3,893	\$106,695	4%
Mission Viejo	\$4,867	\$121,113	4%
Monrovia	\$0	\$47,524	0%
Montclair	\$0	\$48,864	0%
Montebello	\$4,077	\$81,540	5%
Monterey Park	\$0	\$77,817	0%
Moreno Valley	\$0	\$250,806	0%
Murrieta	\$346	\$134,685	0%
Newport Beach	\$0	\$107,596	0%
Norco	\$1,500	\$32,852	5%
Norwalk	\$0	\$136,541	0%
Ontario	\$10,752	\$215,040	5%
Orange (City)	\$8,924	\$178,495	5%
Palm Desert	\$0	\$90,786	0%

Local Government	Administrative Costs	Motor Vehicle Revenues	Admin Costs as % of Revenues
Palm Springs	\$2,750	\$56,600	5%
Palos Verdes Estates	\$0	\$17,358	0%
Paramount	\$3,450	\$70,325	5%
Pasadena	\$0	\$180,299	0%
Perris	\$114	\$92,757	0%
Pico Rivera	\$4,082	\$81,639	5%
Placentia	\$0	\$185,317	0%
Pomona	\$10,354	\$188,273	5%
Rancho Cucamonga	\$2,239	\$448,461	0%
Rancho Mirage	\$0	\$22,457	0%
Rancho Palos Verdes	\$0	\$54,096	0%
Rancho Santa Margarita	\$0	\$62,455	0%
Redlands	\$0	\$89,559	0%
Redondo Beach	\$3,744	\$86,625	4%
Rialto	\$4,527	\$90,549	5%
Riverside (City)	\$20,802	\$400,233	5%
Rolling Hills Estates	\$0	\$10,341	0%
Rosemead	\$0	\$69,557	0%
San Bernardino (City)	\$0	\$271,863	0%
San Clemente	\$0	\$83,190	0%
San Dimas	\$2,178	\$44,093	5%
San Fernando	\$0	\$31,154	0%
San Gabriel	\$0	\$51,488	0%
San Jacinto	\$2,797	\$58,340	5%
San Juan Capistrano	\$0	\$46,016	0%
San Marino	\$0	\$21,299	0%
Santa Ana	\$1,745	\$310,454	1%
Santa Clarita	\$6,267	\$272,762	2%
Santa Fe Springs	\$0	\$22,323	0%
Santa Monica	\$5,759	\$118,852	5%
Seal Beach	\$0	\$31,315	0%
Sierra Madre	\$0	\$13,414	0%
Signal Hill	\$0	\$10,855	0%
South El Monte	\$0	\$26,418	0%
South Gate	\$5,142	\$118,700	4%
South Pasadena	\$0	\$33,213	0%
Stanton	\$2,100	\$49,834	4%
Temecula	\$0	\$136,553	0%
Temple City	\$0	\$46,083	0%
Torrance	\$0	\$187,539	0%
Tustin	\$153	\$101,285	0%
Upland	\$4,821	\$96,425	5%
Villa Park	\$368	\$7,351	5%
Walnut	\$0	\$38,519	0%
West Covina	\$1,741	\$511,853	0%
West Hollywood	\$0	\$45,509	0%
Westlake Village	\$0	\$10,596	0%
Westminster	\$5,868	\$117,353	5%
Whittier	\$4,655	\$110,448	4%
Wildomar	\$1,820	\$36,406	5%
Yorba Linda	\$0	\$86,145	0%
Yucaipa	\$0	\$67,318	0%

Local Government Projects Funded by Category

Fiscal Year 2015 - 2016

Project Category	Project Subcategory	Project Name	Motor Vehicle Expenditures
(1) Alternative Fuels/Electric Vehicles			
(1a) Alternative Fuel Vehicle Purchases			
Alhambra		Purchase of 4 CNG Honda Civic	\$112,000
Alhambra		Purchase of 1 Ford Fusion Energi Hybrid	\$40,654
Alhambra		Purchase of 1 Hyundai Sonata Plug-In Hybrid	\$36,952
Alhambra		Purchase 1 Toyota Rav4 Hybrid	\$35,557
Alhambra		Purchase of 1 CNG Ford Crown Victoria	\$33,500
Azusa		Propane Fuel Street Sweeper Lease Payments (2)	\$17,526
Baldwin Park		Alternative Fuel Vehicle Purchase (Prius)	\$25,579
Banning		Purchased one (1) brand new CNG Street Sweeper	\$270,618
Bellflower		One Brand New Ford F-550 XL CNG Pickup Truck	\$144,970
Bellflower		One Brand New Ford F-250 CNG Pickup Truck	\$47,588
Buena Park		Honda CNG Sedans - 2	\$58,226
Calabasas		Continued lease of 7 vehicles	\$21,350
Calabasas		Lease of (1) 2016 Toyota Prius	\$777
Chino		Purchase of Freightliner Vactor	\$69,184
Chino		Purchase of Freightliner	\$65,338
Claremont		Purchase of 3 CNG Trash Trucks	\$122,531
Colton		Lease of a CNG Street Sweeper	\$52,816
Cudahy		Hybrid Vehicle Lease	\$15,005
Downey		Purchase of (3) Hybrid Vehicles	\$123,520
Duarte		Alt Fuel Vehicle Purchase	\$32,499
El Segundo		Public Works Pool Vehicle Replacement	\$26,524
Fontana		AFV Rebate Program	\$1,500
Fullerton		Purchase of CNG Street Sweeper	\$30,000
Fullerton		Alt-fuel Fords (purchase) - SULEV	\$25,865
Fullerton		Lease of 3 CNG vehicles	\$18,273
Garden Grove		Clean Vehicle Rebate program	\$17,500
Glendora		Purchased (2) CNG Shuttles	\$264,971
Hemet		Purchased Vactor Jetter CNG Truck	\$19,574
Huntington Beach		Purchase CNG Truck	\$74,614
Huntington Park		Lease of Toyota Highlander Hybrid	\$22,268
Indio		Alternative Vehicle Vactor Truck	\$160,000
Inglewood		Purchase of 17 Vehicles	\$458,804
Jurupa Valley		Purchase of 8 CNG Light Duty Trucks SULEV for City Fleet	\$285,381
Jurupa Valley		Purchase of 6 Hybrid AT-PZEV Vehicles for City Fleet	\$156,292
La Canada Flintridge		Purchase one Hybrid Chevy Volt	\$36,209
Lakewood		Purchase New Honda Civic CNG Vehicle (1 Replacement)	\$28,887
Loma Linda		Fuel efficient carpool vehicle	\$25,539
Lomita		Leasing alternative fuel street sweepers	\$15,000
Long Beach		Purchase of Plug-In Hybrid (2)	\$38,193
Los Angeles (City)		#7 Alt Fuel Purch-16 CNG Solid Waste Collection Vehicles	\$355,892
Los Angeles (City)		#6 Alt Fuel Veh Purch-3 CNG Sewer Cleaner Cab Trucks	\$125,000
Los Angeles (City)		#4 Alt Fuel Veh Purch-Three CNG Thermoplastic Trucks	\$75,000
Los Angeles (City)		#5 Alt Fuel Veh Purch-Three 2015 CNG Broom Bear Sweepers	\$75,000
Los Angeles (City)		#1 Purchase-Two (2) CNG Traffic Paint Striper Trucks	\$50,000
Los Angeles (City)		#2 Alt Fuel Veh Purch-One CNG 4X4 Lube and Fuel Truck	\$25,000
Los Angeles (City)		#3 Alt Fuel Veh Purch-One 2016 CNG 4X4 Lube and Fuel Truck	\$25,000
Manhattan Beach		CNG Bus Purchase	\$128,499
Menifee		Hybrid Vehicle Purchase	\$49,319
Norwalk		Purchase of Two CNG Vehicles	\$67,866

Project Category	Project Subcategory	Project Name	Motor Vehicle Expenditures
Paramount		Purchase of (2) Hybrid Vehicles	\$94,712
Pico Rivera		Lease payments of (6) Hybrid Vehicles (2014 Toyota Prius C)	\$15,524
Santa Monica		Hydrogen Powered Vehicle Lease	\$3,298
South El Monte		Hybrid (1) Vehicle Lease	\$809
South Gate		Alternative Fuel Vehicle Lease	\$22,583
Stanton		Purchased (1) RAV4 Hybrid Code Enforcement Vehicle	\$32,490
Temple City		Lease of 7 Hybrid Vehicles	\$37,301
Upland		Vehicle Purchase	\$31,578
Walnut		Purchase of Hybrid Vehicle	\$10,000
West Covina		West Covina PD - Parking Enforcement Vehicle	\$30,400
Yorba Linda		Fleet Vehicle Replacement Program	\$25,633
Subcategory Total			\$4,312,486
(1b) Alternative Fuel Vehicle Conversions			
Irvine		CNG Sweeper Conversion	\$65,250
Irvine		CNG Vehicles Conversion	\$46,468
Irvine		CNG Vehicles Conversion	\$35,000
Irvine		CNG Patcher Conversion	\$35,000
Long Beach		Purchase/Conversion of Medium-duty Truck	\$10,400
Rosemead		Convert 5 Transit buses from Gas to Propane	\$130,140
Subcategory Total			\$322,258
(1c) Alternative Fuel Infrastructure (refueling, etc.)			
El Monte		Fuel Cost for Alternative Fuel Vehicle	\$595
Fullerton		CNG Station Upgrades	\$95,330
Jurupa Valley		Fuel Costs for (8) 2016 CNG Ford F150 Trucks	\$5,697
Los Angeles (City)		BOE Alt Fuel Infrastructure Eng Design & Tech Support	\$171,814
Menifee		Fuel Purchases for 12 alternative fuel vehicles	\$11,285
Monterey Park		CNG Upgraded Station	\$70,552
Ontario		Compressed Natural Gas - Slow Fill Posts	\$51,342
Rancho Cucamonga		CNG Fuel Station Expansion	\$88,328
West Covina		CNG Fuel Station	\$5,448
Subcategory Total			\$500,392
(1d) Electric Vehicle Purchases			
Coachella		Electric Car Purchase (1)	\$21,392
County of Orange		Electric Forklift Replacement Program, Purchase-1 Unit	\$39,509
County of Orange		Electric Forklift Replacement Program, Purchase-1 Unit	\$32,300
Eastvale		Purchase City Electrical Vehicle	\$33,248
Fullerton		Alt-fuel Fords (purchase) - ZEV	\$40,758
Huntington Park		Purchase of Gator Electric Vehicle	\$11,140
Huntington Park		Lease of (1) Electric Vehicle	\$4,902
Lomita		Lease of (1) Electric Vehicle to replace gas vehicle	\$1,946
Long Beach		Purchase of light duty electric vehicles (4)	\$110,567
Murrieta		Purchase of Two (2) Chevy Volt fleet vehicles	\$69,220
Placentia		Purchase of 10 Chevy Spark electric vehicles	\$53,507
Riverside (City)		Electric Vehicle Rebate Program	\$7,500
San Gabriel		Gator Electric Utility Vehicle	\$11,639
Santa Ana		Electric Vehicle Lease (2)	\$12,097
Santa Monica		Electric Vehicle Purchases	\$32,850
Subcategory Total			\$482,574

Project Category	Project Subcategory	Project Name	Motor Vehicle Expenditures
(1f) Electric Veh Infrastructure			
Chino Hills		Electric Vehicle Charging Stations	\$24,919
Claremont		Electrical Vehicle Charging Station Enhancements	\$2,258
County of Orange		EV Charging Station Purchase-9 units	\$5,604
Downey		EV Charging Stations	\$16,951
Hawaiian Gardens		Electric Charging Stations	\$13,085
La Canada Flintridge		EV Charging Station Install	\$12,081
Long Beach		Electric Vehicle Charging Stations	\$8,480
Los Angeles (City)		EV Charging Stations	\$27,400
Manhattan Beach		EV Charging Stations	\$28,786
Murrieta		Purchase and install of electric vehicle charging station	\$18,797
Ontario		Electric Vehicle Charging Station	\$8,000
Orange (City)		Electric Car Charging Stations	\$248
Palm Desert		Electric Vehicle DC Fast Charger Project	\$19,405
Palm Desert		ChargePoint Network Service	\$3,977
Placentia		Electric Vehicle Charging Stations	\$37,310
Rosemead		Charging Station Installation	\$16,000
San Dimas		Charging Station Fuel Usage	\$3,570
Santa Monica		Electric Vehicle Infrastructure Purchase	\$9,176
Subcategory Total			\$256,046
Category Total			\$5,873,757
(2) Vehicle Emissions Abatement			
(2d) On-road CARB-verified Diesel Emission Control Systems--VDECS			
Indio		Diesel Emission Control Device	\$9,653
Subcategory Total			\$9,653
Category Total			\$9,653
(3) Land Use			
(3a) Plan Elements			
Bell Gardens		Gateway Cities COG Strategic Transp Plan Development	\$12,000
Bell Gardens		Gateway Cities COG - I-710 Major Corridor Study	\$10,000
Lakewood		Dev. Gateway COG Strategic Transportation Plan	\$10,000
Long Beach		Develop Gateway COG Transportation Plan	\$19,500
Mission Viejo		City of Mission Viejo Air Quality Planning: FY 15-16	\$42,532
Pico Rivera		Gateway Cities COG - Develop Strategic Transportation Plan	\$10,600
Santa Ana		General Plan Land Use Designations	\$13,788
Santa Ana		General Plan Circulation Element	\$2,945
Santa Ana		Downtown Complete Streets Plan	\$469
Whittier		Dev. Gateway Cities COG Strategic Transportation Plan	\$15,497
Subcategory Total			\$137,331
(3c) Facilities (Pedestrian, mixed use, etc.)			
Buena Park		SCE Corridor Trail - Pedestrian Path and Bikeway	\$13,195
Fontana		San Sevaïne Pedestrian/Bicycle Trail Design Work	\$6,255
Fontana		Pedestrian Sidewalk Improvements @ Marygold/Lombardy	\$888
Santa Clarita		Vista Cyn Regional Transit Center	\$31,993
Subcategory Total			\$52,332
(3d) Land Use Research			
Fontana		Malaga Pedestrian Bridge Study	\$26,000
Santa Ana		OCTA Harbor Fixed Guideway Feasibility Study	\$848
Subcategory Total			\$26,848
Category Total			\$216,511

Project Category	Project Subcategory	Project Name	Motor Vehicle Expenditures
(4) Public Transportation (Transit & Rail)			
	(4a) Public Transportation Facilities (multi-modal, shelters)		
Cerritos	Architectural Design Services for Fixed-Route Bus Stops		\$850
Chino Hills	Bus Shelter		\$37,800
Fontana	Bus Stop and Pedestrian Sidewalk Improvements		\$130,491
Fontana	Juniper @ Metrolink Crossing		\$22,365
Fontana	Sierra @ Metrolink Crossing		\$21,291
Irvine	Security Service at Irvine Station		\$164,424
Irvine	Purchase of Two Benches near UCI Stop		\$2,784
	Subcategory Total		\$380,005
	(4c) Transit Operations (new service, shuttles, fuel subsidies)		
Anaheim	ART Shuttle - Route 17		\$47,272
Carson	Public Transportation Services with two (2) new CNG Buses		\$97,169
Duarte	Senior Shuttle Service		\$935
Grand Terrace	Senior Transportation Program		\$833
Huntington Beach	4th of July/U.S. Open Shuttle Service		\$20,305
La Habra	Shuttles to transport Seniors		\$78,960
Rancho Palos Verdes	Public Transit/Fixed Route Shuttle Service		\$48,145
Rancho Palos Verdes	Public Transit/Fixed Route Shuttle Service		\$5,951
San Juan Capistrano	Trolley Program		\$49,755
Seal Beach	Senior Transportation Nutrition Shuttle		\$31,315
Temecula	Route 55 Temecula Trolley Services		\$17,049
	Subcategory Total		\$397,689
	(4d) Passenger Fare Subsidies		
Anaheim	Metrolink OCTA		\$118,556
Arcadia	Passenger Fare Subsidies		\$1,832
Azusa	Transit Pass Subsidy		\$13,653
Burbank	Employee Transit Subsidies		\$24,282
Claremont	Employees Using Public Transportation (2 Employees)		\$2,772
Compton	Transit Subsidies		\$65,000
Corona	Corona Cruiser Passenger Fare Subsidy		\$16,629
Covina	Commuter Choice Reimbursement Program		\$2,981
El Monte	Transit Subsidies		\$6,500
Garden Grove	Transit Subsidy Program (Metrolink & Bus)		\$8,479
Glendale	Transit Fare Subsidy		\$72,500
Glendora	Alternative Commute Program - Public Transit Component		\$737
Laguna Beach	Main Line Transit Service		\$14,796
Laguna Beach	Ride to Work Bus Pass Program		\$8,325
Los Angeles (City)	Commute Options-Rail and Bus Transit Subsidy Program		\$384,481
Monrovia	Discount Bus Pass Program		\$6,082
Monterey Park	Transit Subsidies		\$2,045
Norwalk	Transit Subsidy		\$26,000
Pasadena	Employee Transit Pass Subsidies		\$49,050
Pasadena	Go Verdugo Transit Subsidy Program		\$1,421
Riverside (City)	Riverside Go Transit Bus Pass Subsidy Program		\$76,077
Riverside (City)	City Pass Program		\$14,173
Santa Fe Springs	GO RIO		\$2,062
South El Monte	Bus Pass Subsidy Program		\$6,905
Walnut	Bus Pass Subsidies		\$8,766
West Hollywood	Employee Transit Subsidies		\$10,380
	Subcategory Total		\$944,483
	(4e) Public Transportation Research and Dev		
San Clemente	San Clemente Trolley/Local Circulator Study		\$8,500
	Subcategory Total		\$8,500
	Category Total		\$1,730,678

Project Category	Project Subcategory	Project Name	Motor Vehicle Expenditures
(5) Traffic Management			
	(5a) Traffic Calming		
Costa Mesa		Construct Intersection Chockers/Medians - E. 19th St	\$1,013
Diamond Bar		Neighborhood Traffic Management	\$75
Huntington Park		Pacific Blvd Revitalization	\$60,123
Long Beach		6th Street Traffic Calming	\$63,862
Los Angeles (City)		Traffic Calming	\$907,463
Rancho Santa Margarita		Speed Feedback Signs	\$20,470
Rancho Santa Margarita		Trabuco Mesa Elementary School Signing & Striping	\$13,776
San Clemente		North Beach Traffic Calming	\$144,992
San Juan Capistrano		Neighbor Traffic Calming Project	\$17,911
	Subcategory Total		\$1,229,685
	(5b) Traffic Flow or Signalization (timing, surveillance)		
Anaheim		Traffic Signal Synchronization	\$124,072
Artesia		Pre-Emption Replacement	\$3,259
Costa Mesa		Bristol St. Traffic Synchronization Project	\$125,396
Costa Mesa		Harbor Blvd. Widening	\$84,193
Costa Mesa		Newport Blvd. Traffic Synchronization Project	\$81,167
Costa Mesa		Adams Ave. Traffic Synchronization Project	\$36,504
Costa Mesa		Fairview Rd. Traffic Signal Synchronization Project	\$6,957
Costa Mesa		Sunflower Ave. & Anton Blvd. Signal Improvements	\$6,414
Costa Mesa		Victoria St. & Valley Rd. Improvements	\$3,041
Costa Mesa		Baker St./Placentia Ave. Traffic Signal Sync Project	\$2,533
Costa Mesa		Sunflower Ave. Traffic Synchronization Project	\$2,499
Costa Mesa		Victoria St. Traffic Signal Synchronization Project	\$1,016
Costa Mesa		17th. St. Signal Synchronization Project	\$709
Diamond Bar		Traffic Signal Infrastructure Upgrades - Design	\$13,672
Eastvale		Hamner Ave Traffic Signal Synchronization	\$32,031
Fontana		Traffic Signal Upgrade on Sierra @ 1-15 FWY	\$46,463
Fontana		Traffic Timing Improvements at Sierra Lakes Pkway	\$41,043
Highland		Signal Synchronization	\$3,105
Huntington Beach		Traffic Signal Synchronization	\$178,750
Huntington Beach		Traffic Management Software (Updates and maintain)	\$11,754
Irwindale		Left Turn Phasing Peck Rd and Longden Construction	\$1,750
Laguna Niguel		Traffic Signal Coordination	\$26,677
Lake Forest		Saddleback Ranch Road Traffic Enhancements	\$148,281
Lake Forest		Jeronimo Traffic Signal Synchronization	\$41,509
Lake Forest		Prof Serv-Traffic Engineer for Traffic Signal Monitoring	\$35,786
Lake Forest		Trabuco Road Traffic Signal Synchronization	\$29,944
Lake Forest		Bake Parkway Traffic Signal Synchronization	\$27,557
Lake Forest		Signal Maintenance Centracs Software	\$5,738
Lake Forest		Barranca/Muirlands Traffic Signal Synchronization	\$4,298
Lake Forest		Traffic Signal System Communications Enhancements	\$3,047
Lake Forest		Alton Parkway Traffic Signal Synchronization	\$3,020
Lake Forest		Santa Margarita Pkwy Traffic Signal Synchronization	\$86
Loma Linda		Signal Coordination	\$7,195
Los Angeles (City)		Automatic Traffic Surveillance and Control (ATSAC) Center	\$1,104,624
Mission Viejo		City of Mission Viejo Traffic Signal Synchronization: FY15-16	\$69,543
Moreno Valley		Traffic Signal Coordination Program	\$77,589
Placentia		Kraemer Blvd Traffic Signal Synchronization	\$162,260
Placentia		Rose Drive Traffic Signal Synchronization	\$12,200
Pomona		Traffic Operations Communication Upgrade	\$49,083
Rancho Santa Margarita		Antonio Parkway Signal & Equipment Upgrade	\$62,317
Rancho Santa Margarita		SMP Signal & Equipment Upgrade	\$256
Riverside (City)		Riverside Traffic Management Center	\$28,590
San Juan Capistrano		Regional Traffic Synchronization Program	\$403
Santa Clarita		ITS Phase IV Intelligent Transportation System (10009)	\$30,356
	Subcategory Total		\$2,736,687

Project Category	Project Subcategory	Project Name	Motor Vehicle Expenditures
(5c) Alternate Mode Signalization (transit/bike pre-emption)			
Costa Mesa	Install Bicycle Signal on Placentia Ave		\$8,931
San Juan Capistrano	Countdown Pedestrian Signals Project		\$1,008
	Subcategory Total		\$9,939
(5d) Traffic Management Research and Dev			
Huntington Beach	Citywide Traffic Count Analysis		\$5,823
	Subcategory Total		\$5,823
	Category Total		\$3,982,133
(6) Transportation Demand Management			
(6a) Employer-Based Trip Reduction			
Anaheim	Trip Reduction Program		\$69,717
Arcadia	Employer Based Trip Reduction Program		\$13,473
Azusa	Rideshare Financial Incentives		\$9,747
Baldwin Park	Employee Transportation Program - Monthly Gift Card Drawing		\$3,278
Bell Gardens	Employee Rideshare Subsidies		\$197
Burbank	Employee Rideshare Subsidies		\$38,895
Carson	Breathe - Employee Rideshare Program		\$18,940
Cerritos	Employee Rideshare Trip Rebate Program		\$29,407
Commerce	Employer Based Trip Reduction		\$16,504
Compton	Employee Rideshare Incentives		\$65,000
County of LA	Countywide Trip Reduction Services/Outreach		\$304,376
County of Orange	Employee Rideshare Program		\$35,000
County of Riverside	Commuter Services Program		\$196,424
County of San Bernardino	Employee Commute Reduction Program		\$185,331
Covina	Commuter Rideshare Program		\$580
Downey	Downey Employees "Thumbs Up" Commuting Program		\$141,194
El Monte	Monthly Rideshare Incentives		\$34,600
Fontana	Rule 2022 Rideshare Subsidies & Activities		\$13,016
Garden Grove	TDM Services		\$39,671
Glendale	Employer Based Trip Reduction Program		\$91,812
Glendora	Alternative Commute Program - Carpool Component		\$6,976
Glendora	Alternative Commute Program - Walking Component		\$3,626
Glendora	Alternative Commute Program - Bicycle Component		\$1,234
Hawthorne	Financial Incentives for rideshare		\$1,990
Hermosa Beach	AQMD Incentives to reduce auto trips		\$2,130
Huntington Beach	Employee Rideshare Program		\$11,150
La Verne	Ride Share Program		\$12,982
Los Angeles (City)	Vanpool Program		\$723,753
Los Angeles (City)	Carpool Program		\$145,540
Los Angeles (City)	Walk Subsidy		\$16,381
Los Angeles (City)	Bicycle Transit Incentive Program		\$12,832
Manhattan Beach	Employee Rideshare Program		\$10,320
Monrovia	Employee Commute Reduction Program (ECRP)		\$6,082
Montclair	Employer Rideshare Program		\$23,343
Montebello	Employee Commute Reduction Program		\$27,624
Monterey Park	Employer Transportation Program		\$13,638
Newport Beach	Employee Rideshare Program		\$6,576
Ontario	Rideshare		\$29,606
Orange (City)	Trip Reduction Program		\$118,665
Palm Desert	City Rideshare Program		\$1,475
Palm Springs	Rideshare Subsidy		\$7,269
Pasadena	Prideshare		\$72,794
Rancho Cucamonga	Employer Ride Share Program		\$24,077
Redondo Beach	Employee Rideshare		\$39,652
Rialto	Rideshare Program		\$90,549
Riverside (City)	Employee Rideshare Program		\$2,989
San Bernardino (City)	Employee Rideshare Program		\$113,361
Santa Ana	Blue Skies Ride share Program		\$149,372

Project Category	Project Subcategory	Project Name	Motor Vehicle Expenditures
Santa Clarita	Rideshare		\$2,305
South Gate	Employee Rideshare Program		\$2,486
Stanton	Employee Commute Incentive Program		\$1,410
Torrance	Employee Trip Reduction		\$146,821
Upland	Rideshare Activities		\$15,788
West Hollywood	Alternative Transportation Program		\$41,080
Westminster	Employee Rideshare Program		\$17,476
Whittier	Employee Rideshare		\$5,862
Subcategory Total			\$3,216,377
(6b) Other Trip Reduction Incentive Programs			
San Juan Capistrano	Sr. Nutritional Transportation Program		\$7,254
Subcategory Total			\$7,254
(6c) Vanpool Programs			
Anaheim	Citywide Vanpool Program		\$81,037
County of San Bernardino	Vanpool Subsidy Program		\$25,531
Garden Grove	Vanpool Program - Conventional Gasoline		\$50,745
Garden Grove	Vanpool Program - CNG		\$38,734
Westminster	Employee Vanpool Program		\$22,515
Subcategory Total			\$218,562
(6d) Park and Ride Lots (for carpools, transit)			
Temecula	Temecula Park and Ride		\$423,581
Subcategory Total			\$423,581
(6f) Transportation Management Agencies/Organizations			
Glendale	Transportation Management Agency Services		\$8,111
Irvine	Irvine Spectrum Transportation Management Association		\$3,694
Subcategory Total			\$11,805
Category Total			\$3,877,579
(8) Bicycles			
(8a) Bicycle Lanes and Trails (also bridges)			
Long Beach	Class II Bike Lanes to LA River		\$114,829
Long Beach	Protected Bike Lanes on 3rd and Broadway		\$21,915
Long Beach	Class I Willow Bike Path to San Gabriel River		\$520
Pasadena	Class II Painted Bicycle Lanes		\$24,917
Riverside (City)	Market Street Bike Lane Installation		\$50,000
Riverside (City)	SAR Bike Trail Blind Curve Reconfiguration		\$6,092
Yorba Linda	Bike lane enhancement program		\$34,000
Yucaipa	4th Street Curb, Gutter, Sidewalk		\$75,000
Yucaipa	13th Street Curb, Gutter, Sidewalks		\$63,323
Yucaipa	Avenue D Curb, Gutter, Sidewalk		\$41,894
Yucaipa	Avenue E Curb, Gutter, Sidewalk		\$22,000
Yucaipa	2nd Street Curb, Gutter, Sidewalk		\$18,000
Yucaipa	12th and 13th Streets Curb, Gutter, Sidewalk		\$14,992
Yucaipa	Avenue E Curb, Gutter, Sidewalk		\$1,587
Yucaipa	12th Street Curb, Gutter, Sidewalk		\$488
Yucaipa	Avenue E Curb, Gutter Sidewalk		\$135
Subcategory Total			\$489,691
(8b) Other Bicycle Facilities (racks, lockers, loop detectors)			
Beverly Hills	Bicycle Share Program		\$91,261
Cerritos	Purchase of Bike Racks for City Facilities		\$855
Irvine	San Diego Creek Trail Lights Implementation		\$57,250
Long Beach	Bicycles - Fix It Stations		\$45,555
Los Angeles (City)	Bike Share, Bicycle Parking and Bike Repair Stations		\$22,024
Riverside (City)	Bicycle Racks		\$1,897
Subcategory Total			\$218,842

Project Category	Project Subcategory	Project Name	Motor Vehicle Expenditures
(8c) Bicycle Usage (electric bikes, purchases, loaner projects)			
Culver City	Purchase of 3 Police Patrol Bicycles		\$5,786
Garden Grove	Bicycle Loan Program		\$2,642
Huntington Park	Bicycle Patrol		\$8,009
Lomita	Purchase of standard bicycle in lieu of gas powered vehicle		\$502
Long Beach	Bike Share Program		\$305,297
Orange (City)	Orange Police Bike Team		\$4,791
Orange (City)	Bike Loan to Own Program		\$1,721
Santa Clarita	Bike to Work/Santa Clarita		\$2,685
West Hollywood	Bike Share Program for Employees		\$22,245
Subcategory Total			\$353,678
(8d) Bicycle Research and Dev (engineering studies)			
Cerritos	Bicycle Through Cerritos		\$1,400
Fullerton	Bike Blvd. Pilot Prog. Efficiency Study		\$17,540
Highland	STR14001 West Highland Bikeways Infrastructure & Public Outreach		\$24,330
Subcategory Total			\$43,270
Category Total			\$1,105,481
(9) PM Reduction Strategies			
(9a) Road Dust Control (paving roads, shoulders, street sweeping)			
Cathedral City	Regional PM10 Street Sweeping Program		\$40,242
Coachella	Regional PM10 Street Sweeping Program		\$33,372
County of Riverside	Regional PM10 Street Sweeping Program		\$38,554
Desert Hot Springs	Regional PM10 Street Sweeping Program		\$21,306
Desert Hot Springs	Local Street Sweeping Operation - Pacific Sweeping		\$8,148
Desert Hot Springs	Local Street Sweeping Operation - Pacific Sweeping		\$8,148
El Monte	Regional PM10 Street Sweepers Contract (2 Vehicles)		\$98,184
Hawthorne	PM10 Reduction Street Sweeping project		\$100,000
Indian Wells	Regional PM 10 Street Sweeping Program		\$3,707
Indio	Regional PM10 Street Sweeping Program		\$64,167
Jurupa Valley	Contract Street Sweeping		\$57,120
La Quinta	Regional PM10 Street Sweeping Program		\$30,143
Loma Linda	City Street Sweeping Program		\$19,200
Moreno Valley	Street Sweeping Program		\$160,655
Norwalk	Cleaner Street Sweeping Contract		\$87,564
Palm Desert	Regional PM10 Street Sweeping Program		\$38,827
Palm Springs	Regional PM10 Street Sweeping Program		\$35,431
Rancho Mirage	Regional PM10 Street Sweeping Program		\$13,474
Walnut	Street Sweeping with CNG Sweeper		\$50,860
Wildomar	Unpaved Roadway Program		\$116,050
Subcategory Total			\$1,025,153
Category Total			\$1,025,153
(10) Public Education			
(10a) Short Term PE (promote transit, rideshare; conferences)			
Anaheim	Rideshare Outreach		\$32,490
Burbank	Commute Program Outreach		\$9,000
Costa Mesa	Bicycle Safety Education at Sixteen Schools		\$7,144

Project Category	Project Subcategory	Project Name	Motor Vehicle Expenditures
Glendale		Commute Program Outreach	\$20,000
Glendora		Bicycle Rally	\$438
Long Beach		2016 Active Transportation Public Education Event	\$83,730
Long Beach		Bike Share Marketing	\$22,852
Los Angeles (City)		Air Quality Education and CicLAvia	\$280,025
Pasadena		Commute Program Outreach	\$18,000
Pasadena		Bike to Work Week 2016 Promotional/Marketing Activities	\$9,976
Santa Clarita		Bike to Work Program Promo & Advertise	\$3,798
Santa Clarita		Rideshare Program Promo & Advertise	\$95
Subcategory Total			\$487,548
(10b) Long Term PE (curriculum, video, brochures, bilingual)			
Cathedral City		Public Education	\$4,821
Santa Clarita		Green Guide	\$311
Santa Monica		Public Education - AltCar Expo Sponsorship	\$10,000
Subcategory Total			\$15,132
Category Total			\$502,680
(11) Miscellaneous Projects			
(11a) Miscellaneous (use with "Miscellaneous Projects" Category)			
Alhambra		SCAQMD Rule 2202 AQIP Option	\$20,016
Bell		Eco Rapid Transit Transportation Sponsorship	\$4,000
Burbank		Start-Up Costs - Trip Planning Website	\$3,500
Calimesa		WRCOG Clean Cities Activities	\$3,000
Chino		Vehicle Emission Credits Purchased	\$5,930
Chino		Emission Credit Filing Fee	\$542
Costa Mesa		Rule 2202 Implementation - Purchase Emission Credits	\$6,887
County of Riverside		Purchase of Mobile Source Emission Reduction Credits	\$218,935
County of Riverside		Rule 2202 Multisite Cluster Registration	\$7,376
County of Riverside		Audit of AB 2766 Revenue and Expense	\$5,870
El Monte		Rule 2202 Filing Fees	\$772
Fullerton		Rule 2202 Emission Credits	\$21,170
Fullerton		Electronic Plan Check System	\$1,494
Gardena		Gardena Rule 2202 Compliance	\$657
Glendale		Start-Up Costs - Trip Planning Website	\$15,000
Huntington Beach		Rule 2202 filing	\$1,033
Huntington Park		Mounted Horse Police Patrol Supplies	\$193
Irvine		Purchase Rule 2202 Emission Credits	\$7,851
Lake Elsinore		Clean Cities Coalition (WRCOG)	\$6,000
Lomita		Online Submittal System	\$2,500
Long Beach		Rule 2202 Emissions Credit Purchase	\$35,691
Los Alamitos		Reduce Traffic to/from City Hall by providing online srvc	\$4,000
Los Angeles (City)		Annual AB 2766 Audit	\$280,025
Los Angeles (City)		Green Taxi Program	\$50,926
Los Angeles (City)		Alternative Commute/Car Sharing Program Development	\$21,220
Moreno Valley		WRCOG - Clean Cities Coalition	\$15,000
Norwalk		AB 2766 Audit Expenses	\$2,585
Pasadena		Trip Planner Website Startup Costs	\$7,000
Pomona		Purchase of Emission Credits	\$4,500
Riverside (City)		ProjectDox	\$38,226
Riverside (City)		AQMD Rule 2202 Compliance - Purchase Emission Credits	\$23,400
Temecula		WRCOG Clean Cities Coalition	\$10,000
West Covina		Air Quality Investment Program (AQIP)	\$5,555
West Covina		AQMD 2766 Annual Audit Fee	\$1,584
Whittier		Rule 2202 Compliance - Emission Credits Purchased	\$7,136
Subcategory Total			\$839,576
Category Total			\$839,576
GRAND TOTAL:			\$19,163,200

Percent of Project Expenditures by Project Category

Fiscal Year 2015 - 2016

Project Category	Project Expenditures	Percent of Total Project Expenditures	Number of Projects
(1) Alternative Fuels/Electric Vehicles	\$5,873,757	31%	108
(5) Traffic Management	\$3,982,133	21%	56
(6) Transportation Demand Management	\$3,877,579	20%	65
(4) Public Transportation (Transit & Rail)	\$1,730,678	9%	45
(8) Bicycles	\$1,105,481	6%	34
(9) PM Reduction Strategies	\$1,025,153	5%	20
(11) Miscellaneous Projects	\$839,576	4%	35
(10) Public Education	\$502,680	3%	15
(3) Land Use	\$216,511	1%	16
(2) Vehicle Emissions Abatement	\$9,653	0%	1
	\$19,163,200	100%	395

Summary of Spending by Project SubCategory

Fiscal Year 2015 - 2016

Subcategory	Category	Expenditures by Subcategory	Number of Projects
(1) Alternative Fuels/Electric Vehicles			
(1a)	Alternative Fuel Vehicle Purchases	\$4,312,486	60
(1b)	Alternative Fuel Vehicle Conversions	\$322,258	6
(1c)	Alternative Fuel Infrastructure (refueling, etc.)	\$500,392	9
(1d)	Electric Vehicle Purchases	\$482,574	15
(1f)	Electric Veh Infrastructure	\$256,046	18
(2) Vehicle Emissions Abatement			
(2d)	On-road CARB-verified Diesel Emission Control Systems--	\$9,653	1
(3) Land Use			
(3a)	Plan Elements	\$137,331	10
(3c)	Facilities (Pedestrian, mixed use, etc.)	\$52,332	4
(3d)	Land Use Research	\$26,848	2
(4) Public Transportation (Transit & Rail)			
(4a)	Public Transportation Facilities (multi-modal, shelters)	\$380,005	7
(4c)	Transit Operations (new service, shuttles, fuel subsidies)	\$397,689	11
(4d)	Passenger Fare Subsidies	\$944,483	26
(4e)	Public Transportation Research and Dev	\$8,500	1
(5) Traffic Management			
(5a)	Traffic Calming	\$1,229,685	9
(5b)	Traffic Flow or Signalization (timing, surveillance)	\$2,736,687	44
(5c)	Alternate Mode Signalization (transit/bike pre-emption)	\$9,939	2
(5d)	Traffic Management Research and Dev	\$5,823	1
(6) Transportation Demand Management			
(6a)	Employer-Based Trip Reduction	\$3,216,377	56
(6b)	Other Trip Reduction Incentive Programs	\$7,254	1
(6c)	Vanpool Programs	\$218,562	5
(6d)	Park and Ride Lots (for carpools, transit)	\$423,581	1
(6f)	Transportation Management Agencies/Organizations	\$11,805	2
(8) Bicycles			
(8a)	Bicycle Lanes and Trails (also bridges)	\$489,691	16
(8b)	Other Bicycle Facilities (racks, lockers, loop detectors)	\$218,842	6

Subcategory	Category	Expenditures by Subcategory	Number of Projects
(8c) Bicycle Usage (electric bikes, purchases, loaner projects)		\$353,678	9
(8d) Bicycle Research and Dev (engineering studies)		\$43,270	3
(9) PM Reduction Strategies			
(9a) Road Dust Control (paving roads, shoulders, street sweeping)		\$1,025,153	20
(10) Public Education			
(10a) Short Term PE (promote transit, rideshare; conferences)		\$487,548	12
(10b) Long Term PE (curriculum, video, brochures, bilingual)		\$15,132	3
(11) Miscellaneous Projects			
(11a) Miscellaneous (use with "Miscellaneous Projects" Category)		\$839,576	35
Grand Total		\$19,163,200	395

Project Funding Sources

Fiscal Year 2015 - 2016

Project Name	MV Fees	MSRC	CMAQ	Moyer	CoFunding
Agoura Hills					
	\$0	\$0	\$0	\$0	\$0
Alhambra					
Purchase 1 Toyota Rav4 Hybrid	\$35,557	\$0	\$0	\$0	\$0
Purchase of 1 CNG Ford Crown Victoria	\$33,500	\$0	\$0	\$0	\$0
Purchase of 1 Ford Fusion Energi Hybrid	\$40,654	\$0	\$0	\$0	\$0
Purchase of 1 Hyundai Sonata Plug-In Hybrid	\$36,952	\$0	\$0	\$0	\$0
Purchase of 4 CNG Honda Civic	\$112,000	\$0	\$0	\$0	\$0
SCAQMD Rule 2202 AQIP Option	\$20,016	\$0	\$0	\$0	\$0
Aliso Viejo					
	\$0	\$0	\$0	\$0	\$0
Anaheim					
ART Shuttle - Route 17	\$47,272	\$0	\$0	\$0	\$4,674
Citywide Vanpool Program	\$81,037	\$0	\$0	\$0	\$17,018
Metrolink OCTA	\$118,556	\$0	\$0	\$0	\$21,446
Rideshare Outreach	\$32,490	\$0	\$0	\$0	\$3,212
Traffic Signal Synchronization	\$124,072	\$0	\$0	\$0	\$12,267
Trip Reduction Program	\$69,717	\$0	\$0	\$0	\$6,893
Arcadia					
Employer Based Trip Reduction Program	\$13,473	\$0	\$0	\$0	\$0
Passenger Fare Subsidies	\$1,832	\$0	\$0	\$0	\$0
Artesia					
Pre-Emption Replacement	\$3,259	\$0	\$0	\$0	\$0
Azusa					
Propane Fuel Street Sweeper Lease Payments (2)	\$17,526	\$0	\$0	\$0	\$5,875
Rideshare Financial Incentives	\$9,747	\$0	\$0	\$0	\$0
Transit Pass Subsidy	\$13,653	\$0	\$0	\$0	\$0
Baldwin Park					
Alternative Fuel Vehicle Purchase (Prius)	\$25,579	\$0	\$0	\$0	\$0
Employee Transportation Program - Monthly Gift Card Drawing	\$3,278	\$0	\$0	\$0	\$7,640

Project Name	MV Fees	MSRC	CMAQ	Moyer	CoFunding
Banning					
Purchased one (1) brand new CNG Street Sweeper	\$270,618	\$30,000	\$0	\$0	\$0
Beaumont					
	\$0	\$0	\$0	\$0	\$0
Bell					
Eco Rapid Transit Transportation Sponsorship	\$4,000	\$0	\$0	\$0	\$0
Bell Gardens					
Employee Rideshare Subsidies	\$197	\$0	\$0	\$0	\$0
Gateway Cities COG - I-710 Major Corridor Study	\$10,000	\$0	\$0	\$0	\$0
Gateway Cities COG Strategic Transp Plan Development	\$12,000	\$0	\$0	\$0	\$0
Bellflower					
One Brand New Ford F-250 CNG Pickup Truck	\$47,588	\$0	\$0	\$0	\$0
One Brand New Ford F-550 XL CNG Pickup Truck	\$144,970	\$0	\$0	\$0	\$0
Beverly Hills					
Bicycle Share Program	\$91,261	\$0	\$0	\$0	\$0
Big Bear Lake					
	\$0	\$0	\$0	\$0	\$0
Brea					
	\$0	\$0	\$0	\$0	\$0
Buena Park					
Honda CNG Sedans - 2	\$58,226	\$0	\$0	\$0	\$0
SCE Corridor Trail - Pedestrian Path and Bikeway	\$13,195	\$0	\$0	\$0	\$0
Burbank					
Commute Program Outreach	\$9,000	\$0	\$0	\$0	\$0
Employee Rideshare Subsidies	\$38,895	\$0	\$0	\$0	\$0
Employee Transit Subsidies	\$24,282	\$0	\$0	\$0	\$0
Start-Up Costs - Trip Planning Website	\$3,500	\$0	\$0	\$0	\$0
Calabasas					
Continued lease of 7 vehicles	\$21,350	\$0	\$0	\$0	\$0
Lease of (1) 2016 Toyota Prius	\$777	\$0	\$0	\$0	\$0
Calimesa					
WRCOG Clean Cities Activities	\$3,000	\$0	\$0	\$0	\$0

Project Name	MV Fees	MSRC	CMAQ	Moyer	CoFunding
Canyon Lake					
	\$0	\$0	\$0	\$0	\$0
Carson					
Breathe - Employee Rideshare Program	\$18,940	\$0	\$0	\$0	\$0
Public Transportation Services with two (2) new CNG Buses	\$97,169	\$60,000	\$0	\$0	\$346,911
Cathedral City					
Public Education	\$4,821	\$0	\$0	\$0	\$0
Regional PM10 Street Sweeping Program	\$40,242	\$0	\$0	\$0	\$0
Cerritos					
Architectural Design Services for Fixed-Route Bus Stops	\$850	\$0	\$0	\$0	\$0
Bicycle Through Cerritos	\$1,400	\$0	\$0	\$0	\$0
Employee Rideshare Trip Rebate Program	\$29,407	\$0	\$0	\$0	\$0
Purchase of Bike Racks for City Facilities	\$855	\$0	\$0	\$0	\$0
Chino					
Emission Credit Filing Fee	\$542	\$0	\$0	\$0	\$0
Purchase of Freightliner	\$65,338	\$0	\$0	\$0	\$0
Purchase of Freightliner Vactor	\$69,184	\$0	\$0	\$0	\$0
Vehicle Emissions Credits Purchased	\$5,930	\$0	\$0	\$0	\$0
Chino Hills					
Bus Shelter	\$37,800	\$0	\$0	\$0	\$0
Electric Vehicle Charging Stations	\$24,919	\$0	\$0	\$0	\$0
Claremont					
Electrical Vehicle Charging Station Enhancements	\$2,258	\$0	\$0	\$0	\$0
Employees Using Public Transportation (2 Employees)	\$2,772	\$0	\$0	\$0	\$0
Purchase of 3 CNG Trash Trucks	\$122,531	\$60,000	\$0	\$0	\$802,846
Coachella					
Electric Car Purchase (1)	\$21,392	\$0	\$0	\$0	\$0
Regional PM10 Street Sweeping Program	\$33,372	\$0	\$0	\$0	\$0
Colton					
Lease of a CNG Street Sweeper	\$52,816	\$0	\$0	\$0	\$0
Commerce					
Employer Based Trip Reduction	\$16,504	\$0	\$0	\$0	\$0

Project Name	MV Fees	MSRC	CMAQ	Moyer	CoFunding
Compton					
Employee Rideshare Incentives	\$65,000	\$0	\$0	\$0	\$0
Transit Subsidies	\$65,000	\$0	\$0	\$0	\$0
Corona					
Corona Cruiser Passenger Fare Subsidy	\$16,629	\$0	\$0	\$0	\$0
Costa Mesa					
17th. St. Signal Synchronization Project	\$709	\$0	\$0	\$0	\$0
Adams Ave. Traffic Synchronization Project	\$36,504	\$0	\$0	\$0	\$0
Baker St. /Placentia Ave. Traffic Signal Sync Project	\$2,533	\$0	\$0	\$0	\$0
Bicycle Safety Education at Sixteen Schools	\$7,144	\$0	\$0	\$0	\$0
Bristol St. Traffic Synchronization Project	\$125,396	\$0	\$0	\$0	\$0
Construct Intersection Chockers/Medians - E. 19th St	\$1,013	\$0	\$0	\$0	\$0
Fairview Rd. Traffic Signal Synchronization Project	\$6,957	\$0	\$0	\$0	\$0
Harbor Blvd. Widening	\$84,193	\$0	\$0	\$0	\$0
Install Bicycle Signal on Placentia Ave	\$8,931	\$0	\$0	\$0	\$0
Newport Blvd. Traffic Synchronization Project	\$81,167	\$0	\$0	\$0	\$0
Rule 2202 Implementation - Purchase Emission Credits	\$6,887	\$0	\$0	\$0	\$0
Sunflower Ave. & Anton Blvd. Signal Improvements	\$6,414	\$0	\$0	\$0	\$0
Sunflower Ave. Traffic Synchronization Project	\$2,499	\$0	\$0	\$0	\$0
Victoria St. & Valley Rd. Improvements	\$3,041	\$0	\$0	\$0	\$0
Victoria St. Traffic Signal Synchronization Project	\$1,016	\$0	\$0	\$0	\$0
County of LA					
Countywide Trip Reduction Services/Outreach	\$304,376	\$0	\$0	\$0	\$0
County of Orange					
Electric Forklift Replacement Program, Purchase-1 Unit	\$32,300	\$0	\$0	\$0	\$0
Electric Forklift Replacement Program, Purchase-1 Unit	\$39,509	\$0	\$0	\$0	\$0
Employee Rideshare Program	\$35,000	\$0	\$0	\$0	\$162,820
EV Charging Station Purchase-9 units	\$5,604	\$0	\$0	\$0	\$0
County of Riverside					
Audit of AB 2766 Revenue and Expense	\$5,870	\$0	\$0	\$0	\$0
Commuter Services Program	\$196,424	\$0	\$0	\$0	\$0
Purchase of Mobile Source Emission Reduction Credits	\$218,935	\$0	\$0	\$0	\$0
Regional PM10 Street Sweeping Program	\$38,554	\$0	\$0	\$0	\$0
Rule 2202 Multisite Cluster Registration	\$7,376	\$0	\$0	\$0	\$0

Project Name	MV Fees	MSRC	CMAQ	Moyer	CoFunding
County of San Bernardino					
Employee Commute Reduction Program	\$185,331	\$0	\$0	\$0	\$0
Vanpool Subsidy Program	\$25,531	\$0	\$0	\$0	\$0
Covina					
Commuter Choice Reimbursement Program	\$2,981	\$0	\$0	\$0	\$0
Commuter Rideshare Program	\$580	\$0	\$0	\$0	\$0
Cudahy					
Hybrid Vehicle Lease	\$15,005	\$0	\$0	\$0	\$0
Culver City					
Purchase of 3 Police Patrol Bicycles	\$5,786	\$0	\$0	\$0	\$0
Cypress					
	\$0	\$0	\$0	\$0	\$0
Dana Point					
	\$0	\$0	\$0	\$0	\$0
Desert Hot Springs					
Local Street Sweeping Operation - Pacific Sweeping	\$8,148	\$0	\$0	\$0	\$0
Local Street Sweeping Operation - Pacific Sweeping	\$8,148	\$0	\$0	\$0	\$0
Regional PM10 Street Sweeping Program	\$21,306	\$0	\$0	\$0	\$0
Diamond Bar					
Neighborhood Traffic Management	\$75	\$0	\$0	\$0	\$0
Traffic Signal Infrastructure Upgrades - Design	\$13,672	\$0	\$0	\$0	\$0
Downey					
Downey Employees "Thumbs Up" Commuting Program	\$141,194	\$0	\$0	\$0	\$0
EV Charging Stations	\$16,951	\$0	\$0	\$0	\$0
Purchase of (3) Hybrid Vehicles	\$123,520	\$0	\$0	\$0	\$0
Duarte					
Alt Fuel Vehicle Purchase	\$32,499	\$0	\$0	\$0	\$0
Senior Shuttle Service	\$935	\$0	\$0	\$0	\$0
Eastvale					
Hamner Ave Traffic Signal Synchronization	\$32,031	\$0	\$0	\$0	\$0
Purchase City Electrical Vehicle	\$33,248	\$0	\$0	\$0	\$0

Project Name	MV Fees	MSRC	CMAQ	Moyer	CoFunding
El Monte					
Fuel Cost for Alternative Fuel Vehicle	\$595	\$0	\$0	\$0	\$0
Monthly Rideshare Incentives	\$34,600	\$0	\$0	\$0	\$0
Regional PM10 Street Sweepers Contract (2 Vehicles)	\$98,184	\$0	\$0	\$0	\$0
Rule 2202 Filing Fees	\$772	\$0	\$0	\$0	\$0
Transit Subsidies	\$6,500	\$0	\$0	\$0	\$0
El Segundo					
Public Works Pool Vehicle Replacement	\$26,524	\$0	\$0	\$0	\$0
Fontana					
AFV Rebate Program	\$1,500	\$0	\$0	\$0	\$0
Bus Stop and Pedestrian Sidewalk Improvements	\$130,491	\$0	\$0	\$0	\$0
Juniper @ Metrolink Crossing	\$22,365	\$0	\$0	\$0	\$0
Malaga Pedestrian Bridge Study	\$26,000	\$0	\$0	\$0	\$0
Pedestrian Sidewalk Improvements @ Marygold/Lombardy	\$888	\$0	\$0	\$0	\$0
Rule 2022 Rideshare Subsidies & Activities	\$13,016	\$0	\$0	\$0	\$0
San Sevaine Pedestrian/Bicycle Trail Design Work	\$6,255	\$0	\$0	\$0	\$45,738
Sierra @ Metrolink Crossing	\$21,291	\$0	\$0	\$0	\$958
Traffic Signal Upgrade on Sierra @ 1-15 FWY	\$46,463	\$0	\$0	\$0	\$37,417
Traffic Timing Improvements at Sierra Lakes Pkway	\$41,043	\$0	\$0	\$0	\$0
Fountain Valley					
	\$0	\$0	\$0	\$0	\$0
Fullerton					
Alt-fuel Fords (purchase) - SULEV	\$25,865	\$0	\$0	\$0	\$0
Alt-fuel Fords (purchase) - ZEV	\$40,758	\$0	\$0	\$0	\$0
Bike Blvd. Pilot Prog. Efficiency Study	\$17,540	\$0	\$0	\$0	\$0
CNG Station Upgrades	\$95,330	\$0	\$0	\$0	\$0
Electronic Plan Check System	\$1,494	\$0	\$0	\$0	\$0
Lease of 3 CNG vehicles	\$18,273	\$0	\$0	\$0	\$0
Purchase of CNG Street Sweeper	\$30,000	\$30,000	\$0	\$0	\$0
Rule 2202 Emission Credits	\$21,170	\$0	\$0	\$0	\$0
Garden Grove					
Bicycle Loan Program	\$2,642	\$0	\$0	\$0	\$0
Clean Vehicle Rebate program	\$17,500	\$0	\$0	\$0	\$0
TDM Services	\$39,671	\$0	\$0	\$0	\$0

Project Name	MV Fees	MSRC	CMAQ	Moyer	CoFunding
Garden Grove (cont'd)					
Transit Subsidy Program (Metrolink & Bus)	\$8,479	\$0	\$0	\$0	\$0
Vanpool Program - CNG	\$38,734	\$0	\$0	\$0	\$0
Vanpool Program - Conventional Gasoline	\$50,745	\$0	\$0	\$0	\$0
Gardena					
Gardena Rule 2202 Compliance	\$657	\$0	\$0	\$0	\$0
Glendale					
Commute Program Outreach	\$20,000	\$0	\$0	\$0	\$0
Employer Based Trip Reduction Program	\$91,812	\$0	\$0	\$0	\$0
Start-Up Costs - Trip Planning Website	\$15,000	\$0	\$0	\$0	\$0
Transit Fare Subsidy	\$72,500	\$0	\$0	\$0	\$0
Transportation Management Agency Services	\$8,111	\$0	\$0	\$0	\$0
Glendora					
Alternative Commute Program - Bicycle Component	\$1,234	\$0	\$0	\$0	\$0
Alternative Commute Program - Carpool Component	\$6,976	\$0	\$0	\$0	\$0
Alternative Commute Program - Public Transit Component	\$737	\$0	\$0	\$0	\$0
Alternative Commute Program - Walking Component	\$3,626	\$0	\$0	\$0	\$0
Bicycle Rally	\$438	\$0	\$0	\$0	\$0
Purchased (2) CNG Shuttles	\$264,971	\$30,000	\$0	\$0	\$23,667
Grand Terrace					
Senior Transportation Program	\$833	\$0	\$0	\$0	\$7,995
Hawaiian Gardens					
Electric Charging Stations	\$13,085	\$0	\$0	\$0	\$0
Hawthorne					
Financial Incentives for rideshare	\$1,990	\$0	\$0	\$0	\$0
PM10 Reduction Street Sweeping project	\$100,000	\$0	\$0	\$0	\$0
Hemet					
Purchased Vactor Jetter CNG Truck	\$19,574	\$0	\$0	\$0	\$439,574
Hermosa Beach					
AQMD Incentives to reduce auto trips	\$2,130	\$0	\$0	\$0	\$0

Project Name	MV Fees	MSRC	CMAQ	Moyer	CoFunding
Hidden Hills					
	\$0	\$0	\$0	\$0	\$0
Highland					
Signal Synchronization	\$3,105	\$0	\$0	\$0	\$0
STR14001 West Highland Bikeways Infrastructure & Public Outreach	\$24,330	\$24,330	\$0	\$0	\$0
Huntington Beach					
4th of July/U.S. Open Shuttle Service	\$20,305	\$0	\$0	\$0	\$5,953
Citywide Traffic Count Analysis	\$5,823	\$0	\$0	\$0	\$0
Employee Rideshare Program	\$11,150	\$0	\$0	\$0	\$0
Purchase CNG Truck	\$74,614	\$0	\$0	\$0	\$0
Rule 2202 filing	\$1,033	\$0	\$0	\$0	\$0
Traffic Management Software (Updates and maintain)	\$11,754	\$0	\$0	\$0	\$0
Traffic Signal Synchronization	\$178,750	\$0	\$0	\$0	\$0
Huntington Park					
Bicycle Patrol	\$8,009	\$0	\$0	\$0	\$0
Lease of (1) Electric Vehicle	\$4,902	\$0	\$0	\$0	\$0
Lease of Toyota Hylander Hybrid	\$22,268	\$0	\$0	\$0	\$0
Mounted Horse Police Patrol Supplies	\$193	\$0	\$0	\$0	\$0
Pacific Blvd Revitalization	\$60,123	\$0	\$0	\$0	\$0
Purchase of Gator Electric Vehicle	\$11,140	\$0	\$0	\$0	\$0
Indian Wells					
Regional PM 10 Street Sweeping Program	\$3,707	\$0	\$0	\$0	\$0
Indio					
Alternative Vehicle Vector Truck	\$160,000	\$0	\$0	\$0	\$0
Diesel Emission Control Device	\$9,653	\$9,653	\$0	\$0	\$0
Regional PM10 Street Sweeping Program	\$64,167	\$0	\$0	\$0	\$0
Inglewood					
Purchase of 17 Vehicles	\$458,804	\$0	\$0	\$0	\$0

Project Name	MV Fees	MSRC	CMAQ	Moyer	CoFunding
Irvine					
CNG Patcher Conversion	\$35,000	\$0	\$0	\$0	\$0
CNG Sweeper Conversion	\$65,250	\$0	\$0	\$0	\$0
CNG Vehicles Conversion	\$35,000	\$0	\$0	\$0	\$0
CNG Vehicles Conversion	\$46,468	\$0	\$0	\$0	\$0
Irvine Spectrum Transportation Management Association	\$3,694	\$0	\$0	\$0	\$0
Purchase of Two Benches near UCI Stop	\$2,784	\$0	\$0	\$0	\$0
Purchase Rule 2202 Emission Credits	\$7,851	\$0	\$0	\$0	\$0
San Diego Creek Trail Lights Implementation	\$57,250	\$0	\$0	\$0	\$0
Security Service at Irvine Station	\$164,424	\$0	\$0	\$0	\$0
Irwindale					
Left Turn Phasing Peck Rd and Longden Construction	\$1,750	\$0	\$0	\$0	\$0
Jurupa Valley					
Contract Street Sweeping	\$57,120	\$0	\$0	\$0	\$0
Fuel Costs for (8) 2016 CNG Ford F150 Trucks	\$5,697	\$0	\$0	\$0	\$0
Purchase of 6 Hybrid AT-PZEV Vehicles for City Fleet	\$156,292	\$0	\$0	\$0	\$0
Purchase of 8 CNG Light Duty Trucks SULEV for City Fleet	\$285,381	\$0	\$0	\$0	\$0
La Canada Flintridge					
EV Charging Station Install	\$12,081	\$0	\$0	\$0	\$0
Purchase one Hybrid Chevy Volt	\$36,209	\$0	\$0	\$0	\$0
La Habra					
Shuttles to transport Seniors	\$78,960	\$0	\$0	\$0	\$79,458
La Habra Heights					
	\$0	\$0	\$0	\$0	\$0
La Mirada					
	\$0	\$0	\$0	\$0	\$0
La Palma					
	\$0	\$0	\$0	\$0	\$0
La Puente					
	\$0	\$0	\$0	\$0	\$0
La Quinta					
Regional PM10 Street Sweeping Program	\$30,143	\$0	\$0	\$0	\$0

Project Name	MV Fees	MSRC	CMAQ	Moyer	CoFunding
La Verne					
Ride Share Program	\$12,982	\$0	\$0	\$0	\$0
Laguna Beach					
Main Line Transit Service	\$14,796	\$0	\$0	\$0	\$0
Ride to Work Bus Pass Program	\$8,325	\$0	\$0	\$0	\$0
Laguna Hills					
	\$0	\$0	\$0	\$0	\$0
Laguna Niguel					
Traffic Signal Coordination	\$26,677	\$0	\$0	\$0	\$0
Laguna Woods					
	\$0	\$0	\$0	\$0	\$0
Lake Elsinore					
Clean Cities Coalition (WRCOG)	\$6,000	\$0	\$0	\$0	\$0
Lake Forest					
Alton Parkway Traffic Signal Synchronization	\$3,020	\$0	\$0	\$0	\$0
Bake Parkway Traffic Signal Synchronization	\$27,557	\$0	\$0	\$0	\$0
Barranca/Muirlands Traffic Signal Synchronization	\$4,298	\$0	\$0	\$0	\$0
Jeronimo Traffic Signal Synchronization	\$41,509	\$0	\$0	\$0	\$0
Prof Serv-Traffic Engineer for Traffic Signal Monitoring	\$35,786	\$0	\$0	\$0	\$0
Saddleback Ranch Road Traffic Enhancements	\$148,281	\$0	\$0	\$0	\$0
Santa Margarita Pkwy Traffic Signal Synchronization	\$86	\$0	\$0	\$0	\$0
Signal Maintenance Centracs Software	\$5,738	\$0	\$0	\$0	\$0
Trabuco Road Traffic Signal Synchronization	\$29,944	\$0	\$0	\$0	\$0
Traffic Signal System Communications Enhancements	\$3,047	\$0	\$0	\$0	\$0
Lakewood					
Dev. Gateway COG Strategic Transportation Plan	\$10,000	\$0	\$0	\$0	\$0
Purchase New Honda Civic CNG Vehicle (1 Replacement)	\$28,887	\$0	\$0	\$0	\$0
Lawndale					
	\$0	\$0	\$0	\$0	\$0
Loma Linda					
City Street Sweeping Program	\$19,200	\$0	\$0	\$0	\$0
Fuel efficient carpool vehicle	\$25,539	\$0	\$0	\$0	\$0
Signal Coordination	\$7,195	\$0	\$0	\$0	\$0

Project Name	MV Fees	MSRC	CMAQ	Moyer	CoFunding
Lomita					
Lease of (1) Electric Vehicle to replace gas vehicle	\$1,946	\$0	\$0	\$0	\$0
Leasing alternative fuel street sweepers	\$15,000	\$0	\$0	\$0	\$0
Online Submittal System	\$2,500	\$0	\$0	\$0	\$0
Purchase of standard bicycle in lieu of gas powered vehicle	\$502	\$0	\$0	\$0	\$0
Long Beach					
2016 Active Transportation Public Education Event	\$83,730	\$0	\$0	\$0	\$0
6th Street Traffic Calming	\$63,862	\$0	\$0	\$0	\$0
Bicycles - Fix It Stations	\$45,555	\$0	\$0	\$0	\$0
Bike Share Marketing	\$22,852	\$0	\$0	\$0	\$0
Bike Share Program	\$305,297	\$0	\$0	\$0	\$0
Class I Willow Bike Path to San Gabriel River	\$520	\$0	\$0	\$0	\$0
Class II Bike Lanes to LA River	\$114,829	\$0	\$0	\$0	\$0
Develop Gateway COG Transportation Plan	\$19,500	\$0	\$0	\$0	\$0
Electric Vehicle Charging Stations	\$8,480	\$0	\$0	\$0	\$0
Protected Bike Lanes on 3rd and Broadway	\$21,915	\$0	\$0	\$0	\$0
Purchase of light duty electric vehicles (4)	\$110,567	\$0	\$0	\$0	\$19,000
Purchase of Plug-In Hybrid (2)	\$38,193	\$0	\$0	\$0	\$30,491
Purchase/Conversion of Medium-duty Truck	\$10,400	\$27,136	\$0	\$0	\$0
Rule 2202 Emissions Credit Purchase	\$35,691	\$0	\$0	\$0	\$0
Los Alamitos					
Reduce Traffic to/from City Hall by providing online srvc	\$4,000	\$0	\$0	\$0	\$25,610
Los Angeles (City)					
#1 Purchase-Two (2) CNG Traffic Paint Striper Trucks	\$50,000	\$0	\$0	\$0	\$0
#2 Alt Fuel Veh Purch-One CNG 4X4 Lube and Fuel Truck	\$25,000	\$0	\$0	\$0	\$0
#3 Alt Fuel Veh Purch-One 2016 CNG 4X4 Lube and Fuel Truck	\$25,000	\$0	\$0	\$0	\$0
#4 Alt Fuel Veh Purch-Three CNG Thermoplastic Trucks	\$75,000	\$0	\$0	\$0	\$0
#5 Alt Fuel Veh Purch-Three 2015 CNG Broom Bear Sweepers	\$75,000	\$0	\$0	\$0	\$0
#6 Alt Fuel Veh Purch-3 CNG Sewer Cleaner Cab Trucks	\$125,000	\$0	\$0	\$0	\$0
#7 Alt Fuel Purch-16 CNG Solid Waste Collection Vehicles	\$355,892	\$0	\$0	\$0	\$0
Air Quality Education and CicLAvia	\$280,025	\$0	\$0	\$0	\$421,760
Alternative Commute/Car Sharing Program Development	\$21,220	\$0	\$0	\$0	\$213,424
Annual AB 2766 Audit	\$280,025	\$0	\$0	\$0	\$0
Automatic Traffic Surveillance and Control (ATSAC) Center	\$1,104,624	\$0	\$0	\$0	\$7,144,304

Project Name	MV Fees	MSRC	CMAQ	Moyer	CoFunding
Los Angeles (City) (cont'd)					
Bicycle Transit Incentive Program	\$12,832	\$0	\$0	\$0	\$28,250
Bike Share, Bicycle Parking and Bike Repair Stations	\$22,024	\$0	\$0	\$0	\$590,613
BOE Alt Fuel Infrastructure Eng Design & Tech Support	\$171,814	\$0	\$0	\$0	\$0
Carpool Program	\$145,540	\$0	\$0	\$0	\$0
Commute Options-Rail and Bus Transit Subsidy Program	\$384,481	\$0	\$0	\$0	\$1,862,370
EV Charging Stations	\$27,400	\$0	\$0	\$0	\$166,134
Green Taxi Program	\$50,926	\$0	\$0	\$0	\$0
Traffic Calming	\$907,463	\$0	\$0	\$0	\$0
Vanpool Program	\$723,753	\$0	\$0	\$0	\$901,286
Walk Subsidy	\$16,381	\$0	\$0	\$0	\$0
Lynwood					
	\$0	\$0	\$0	\$0	\$0
Malibu					
	\$0	\$0	\$0	\$0	\$0
Manhattan Beach					
CNG Bus Purchase	\$128,499	\$0	\$0	\$0	\$0
Employee Rideshare Program	\$10,320	\$0	\$0	\$0	\$0
EV Charging Stations	\$28,786	\$22,485	\$0	\$0	\$0
Maywood					
	\$0	\$0	\$0	\$0	\$0
Menifee					
Fuel Purchases for 12 alternative fuel vehicles	\$11,285	\$0	\$0	\$0	\$0
Hybrid Vehicle Purchase	\$49,319	\$0	\$0	\$0	\$0
Mission Viejo					
City of Mission Viejo Air Quality Planning: FY15-16	\$42,532	\$0	\$0	\$0	\$0
City of Mission Viejo Traffic Signal Synchronization: FY15-16	\$69,543	\$0	\$0	\$0	\$330,318
Monrovia					
Discount Bus Pass Program	\$6,082	\$0	\$0	\$0	\$0
Employee Commute Reduction Program (ECRP)	\$6,082	\$0	\$0	\$0	\$0
Montclair					
Employer Rideshare Program	\$23,343	\$0	\$0	\$0	\$0

Project Name	MV Fees	MSRC	CMAQ	Moyer	CoFunding
Montebello					
Employee Commute Reduction Program	\$27,624	\$0	\$0	\$0	\$0
Monterey Park					
CNG Upgraded Station	\$70,552	\$180,690	\$0	\$0	\$389,719
Employer Transportation Program	\$13,638	\$0	\$0	\$0	\$0
Transit Subsidies	\$2,045	\$0	\$0	\$0	\$0
Moreno Valley					
Street Sweeping Program	\$160,655	\$0	\$0	\$0	\$0
Traffic Signal Coordination Program	\$77,589	\$0	\$0	\$0	\$0
WRCOG - Clean Cities Coalition	\$15,000	\$0	\$0	\$0	\$0
Murrieta					
Purchase and install of electric vehicle charging station	\$18,797	\$0	\$0	\$0	\$0
Purchase of Two (2) Chevy Volt fleet vehicles	\$69,220	\$0	\$0	\$0	\$0
Newport Beach					
Employee Rideshare Program	\$6,576	\$0	\$0	\$0	\$0
Norco					
	\$0	\$0	\$0	\$0	\$0
Norwalk					
AB 2766 Audit Expenses	\$2,585	\$0	\$0	\$0	\$0
Cleaner Street Sweeping Contract	\$87,564	\$0	\$0	\$0	\$602,636
Purchase of Two CNG Vehicles	\$67,866	\$0	\$0	\$0	\$0
Transit Subsidy	\$26,000	\$0	\$0	\$0	\$0
Ontario					
Compressed Natural Gas - Slow Fill Posts	\$51,342	\$0	\$0	\$0	\$0
Electric Vehicle Charging Station	\$8,000	\$0	\$0	\$0	\$0
Rideshare	\$29,606	\$0	\$0	\$0	\$0
Orange (City)					
Bike Loan to Own Program	\$1,721	\$0	\$0	\$0	\$0
Electric Car Charging Stations	\$248	\$0	\$0	\$0	\$0
Orange Police Bike Team	\$4,791	\$0	\$0	\$0	\$0
Trip Reduction Program	\$118,665	\$0	\$0	\$0	\$0

Project Name	MV Fees	MSRC	CMAQ	Moyer	CoFunding
Palm Desert					
ChargePoint Network Service	\$3,977	\$0	\$0	\$0	\$0
City Rideshare Program	\$1,475	\$0	\$0	\$0	\$0
Electric Vehicle DC Fast Charger Project	\$19,405	\$0	\$0	\$0	\$0
Regional PM10 Street Sweeping Program	\$38,827	\$0	\$0	\$0	\$0
Palm Springs					
Regional PM10 Street Sweeping Program	\$35,431	\$0	\$0	\$0	\$0
Rideshare Subsidy	\$7,269	\$0	\$0	\$0	\$0
Palos Verdes Estates					
	\$0	\$0	\$0	\$0	\$0
Paramount					
Purchase of (2) Hybrid Vehicles	\$94,712	\$0	\$0	\$0	\$0
Pasadena					
Bike to Work Week 2016 Promotional/Marketing Activities	\$9,976	\$0	\$0	\$0	\$0
Class II Painted Bicycle Lanes	\$24,917	\$0	\$0	\$0	\$0
Commute Program Outreach	\$18,000	\$0	\$0	\$0	\$0
Employee Transit Pass Subsidies	\$49,050	\$0	\$0	\$0	\$66,750
Go Verdugo Transit Subsidy Program	\$1,421	\$0	\$0	\$0	\$0
Prideshare	\$72,794	\$0	\$0	\$0	\$99,061
Trip Planner Website Startup Costs	\$7,000	\$0	\$0	\$0	\$0
Perris					
	\$0	\$0	\$0	\$0	\$0
Pico Rivera					
Gateway Cities COG - Develop Strategic Transportation Plan	\$10,600	\$0	\$0	\$0	\$0
Lease payments of (6) Hybrid Vehicles (2014 Toyota Prius C)	\$15,524	\$0	\$0	\$0	\$0
Placentia					
Electric Vehicle Charging Stations	\$37,310	\$0	\$0	\$0	\$0
Kraemer Blvd Traffic Signal Synchronization	\$162,260	\$0	\$0	\$0	\$0
Purchase of 10 Chevy Spark electric vehicles	\$53,507	\$0	\$0	\$0	\$0
Rose Drive Traffic Signal Synchronization	\$12,200	\$0	\$0	\$0	\$0
Pomona					
Purchase of Emission Credits	\$4,500	\$0	\$0	\$0	\$0
Traffic Operations Communication Upgrade	\$49,083	\$0	\$0	\$0	\$0

Project Name	MV Fees	MSRC	CMAQ	Moyer	CoFunding
Rancho Cucamonga					
CNG Fuel Station Expansion	\$88,328	\$0	\$0	\$0	\$0
Employer Ride Share Program	\$24,077	\$0	\$0	\$0	\$0
Rancho Mirage					
Regional PM10 Street Sweeping Program	\$13,474	\$0	\$0	\$0	\$0
Rancho Palos Verdes					
Public Transit/Fixed Route Shuttle Service	\$5,951	\$0	\$0	\$0	\$0
Public Transit/Fixed Route Shuttle Service	\$48,145	\$0	\$0	\$0	\$0
Rancho Santa Margarita					
Antonio Parkway Signal & Equipment Upgrade	\$62,317	\$0	\$0	\$0	\$0
SMP Signal & Equipment Upgrade	\$256	\$0	\$0	\$0	\$0
Speed Feedback Signs	\$20,470	\$0	\$0	\$0	\$0
Trabuco Mesa Elementary School Signing & Striping	\$13,776	\$0	\$0	\$0	\$0
Redlands					
	\$0	\$0	\$0	\$0	\$0
Redondo Beach					
Employee Rideshare	\$39,652	\$0	\$0	\$0	\$0
Rialto					
Rideshare Program	\$90,549	\$0	\$0	\$0	\$0
Riverside (City)					
AQMD Rule 2202 Compliance - Purchase Emission Credits	\$23,400	\$0	\$0	\$0	\$0
Bicycle Racks	\$1,897	\$0	\$0	\$0	\$0
City Pass Program	\$14,173	\$0	\$0	\$0	\$0
Electric Vehicle Rebate Program	\$7,500	\$0	\$0	\$0	\$0
Employee Rideshare Program	\$2,989	\$0	\$0	\$0	\$0
Market Street Bike Lane Installation	\$50,000	\$0	\$0	\$0	\$0
ProjectDox	\$38,226	\$0	\$0	\$0	\$0
Riverside Go Transit Bus Pass Subsidy Program	\$76,077	\$0	\$0	\$0	\$0
Riverside Traffic Management Center	\$28,590	\$0	\$0	\$0	\$0
SAR Bike Trail Blind Curve Reconfiguration	\$6,092	\$0	\$0	\$0	\$0
Rolling Hills Estates					
	\$0	\$0	\$0	\$0	\$0

Project Name	MV Fees	MSRC	CMAQ	Moyer	CoFunding
Rosemead					
Charging Station Installation	\$16,000	\$0	\$0	\$0	\$0
Convert 5 Transit buses from Gas to Propane	\$130,140	\$0	\$0	\$0	\$0
San Bernardino (City)					
Employee Rideshare Program	\$113,361	\$0	\$0	\$0	\$0
San Clemente					
North Beach Traffic Calming	\$144,992	\$0	\$0	\$0	\$0
San Clemente Trolley/Local Circulator Study	\$8,500	\$0	\$0	\$0	\$0
San Dimas					
Charging Station Fuel Usage	\$3,570	\$0	\$0	\$0	\$0
San Fernando					
	\$0	\$0	\$0	\$0	\$0
San Gabriel					
Gator Electric Utility Vehicle	\$11,639	\$0	\$0	\$0	\$0
San Jacinto					
	\$0	\$0	\$0	\$0	\$0
San Juan Capistrano					
Countdown Pedestrian Signals Project	\$1,008	\$0	\$0	\$0	\$0
Neighbor Traffic Calming Project	\$17,911	\$0	\$0	\$0	\$0
Regional Traffic Synchronization Program	\$403	\$0	\$0	\$0	\$0
Sr. Nutritional Transportation Program	\$7,254	\$0	\$0	\$0	\$36,268
Trolley Program	\$49,755	\$0	\$0	\$0	\$0
San Marino					
	\$0	\$0	\$0	\$0	\$0
Santa Ana					
Blue Skies Ride share Program	\$149,372	\$0	\$0	\$0	\$0
Downtown Complete Streets Plan	\$469	\$0	\$0	\$0	\$0
Electric Vehicle Lease (2)	\$12,097	\$0	\$0	\$0	\$0
General Plan Circulation Element	\$2,945	\$0	\$0	\$0	\$0
General Plan Land Use Designations	\$13,788	\$0	\$0	\$0	\$0
OCTA Harbor Fixed Guideway Feasibility Study	\$848	\$0	\$0	\$0	\$0

Project Name	MV Fees	MSRC	CMAQ	Moyer	CoFunding
Santa Clarita					
Bike to Work Program Promo & Advertise	\$3,798	\$0	\$0	\$0	\$0
Bike to Work/Santa Clarita	\$2,685	\$0	\$0	\$0	\$0
Green Guide	\$311	\$0	\$0	\$0	\$0
ITS Phase IV Intelligent Transportation System (I0009)	\$30,356	\$0	\$0	\$0	\$0
Rideshare	\$2,305	\$0	\$0	\$0	\$0
Rideshare Program Promo & Advertise	\$95	\$0	\$0	\$0	\$0
Vista Cyn Regional Transit Center	\$31,993	\$0	\$0	\$0	\$0
Santa Fe Springs					
GO RIO	\$2,062	\$0	\$0	\$0	\$0
Santa Monica					
Electric Vehicle Infrastructure Purchase	\$9,176	\$0	\$0	\$0	\$0
Electric Vehicle Purchases	\$32,850	\$0	\$0	\$0	\$555,274
Hydrogen Powered Vehicle Lease	\$3,298	\$0	\$0	\$0	\$3,298
Public Education - AltCar Expo Sponsorship	\$10,000	\$0	\$0	\$0	\$0
Seal Beach					
Senior Transportation Nutrition Shuttle	\$31,315	\$0	\$0	\$0	\$0
Sierra Madre					
	\$0	\$0	\$0	\$0	\$0
Signal Hill					
	\$0	\$0	\$0	\$0	\$0
South El Monte					
Bus Pass Subsidy Program	\$6,905	\$0	\$0	\$0	\$0
Hybrid (1) Vehicle Lease	\$809	\$0	\$0	\$0	\$0
South Gate					
Alternative Fuel Vehicle Lease	\$22,583	\$0	\$0	\$0	\$0
Employee Rideshare Program	\$2,486	\$0	\$0	\$0	\$0
South Pasadena					
	\$0	\$0	\$0	\$0	\$0
Stanton					
Employee Commute Incentive Program	\$1,410	\$0	\$0	\$0	\$0
Purchased (1) RAV4 Hybrid Code Enforcement Vehicle	\$32,490	\$0	\$0	\$0	\$0

Project Name	MV Fees	MSRC	CMAQ	Moyer	CoFunding
Temecula					
Route 55 Temecula Trolley Services	\$17,049	\$0	\$0	\$0	\$0
Temecula Park and Ride	\$423,581	\$0	\$0	\$0	\$2,788,822
WRCOG Clean Cities Coalition	\$10,000	\$0	\$0	\$0	\$0
Temple City					
Lease of 7 Hybrid Vehicles	\$37,301	\$0	\$0	\$0	\$0
Torrance					
Employee Trip Reduction	\$146,821	\$0	\$0	\$0	\$0
Tustin					
	\$0	\$0	\$0	\$0	\$0
Upland					
Rideshare Activities	\$15,788	\$0	\$0	\$0	\$0
Vehicle Purchase	\$31,578	\$0	\$0	\$0	\$0
Villa Park					
	\$0	\$0	\$0	\$0	\$0
Walnut					
Bus Pass Subsidies	\$8,766	\$0	\$0	\$0	\$0
Purchase of Hybrid Vehicle	\$10,000	\$0	\$0	\$0	\$26,770
Street Sweeping with CNG Sweeper	\$50,860	\$0	\$0	\$0	\$0
West Covina					
Air Quality Investment Program (AQIP)	\$5,555	\$0	\$0	\$0	\$0
AQMD 2766 Annual Audit Fee	\$1,584	\$0	\$0	\$0	\$0
CNG Fuel Station	\$5,448	\$0	\$0	\$0	\$0
West Covina PD - Parking Enforcement Vehicle	\$30,400	\$0	\$0	\$0	\$0
West Hollywood					
Alternative Transportation Program	\$41,080	\$0	\$0	\$0	\$0
Bike Share Program for Employees	\$22,245	\$0	\$0	\$0	\$0
Employee Transit Subsidies	\$10,380	\$0	\$0	\$0	\$0
Westlake Village					
	\$0	\$0	\$0	\$0	\$0

Project Name	MV Fees	MSRC	CMAQ	Moyer	CoFunding
Westminster					
Employee Rideshare Program	\$17,476	\$0	\$0	\$0	\$0
Employee Vanpool Program	\$22,515	\$0	\$0	\$0	\$0
Whittier					
Dev. Gateway Cities COG Strategic Transportation Plan	\$15,497	\$0	\$0	\$0	\$0
Employee Rideshare	\$5,862	\$0	\$0	\$0	\$0
Rule 2202 Compliance - Emission Credits Purchased	\$7,136	\$0	\$0	\$0	\$0
Wildomar					
Unpaved Roadway Program	\$116,050	\$0	\$0	\$0	\$0
Yorba Linda					
Bike lane enhancement program	\$34,000	\$34,000	\$0	\$0	\$0
Fleet Vehicle Replacement Program	\$25,633	\$0	\$0	\$0	\$0
Yucaipa					
12th and 13th Streets Curb, Gutter, Sidewalk	\$14,992	\$0	\$0	\$0	\$0
12th Street Curb, Gutter, Sidewalk	\$488	\$0	\$0	\$0	\$0
13th Street Curb, Gutter, Sidewalks	\$63,323	\$0	\$0	\$0	\$0
2nd Street Curb, Gutter, Sidewalk	\$18,000	\$0	\$0	\$0	\$0
4th Street Curb, Gutter, Sidewalk	\$75,000	\$0	\$0	\$0	\$0
Avenue D Curb, Gutter, Sidewalk	\$41,894	\$0	\$0	\$0	\$0
Avenue E Curb, Gutter Sidewalk	\$135	\$0	\$0	\$0	\$0
Avenue E Curb, Gutter, Sidewalk	\$1,587	\$0	\$0	\$0	\$0
Avenue E Curb, Gutter, Sidewalk	\$22,000	\$0	\$0	\$0	\$0
Totals	\$19,163,200	\$508,295	\$0	\$0	\$18,334,518

Range of Cost-Effectiveness by Subcategory for Fiscal Year 2015 - 2016

	Lowest (ROG + NOx + PM2.5)		Highest (ROG + NOx + PM2.5 + CO/7)	
(1a) Alternative Fuel Vehicle Purchases	\$1.11	\$17,202.05	\$1.07	\$17,164.34
(1b) Alternative Fuel Vehicle Conversions	\$6.42	\$12,065.89	\$6.42	\$11,650.83
(1d) Electric Vehicle Purchases	\$2.56	\$368,719.11	\$1.34	\$173,362.67
(1f) Electric Veh Infrastructure	\$19,575.97	\$27,099.15	\$10,216.69	\$27,099.15
(2d) On-road CARB-verified Diesel Emission Control	\$123.95	\$123.95	\$122.55	\$122.55
(4c) Transit Operations (new service, shuttles, fuel subsidies)	\$53.10	\$15,723.24	\$41.54	\$23,044.48
(4d) Passenger Fare Subsidies	\$0.81	\$488.61	\$0.50	\$303.95
(5a) Traffic Calming	\$26.36	\$52.17	\$21.75	\$31.48
(5b) Traffic Flow or Signalization (timing, surveillance)	\$0.05	\$290.31	\$0.04	\$198.26
(6a) Employer-Based Trip Reduction	\$3.01	\$935.22	\$1.86	\$577.30
(6b) Other Trip Reduction Incentive Programs	\$577.84	\$577.84	\$358.14	\$358.14
(8a) Bicycle Lanes and Trails (also bridges)	\$7.72	\$3,231.40	\$4.83	\$2,022.76
(8c) Bicycle Usage (electric bikes, purchases, loaner projects)	\$1.64	\$9,996.30	\$0.88	\$5,720.94
(9a) Road Dust Control (paving roads, shoulders, street	\$6.69	\$104.93	\$6.68	\$104.12
(11a) Miscellaneous (use with "Miscellaneous Projects")	\$14.37	\$187.19	\$10.30	\$118.88

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

Average Cost-Effectiveness by Project

Fiscal Year 2015 - 2016

Project Category	Project Name	MV Fees	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5 +CO/7 (lbs/year)	Cost- Effectiveness (\$/lb)
(1) Alternative Fuels/Electric Vehicles					
(1a) Alternative Fuel Vehicle Purchases					
Chino	Purchase of Freightliner Vactor	\$69,184	\$8,110	7,555	\$1.07
Chino	Purchase of Freightliner	\$65,338	\$7,660	6,129	\$1.25
South El Monte	Hybrid (1) Vehicle Lease	\$809	\$115	26	\$4.36
Los Angeles (City)	#7 Alt Fuel Purch-16 CNG Solid Waste Collection Vehicles	\$355,892	\$35,754	3,710	\$9.64
Garden Grove	Clean Vehicle Rebate program	\$17,500	\$2,493	213	\$11.72
Los Angeles (City)	#5 Alt Fuel Veh Purch-Three 2015 CNG Broom Bear Sweepers	\$75,000	\$7,535	540	\$13.94
Huntington Park	Lease of Toyota Hylander Hybrid	\$22,268	\$3,172	223	\$14.20
Calabasas	Lease of (1) 2016 Toyota Prius	\$777	\$111	6	\$19.55
Calabasas	Continued lease of 7 vehicles	\$21,350	\$3,041	127	\$23.93
Los Angeles (City)	#6 Alt Fuel Veh Purch-3 CNG Sewer Cleaner Cab Trucks	\$125,000	\$12,558	486	\$25.85
South Gate	Alternative Fuel Vehicle Lease	\$22,583	\$2,647	97	\$27.24
Los Angeles (City)	#4 Alt Fuel Veh Purch-Three CNG Thermoplastic Trucks	\$75,000	\$7,535	212	\$35.54
Los Angeles (City)	#3 Alt Fuel Veh Purch-One 2016 CNG 4X4 Lube and Fuel Truck	\$25,000	\$2,512	57	\$44.00
Los Angeles (City)	#2 Alt Fuel Veh Purch-One CNG 4X4 Lube and Fuel Truck	\$25,000	\$2,512	57	\$44.00
Duarte	Alt Fuel Vehicle Purchase	\$32,499	\$4,630	96	\$48.02
Temple City	Lease of 7 Hybrid Vehicles	\$37,301	\$5,314	106	\$50.29
Lomita	Leasing alternative fuel street sweepers	\$15,000	\$15,450	260	\$59.44
Colton	Lease of a CNG Street Sweeper	\$52,816	\$27,602	458	\$60.22
Fullerton	Purchase of CNG Street Sweeper	\$30,000	\$61,800	790	\$78.27
Upland	Vehicle Purchase	\$31,578	\$4,498	57	\$79.48
Inglewood	Purchase of 17 Vehicles	\$458,804	\$65,360	770	\$84.91
Yorba Linda	Fleet Vehicle Replacement Program	\$25,633	\$3,652	42	\$87.97
Indio	Alternative Vehicle Vactor Truck	\$160,000	\$18,757	199	\$94.30
Downey	Purchase of (3) Hybrid Vehicles	\$123,520	\$14,480	147	\$98.40
Alhambra	Purchase of 4 CNG Honda Civic	\$112,000	\$15,955	151	\$105.71
Banning	Purchased one (1) brand new CNG Street Sweeper	\$270,618	\$309,637	2,885	\$107.32
Lakewood	Purchase New Honda Civic CNG Vehicle (1 Replacement)	\$28,887	\$4,115	32	\$127.88
Alhambra	Purchase 1 Toyota Rav4 Hybrid	\$35,557	\$5,065	38	\$134.24
Alhambra	Purchase of 1 Hyundai Sonata Plug-In Hybrid	\$36,952	\$5,264	38	\$139.50
Cudahy	Hybrid Vehicle Lease	\$15,005	\$2,138	15	\$141.62

Project Category	Project Name	MV Fees	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5 +CO/7 (lbs/year)	Cost- Effectiveness (\$/lb)	
(1a) Alternative Fuel Vehicle Purchases (cont'd)						
Walnut	Purchase of Hybrid Vehicle	\$10,000	\$1,425	36	\$39.11	
Paramount	Purchase of (2) Hybrid Vehicles	\$94,712	\$13,492	91	\$148.14	
Alhambra	Purchase of 1 CNG Ford Crown Victoria	\$33,500	\$4,772	32	\$148.30	
Alhambra	Purchase of 1 Ford Fusion Energi Hybrid	\$40,654	\$5,791	38	\$153.48	
Buena Park	Honda CNG Sedans - 2	\$58,226	\$8,295	49	\$167.86	
Baldwin Park	Alternative Fuel Vehicle Purchase (Prius)	\$25,579	\$3,644	19	\$193.13	
Pico Rivera	Lease payments of (6) Hybrid Vehicles (2014 Toyota Prius C)	\$15,524	\$15,990	77	\$206.41	
Los Angeles (City)	#1 Purchase-Two (2) CNG Traffic Paint Striper Trucks	\$50,000	\$5,023	24	\$211.61	
West Covina	West Covina PD - Parking Enforcement Vehicle	\$30,400	\$3,564	16	\$226.32	
El Segundo	Public Works Pool Vehicle Replacement	\$26,524	\$3,779	15	\$248.78	
Fullerton	Lease of 3 CNG vehicles	\$18,273	\$18,821	73	\$258.32	
Long Beach	Purchase of Plug-In Hybrid (2)	\$38,193	\$4,477	30	\$150.86	
Bellflower	One Brand New Ford F-550 XL CNG Pickup Truck	\$144,970	\$16,995	61	\$280.16	
Jurupa Valley	Purchase of 6 Hybrid AT-PZEV Vehicles for City Fleet	\$156,292	\$22,265	63	\$354.46	
Menifee	Hybrid Vehicle Purchase	\$49,319	\$7,026	19	\$372.38	
Bellflower	One Brand New Ford F-250 CNG Pickup Truck	\$47,588	\$5,579	15	\$376.24	
Stanton	Purchased (1) RAV4 Hybrid Code Enforcement Vehicle	\$32,490	\$4,628	11	\$408.86	
La Canada Flintridge	Purchase one Hybrid Chevy Volt	\$36,209	\$5,158	12	\$440.96	
Loma Linda	Fuel efficient carpool vehicle	\$25,539	\$3,638	8	\$451.38	
Jurupa Valley	Purchase of 8 CNG Light Duty Trucks SULEV for City Fleet	\$285,381	\$40,654	89	\$459.02	
Fontana	AFV Rebate Program	\$1,500	\$214	0	\$510.78	
Glendora	Purchased (2) CNG Shuttles	\$264,971	\$34,580	73	\$474.80	
Huntington Beach	Purchase CNG Truck	\$74,614	\$10,629	19	\$574.09	
Claremont	Purchase of 3 CNG Trash Trucks	\$122,531	\$21,398	158	\$135.85	
Manhattan Beach	CNG Bus Purchase	\$128,499	\$15,064	17	\$884.82	
Norwalk	Purchase of Two CNG Vehicles	\$67,866	\$9,668	4	\$2,198.44	
Santa Monica	Hydrogen Powered Vehicle Lease	\$3,298	\$470	0	\$1,293.90	
Fullerton	Alt-fuel Fords (purchase) - SULEV	\$25,865	\$26,641	9	\$2,824.02	
Hemet	Purchased Vactor Jetter CNG Truck	\$19,574	\$2,295	5	\$452.57	
Azusa	Propane Fuel Street Sweeper Lease Payments (2)	\$17,526	\$18,052	1	\$17,164.34	
Subcategory Totals and Average cost-effectiveness**:		Subcategory Summary	\$4,312,486	\$993,496	26,586	\$37.37

Project Category	Project Name	MV Fees	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5 +CO/7 (lbs/year)	Cost- Effectiveness (\$/lb)	
(1b) Alternative Fuel Vehicle Conversions						
Irvine	CNG Patcher Conversion	\$35,000	\$4,103	639	\$6.42	
Rosemead	Convert 5 Transit buses from Gas to Propane	\$130,140	\$13,074	85	\$153.29	
Long Beach	Purchase/Conversion of Medium-duty Truck	\$10,400	\$4,400	9	\$502.37	
Irvine	CNG Vehicles Conversion	\$46,468	\$5,447	9	\$610.99	
Irvine	CNG Vehicles Conversion	\$35,000	\$4,103	0	\$11,650.83	
Subcategory Totals and Average cost-effectiveness**:		Subcategory Summary	\$257,008	\$31,128	743	\$41.91
(1d) Electric Vehicle Purchases						
Riverside (City)	Electric Vehicle Rebate Program	\$7,500	\$879	657	\$1.34	
Huntington Park	Lease of (1) Electric Vehicle	\$4,902	\$575	47	\$12.32	
Placentia	Purchase of 10 Chevy Spark electric vehicles	\$53,507	\$6,273	439	\$14.30	
San Gabriel	Gator Electric Utility Vehicle	\$11,639	\$1,364	43	\$31.89	
Eastvale	Purchase City Electrical Vehicle	\$33,248	\$3,898	38	\$103.29	
Murrieta	Purchase of Two (2) Chevy Volt fleet vehicles	\$69,220	\$9,861	91	\$108.88	
Santa Ana	Electric Vehicle Lease (2)	\$12,097	\$12,460	44	\$283.76	
County of Orange	Electric Forklift Replacement Program, Purchase-1 Unit	\$32,300	\$3,787	10	\$370.96	
Coachella	Electric Car Purchase (1)	\$21,392	\$2,508	6	\$400.54	
County of Orange	Electric Forklift Replacement Program, Purchase-1 Unit	\$39,509	\$4,632	10	\$453.75	
Long Beach	Purchase of light duty electric vehicles (4)	\$110,567	\$12,962	33	\$396.30	
Santa Monica	Electric Vehicle Purchases	\$32,850	\$3,851	61	\$63.59	
Fullerton	Alt-fuel Fords (purchase) - ZEV	\$40,758	\$41,981	16	\$2,564.23	
Huntington Park	Purchase of Gator Electric Vehicle	\$11,140	\$1,306	0	\$173,362.67	
Subcategory Totals and Average cost-effectiveness**:		Subcategory Summary	\$480,628	\$106,335	1,494	\$71.17
(1f) Electric Veh Infrastructure						
Murrieta	Purchase and install of electric vehicle charging station	\$18,797	\$19,361	2	\$10,216.69	
County of Orange	EV Charging Station Purchase-9 units	\$5,604	\$5,772	0	\$27,099.15	
Subcategory Totals and Average cost-effectiveness**:		Subcategory Summary	\$24,401	\$25,133	2	\$11,922.56
		Category Summary	\$5,074,523	\$1,156,092	28,825	\$40.11
(2) Vehicle Emissions Abatement						
(2d) On-road CARB-verified Diesel Emission Control Systems--VDECS						
Indio	Diesel Emission Control Device	\$9,653	\$3,099	25	\$122.55	
Subcategory Totals and Average cost-effectiveness**:		Subcategory Summary	\$9,653	\$3,099	25	\$122.55
		Category Summary	\$9,653	\$3,099	25	\$122.55

Project Category	Project Name	MV Fees	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5 +CO/7 (lbs/year)	Cost- Effectiveness (\$/lb)
(4) Public Transportation (Transit & Rail)					
(4c) Transit Operations (new service, shuttles, fuel subsidies)					
<i>Rancho Palos Verdes</i>	Public Transit/Fixed Route Shuttle Service	\$48,145	\$49,589	1,145	\$43.32
<i>Temecula</i>	Route 55 Temecula Trolley Services	\$17,049	\$17,560	189	\$92.85
<i>Carson</i>	Public Transportation Services with two (2) new CNG Buses	\$97,169	\$15,790	380	\$41.54
<i>San Juan Capistrano</i>	Trolley Program	\$49,755	\$51,248	380	\$134.80
<i>Anaheim</i>	ART Shuttle - Route 17	\$47,272	\$48,690	152	\$319.76
<i>Rancho Palos Verdes</i>	Public Transit/Fixed Route Shuttle Service	\$5,951	\$6,130	11	\$577.24
<i>Huntington Beach</i>	4th of July/U.S. Open Shuttle Service	\$20,305	\$20,914	38	\$548.40
<i>Seal Beach</i>	Senior Transportation Nutrition Shuttle	\$31,315	\$32,254	36	\$895.46
<i>Duarte</i>	Senior Shuttle Service	\$935	\$963	1	\$1,538.95
<i>La Habra</i>	Shuttles to transport Seniors	\$78,960	\$81,329	52	\$1,559.32
<i>Grand Terrace</i>	Senior Transportation Program	\$833	\$858	0	\$23,044.48
Subcategory Totals and Average cost-effectiveness**:		\$397,689	\$325,326	2,384	\$136.46
(4d) Passenger Fare Subsidies					
<i>Pasadena</i>	Go Verdugo Transit Subsidy Program	\$1,421	\$1,464	2,934	\$0.50
<i>Santa Fe Springs</i>	GO RIO	\$2,062	\$139	120	\$1.15
<i>West Hollywood</i>	Employee Transit Subsidies	\$10,380	\$10,691	9,210	\$1.16
<i>Riverside (City)</i>	Riverside Go Transit Bus Pass Subsidy Program	\$76,077	\$78,359	8,949	\$8.76
<i>Arcadia</i>	Passenger Fare Subsidies	\$1,832	\$1,887	79	\$23.89
<i>Monterey Park</i>	Transit Subsidies	\$2,045	\$2,106	56	\$37.39
<i>Walnut</i>	Bus Pass Subsidies	\$8,766	\$9,029	218	\$41.46
<i>Corona</i>	Corona Cruiser Passenger Fare Subsidy	\$16,629	\$17,128	336	\$50.92
<i>Laguna Beach</i>	Main Line Transit Service	\$14,796	\$15,240	274	\$55.70
<i>Riverside (City)</i>	City Pass Program	\$14,173	\$14,598	228	\$64.10
<i>Laguna Beach</i>	Ride to Work Bus Pass Program	\$8,325	\$8,575	131	\$65.69
<i>Azusa</i>	Transit Pass Subsidy	\$13,653	\$14,063	214	\$65.82
<i>Garden Grove</i>	Transit Subsidy Program (Metrolink & Bus)	\$8,479	\$8,733	111	\$79.00
<i>Los Angeles (City)</i>	Commute Options-Rail and Bus Transit Subsidy Program	\$384,481	\$396,015	28,902	\$13.70
<i>El Monte</i>	Transit Subsidies	\$6,500	\$6,695	69	\$96.90
<i>Covina</i>	Commuter Choice Reimbursement Program	\$2,981	\$3,071	31	\$97.96
<i>Anaheim</i>	Metrolink OCTA	\$118,556	\$122,112	1,435	\$85.10
<i>Norwalk</i>	Transit Subsidy	\$26,000	\$26,780	234	\$114.52
<i>South El Monte</i>	Bus Pass Subsidy Program	\$6,905	\$7,112	53	\$134.51
<i>Glendora</i>	Alternative Commute Program - Public Transit Component	\$737	\$759	5	\$145.24

Project Category	Project Name	MV Fees	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5 +CO/7 (lbs/year)	Cost- Effectiveness (\$/lb)	
(4d) Passenger Fare Subsidies (cont'd)						
Glendale	Transit Fare Subsidy	\$72,500	\$74,675	507	\$147.24	
Burbank	Employee Transit Subsidies	\$24,282	\$25,010	139	\$179.56	
Claremont	Employees Using Public Transportation (2 Employees)	\$2,772	\$2,855	11	\$255.20	
Monrovia	Discount Bus Pass Program	\$6,082	\$6,265	21	\$298.87	
Compton	Transit Subsidies	\$65,000	\$66,950	220	\$303.95	
Pasadena	Employee Transit Pass Subsidies	\$49,050	\$50,522	213	\$236.80	
Subcategory Totals and Average cost-effectiveness**:		Subcategory Summary	\$944,483	\$970,832	54,700	\$17.75
		Category Summary	\$1,342,172	\$1,296,157	57,084	\$22.71
(5) Traffic Management						
(5a) Traffic Calming						
Rancho Santa Margarita	Speed Feedback Signs	\$20,470	\$2,056	95	\$21.75	
San Juan Capistrano	Neighbor Traffic Calming Project	\$17,911	\$6,332	202	\$31.41	
Costa Mesa	Construct Intersection Chockers/Medians - E. 19th St	\$1,013	\$1,043	33	\$31.48	
Subcategory Totals and Average cost-effectiveness**:		Subcategory Summary	\$39,394	\$9,432	329	\$28.64
(5b) Traffic Flow or Signalization (timing, surveillance)						
Rancho Santa Margarita	SMP Signal & Equipment Upgrade	\$256	\$56	1,391	\$0.04	
Highland	Signal Synchronization	\$3,105	\$678	3,646	\$0.19	
Costa Mesa	17th. St. Signal Synchronization Project	\$709	\$155	719	\$0.22	
Costa Mesa	Baker St./Placentia Ave. Traffic Signal Sync Project	\$2,533	\$553	1,742	\$0.32	
Irwindale	Left Turn Phasing Peck Rd and Longden Construction	\$1,750	\$382	1,050	\$0.36	
Laguna Niguel	Traffic Signal Coordination	\$26,677	\$5,825	14,358	\$0.41	
Costa Mesa	Sunflower Ave. Traffic Synchronization Project	\$2,499	\$546	1,298	\$0.42	
Los Angeles (City)	Automatic Traffic Surveillance and Control (ATSAC) Center	\$1,104,624	\$1,137,763	11,565,048	\$0.10	
Costa Mesa	Victoria St. Traffic Signal Synchronization Project	\$1,016	\$222	268	\$0.83	
Costa Mesa	Fairview Rd. Traffic Signal Synchronization Project	\$6,957	\$1,519	1,613	\$0.94	
Placentia	Rose Drive Traffic Signal Synchronization	\$12,200	\$12,566	10,802	\$1.16	
Huntington Beach	Traffic Signal Synchronization	\$178,750	\$39,031	26,206	\$1.49	
Loma Linda	Signal Coordination	\$7,195	\$1,571	724	\$2.17	
Anaheim	Traffic Signal Synchronization	\$124,072	\$27,092	11,686	\$2.32	
Riverside (City)	Riverside Traffic Management Center	\$28,590	\$3,352	750	\$4.47	
Mission Viejo	City of Mission Viejo Traffic Signal Synchronization: FY15-16	\$69,543	\$71,629	78,991	\$0.91	

Project Category	Project Name	MV Fees	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5 +CO/7 (lbs/year)	Cost- Effectiveness (\$/lb)	
(5b) Traffic Flow or Signalization (timing, surveillance) (cont'd)						
Artesia	Pre-Emption Replacement	\$3,259	\$712	132	\$5.38	
Costa Mesa	Adams Ave. Traffic Synchronization Project	\$36,504	\$7,971	1,160	\$6.87	
Costa Mesa	Victoria St. & Valley Rd. Improvements	\$3,041	\$664	91	\$7.26	
Lake Forest	Trabuco Road Traffic Signal Synchronization	\$29,944	\$30,842	3,934	\$7.84	
Costa Mesa	Newport Blvd. Traffic Synchronization Project	\$81,167	\$17,723	1,372	\$12.91	
Costa Mesa	Bristol St. Traffic Synchronization Project	\$125,396	\$27,381	1,468	\$18.66	
Costa Mesa	Sunflower Ave. & Anton Blvd. Signal Improvements	\$6,414	\$1,401	60	\$23.39	
Rancho Santa Margarita	Antonio Parkway Signal & Equipment Upgrade	\$62,317	\$13,607	503	\$27.03	
Moreno Valley	Traffic Signal Coordination Program	\$77,589	\$79,917	1,045	\$76.50	
Eastvale	Hamner Ave Traffic Signal Synchronization	\$32,031	\$32,992	222	\$148.29	
Costa Mesa	Harbor Blvd. Widening	\$84,193	\$18,384	93	\$198.26	
Subcategory Totals and Average cost-effectiveness**:		Subcategory Summary	\$2,112,330	\$1,534,532	11,730,372	\$0.13
		Category Summary	\$2,151,724	\$1,543,964	11,730,702	\$0.13
(6) Transportation Demand Management						
(6a) Employer-Based Trip Reduction						
Riverside (City)	Employee Rideshare Program	\$2,989	\$3,079	1,658	\$1.86	
Los Angeles (City)	Vanpool Program	\$723,753	\$745,466	381,593	\$1.95	
County of LA	Countywide Trip Reduction Services/Outreach	\$304,376	\$313,507	57,584	\$5.44	
Bell Gardens	Employee Rideshare Subsidies	\$197	\$203	28	\$7.34	
County of Orange	Employee Rideshare Program	\$35,000	\$36,050	18,648	\$1.93	
Los Angeles (City)	Carpool Program	\$145,540	\$149,906	10,816	\$13.86	
Monrovia	Employee Commute Reduction Program (ECRP)	\$6,082	\$6,265	398	\$15.75	
Newport Beach	Employee Rideshare Program	\$6,576	\$6,773	348	\$19.45	
Santa Clarita	Rideshare	\$2,305	\$2,374	107	\$22.11	
Glendale	Employer Based Trip Reduction Program	\$91,812	\$94,566	3,856	\$24.52	
Anaheim	Trip Reduction Program	\$69,717	\$71,808	2,810	\$25.55	
Montebello	Employee Commute Reduction Program	\$27,624	\$28,453	957	\$29.74	
Torrance	Employee Trip Reduction	\$146,821	\$151,226	4,774	\$31.68	
Commerce	Employer Based Trip Reduction	\$16,504	\$16,999	528	\$32.18	
County of San Bernardino	Employee Commute Reduction Program	\$185,331	\$190,891	5,684	\$33.58	
Ontario	Rideshare	\$29,606	\$30,494	757	\$40.28	
South Gate	Employee Rideshare Program	\$2,486	\$2,561	62	\$41.53	

Project Category	Project Name	MV Fees	Air Funds*	Emission	Cost-	Amortized	Reductions ROG+NO _x +PM _{2.5} +CO/7 (lbs/year)	Effectiveness (\$/lb)
(6a) Employer-Based Trip Reduction (cont'd)								
<i>Redondo Beach</i>	Employee Rideshare				\$39,652	\$40,842	957	\$42.67
<i>Westminster</i>	Employee Rideshare Program				\$17,476	\$18,000	393	\$45.77
<i>Palm Desert</i>	City Rideshare Program				\$1,475	\$1,519	33	\$45.84
<i>Pasadena</i>	Prideshare				\$72,794	\$74,978	3,763	\$19.93
<i>Azusa</i>	Rideshare Financial Incentives				\$9,747	\$10,039	205	\$48.94
<i>Fontana</i>	Rule 2022 Rideshare Subsidies & Activities				\$13,016	\$13,406	243	\$55.27
<i>Carson</i>	Breathe - Employee Rideshare Program				\$18,940	\$19,508	351	\$55.62
<i>Glendora</i>	Alternative Commute Program - Carpool Component				\$6,976	\$7,185	110	\$65.47
<i>West Hollywood</i>	Alternative Transportation Program				\$41,080	\$42,313	642	\$65.90
<i>Orange (City)</i>	Trip Reduction Program				\$118,665	\$122,225	1,723	\$70.94
<i>Monterey Park</i>	Employer Transportation Program				\$13,638	\$14,047	197	\$71.39
<i>Covina</i>	Commuter Rideshare Program				\$580	\$597	8	\$76.71
<i>Hawthorne</i>	Financial Incentives for rideshare				\$1,990	\$2,050	27	\$77.13
<i>Garden Grove</i>	TDM Services				\$39,671	\$40,861	514	\$79.43
<i>Los Angeles (City)</i>	Bicycle Transit Incentive Program				\$12,832	\$13,217	500	\$26.46
<i>Cerritos</i>	Employee Rideshare Trip Rebate Program				\$29,407	\$30,289	357	\$84.81
<i>Stanton</i>	Employee Commute Incentive Program				\$1,410	\$1,452	17	\$85.39
<i>Hermosa Beach</i>	AQMD Incentives to reduce auto trips				\$2,130	\$2,194	26	\$86.00
<i>Huntington Beach</i>	Employee Rideshare Program				\$11,150	\$11,485	133	\$86.44
<i>El Monte</i>	Monthly Rideshare Incentives				\$34,600	\$35,638	394	\$90.35
<i>Burbank</i>	Employee Rideshare Subsidies				\$38,895	\$40,062	443	\$90.38
<i>La Verne</i>	Ride Share Program				\$12,982	\$13,371	120	\$111.22
<i>San Bernardino (City)</i>	Employee Rideshare Program				\$113,361	\$116,762	1,038	\$112.43
<i>County of Riverside</i>	Commuter Services Program				\$196,424	\$202,317	1,742	\$116.13
<i>Manhattan Beach</i>	Employee Rideshare Program				\$10,320	\$10,630	83	\$128.21
<i>Los Angeles (City)</i>	Walk Subsidy				\$16,381	\$16,872	116	\$145.59
<i>Whittier</i>	Employee Rideshare				\$5,862	\$6,038	41	\$147.19
<i>Upland</i>	Rideshare Activities				\$15,788	\$16,262	101	\$161.04
<i>Rialto</i>	Rideshare Program				\$90,549	\$93,265	559	\$166.81
<i>Arcadia</i>	Employer Based Trip Reduction Program				\$13,473	\$13,877	80	\$174.53
<i>Montclair</i>	Employer Rideshare Program				\$23,343	\$24,043	111	\$216.58
<i>Santa Ana</i>	Blue Skies Ride share Program				\$149,372	\$153,854	650	\$236.70
<i>Glendora</i>	Alternative Commute Program - Bicycle Component				\$1,234	\$1,271	5	\$237.74
<i>Rancho Cucamonga</i>	Employer Ride Share Program				\$24,077	\$24,799	89	\$277.49
<i>Palm Springs</i>	Rideshare Subsidy				\$7,269	\$7,487	27	\$281.75

Project Category	Project Name	MV Fees	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5 +CO/7 (lbs/year)	Cost- Effectiveness (\$/lb)	
(6a) Employer-Based Trip Reduction (cont'd)						
Compton	Employee Rideshare Incentives	\$65,000	\$66,950	218	\$307.25	
Baldwin Park	Employee Transportation Program - Monthly Gift Card Drawing	\$3,278	\$3,376	34	\$99.14	
Glendora	Alternative Commute Program - Walking Component	\$3,626	\$3,735	8	\$452.58	
Downey	Downey Employees "Thumbs Up" Commuting Program	\$141,194	\$145,430	252	\$577.30	
Subcategory Totals and Average cost-effectiveness**:		Subcategory Summary	\$3,216,377	\$3,312,869	506,920	\$6.54
(6b) Other Trip Reduction Incentive Programs						
San Juan Capistrano	Sr Nutritional Transportation Program	\$7,254	\$7,471	21	\$358.14	
Subcategory Totals and Average cost-effectiveness**:		Subcategory Summary	\$7,254	\$7,471	21	\$358.14
(6c) Vanpool Programs						
Garden Grove	Vanpool Program - Conventional Gasoline	\$50,745	\$52,268	453	\$115.40	
Anaheim	Citywide Vanpool Program	\$81,037	\$83,468	480	\$174.07	
Garden Grove	Vanpool Program - CNG	\$38,734	\$39,896	173	\$231.10	
Westminster	Employee Vanpool Program	\$22,515	\$23,190	59	\$394.04	
Subcategory Totals and Average cost-effectiveness**:		Subcategory Summary	\$193,031	\$198,822	1,164	\$170.82
		Category Summary	\$3,416,662	\$3,519,162	508,105	\$6.93
(8) Bicycles						
(8a) Bicycle Lanes and Trails (also bridges)						
Yucaipa	Avenue E Curb, Gutter Sidewalk	\$135	\$11	2	\$4.83	
Yucaipa	12th Street Curb, Gutter, Sidewalk	\$488	\$41	3	\$14.17	
Yucaipa	Avenue E Curb, Gutter, Sidewalk	\$1,587	\$133	6	\$20.45	
Riverside (City)	SAR Bike Trail Blind Curve Reconfiguration	\$6,092	\$510	13	\$38.18	
Yorba Linda	Bike lane enhancement program	\$34,000	\$4,571	79	\$57.92	
Long Beach	Class II Bike Lanes to LA River	\$114,829	\$9,619	147	\$65.36	
Pasadena	Class II Painted Bicycle Lanes	\$24,917	\$2,087	26	\$80.91	
Riverside (City)	Market Street Bike Lane Installation	\$50,000	\$3,361	39	\$85.88	
Yucaipa	12th and 13th Streets Curb, Gutter, Sidewalk	\$14,992	\$1,256	8	\$161.88	
Yucaipa	2nd Street Curb, Gutter, Sidewalk	\$18,000	\$1,508	5	\$319.97	
Yucaipa	Avenue D Curb, Gutter, Sidewalk	\$41,894	\$3,509	10	\$364.98	

Project Category	Project Name	MV Fees	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5 +CO/7 (lbs/year)	Cost- Effectiveness (\$/lb)
(8a) Bicycle Lanes and Trails (also bridges) (cont'd)					
Yucaipa	Avenue E Curb, Gutter, Sidewalk	\$22,000	\$1,843	5	\$391.07
Yucaipa	4th Street Curb, Gutter, Sidewalk	\$75,000	\$6,282	5	\$1,249.97
Yucaipa	13th Street Curb, Gutter, Sidewalks	\$63,323	\$5,304	3	\$2,022.76
Yucaipa	13th Street Curb, Gutter, Sidewalks	\$63,323	\$5,304	3	\$2,022.76
Subcategory Totals and Average cost-effectiveness**:		\$467,256	\$40,036	351	\$114.21
(8c) Bicycle Usage (electric bikes, purchases, loaner projects)					
Orange (City)	Bike Loan to Own Program	\$1,721	\$173	197	\$0.88
Orange (City)	Orange Police Bike Team	\$4,791	\$481	64	\$7.53
Lomita	Purchase of standard bicycle in lieu of gas powered vehicle	\$502	\$110	3	\$39.38
Culver City	Purchase of 3 Police Patrol Bicycles	\$5,786	\$1,263	10	\$123.52
Santa Clarita	Bike to Work/Santa Clarita	\$2,685	\$2,766	10	\$289.09
Garden Grove	Bicycle Loan Program	\$2,642	\$2,722	4	\$704.50
West Hollywood	Bike Share Program for Employees	\$22,245	\$22,912	28	\$813.64
Long Beach	Bike Share Program	\$305,297	\$314,456	55	\$5,720.94
Subcategory Totals and Average cost-effectiveness**:		\$345,669	\$344,882	371	\$929.89
Category Summary		\$812,925	\$384,918	721	\$533.54
(9) PM Reduction Strategies					
(9a) Road Dust Control (paving roads, shoulders, street sweeping)					
El Monte	Regional PM10 Street Sweepers Contract (2 Vehicles)	\$98,184	\$101,130	4,536	\$22.30
Desert Hot Springs	Local Street Sweeping Operation - Pacific	\$8,148	\$955	40	\$23.89
Jurupa Valley	Contract Street Sweeping	\$57,120	\$58,834	2,211	\$26.61
Loma Linda	City Street Sweeping Program	\$19,200	\$2,251	61	\$36.95
Desert Hot Springs	Local Street Sweeping Operation - Pacific	\$8,148	\$955	20	\$47.66
Hawthorne	PM10 Reduction Street Sweeping project	\$100,000	\$103,000	2,106	\$48.90
Norwalk	Cleaner Street Sweeping Contract	\$87,564	\$90,191	13,502	\$6.68
Walnut	Street Sweeping with CNG Sweeper	\$50,860	\$52,386	947	\$55.35
Indian Wells	Regional PM 10 Street Sweeping Program	\$3,707	\$3,818	58	\$65.78
Coachella	Regional PM10 Street Sweeping Program	\$33,372	\$34,373	507	\$67.75
Desert Hot Springs	Regional PM10 Street Sweeping Program	\$21,306	\$21,945	324	\$67.81
Palm Desert	Regional PM10 Street Sweeping Program	\$38,827	\$39,992	589	\$67.86
Palm Springs	Regional PM10 Street Sweeping Program	\$35,431	\$36,494	536	\$68.05
Indio	Regional PM10 Street Sweeping Program	\$64,167	\$66,092	971	\$68.06
Cathedral City	Regional PM10 Street Sweeping Program	\$40,242	\$41,449	609	\$68.08

Project Category	Project Name	MV Fees	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5 +CO/7 (lbs/year)	Cost- Effectiveness (\$/lb)	
(9a) Road Dust Control (paving roads, shoulders, street sweeping)						
La Quinta	Regional PM10 Street Sweeping Program	\$30,143	\$31,048	454	\$68.37	
Rancho Mirage	Regional PM10 Street Sweeping Program	\$13,474	\$13,878	203	\$68.42	
County of Riverside	Regional PM10 Street Sweeping Program	\$38,554	\$39,711	580	\$68.50	
Moreno Valley	Street Sweeping Program	\$160,655	\$165,475	1,589	\$104.12	
Subcategory Totals and Average cost-effectiveness**:		Subcategory Summary	\$909,103	\$903,976	29,843	\$30.29
		Category Summary	\$909,103	\$903,976	29,843	\$30.29
(11) Miscellaneous Projects						
(11a) Miscellaneous (use with "Miscellaneous Projects" Category)						
Irvine	Purchase Rule 2202 Emission Credits	\$7,851	\$8,087	785	\$10.30	
Riverside (City)	AQMD Rule 2202 Compliance - Purchase Emission Credits	\$23,400	\$24,102	2,337	\$10.31	
Whittier	Rule 2202 Compliance - Emission Credits Purchased	\$7,136	\$7,350	646	\$11.39	
Costa Mesa	Rule 2202 Implementation - Purchase Emission Credits	\$6,887	\$7,094	593	\$11.96	
Chino	Vehicle Emissions Credits Purchased	\$5,930	\$6,108	505	\$12.09	
Pomona	Purchase of Emission Credits	\$4,500	\$4,635	342	\$13.55	
County of Riverside	Purchase of Mobile Source Emission Reduction Credits	\$218,935	\$225,503	15,698	\$14.37	
Fullerton	Rule 2202 Emission Credits	\$21,170	\$21,805	1,412	\$15.45	
Long Beach	Rule 2202 Emissions Credit Purchase	\$35,691	\$36,762	2,153	\$17.07	
West Covina	Air Quality Investment Program (AQIP)	\$5,555	\$5,722	256	\$22.31	
Riverside (City)	ProjectDox	\$38,226	\$4,481	38	\$118.88	
Los Alamitos	Reduce Traffic to/from City Hall by providing online srvc	\$4,000	\$4,120	63	\$65.72	
Subcategory Totals and Average cost-effectiveness**:		Subcategory Summary	\$379,282	\$355,769	24,828	\$14.33
		Category Summary	\$379,282	\$355,769	24,828	\$14.33
		Program Summary	\$14,096,046	\$9,163,137	12,380,133	\$0.74

*Air Funds amortized equals (MV Fees + MSRC + Moyer) multiplied by the Capital Recovery Factor.

Cost-effectiveness is based on air funds and on ROG + NOx + PM2.5 + CO/7.

Only those projects with cost-effectiveness greater than zero are included in this report.

Cost-Effectiveness of Funding by Project

Fiscal Year 2015 - 2016

Project Category	Project Name	Cost-Effectiveness (\$/lb)		Cost-Effectiveness (\$/lb)	
		*Based on		Based on	
		ROG+NO _x +PM _{2.5}		ROG+NO _x +PM _{2.5} +CO/7	
		Air Funds	ALL Funds	Air Funds	ALL Funds
(1) Alternative Fuels/Electric Vehicles					
Alhambra	Purchase of 1 CNG Ford Crown Victoria	\$253.41	\$253.41	\$148.30	\$148.30
Alhambra	Purchase of 1 Hyundai Sonata Plug-In Hybrid	\$251.57	\$251.57	\$139.50	\$139.50
Alhambra	Purchase of 1 Ford Fusion Energi Hybrid	\$276.77	\$276.77	\$153.48	\$153.48
Alhambra	Purchase 1 Toyota Rav4 Hybrid	\$242.07	\$242.07	\$134.24	\$134.24
Alhambra	Purchase of 4 CNG Honda Civic	\$190.62	\$190.62	\$105.71	\$105.71
Azusa	Propane Fuel Street Sweeper Lease Payments	\$17,202.05	\$22,968.46	\$17,164.34	\$22,918.11
Baldwin Park	Alternative Fuel Vehicle Purchase (Prius)	\$348.28	\$348.28	\$193.13	\$193.13
Banning	Purchased one (1) brand new CNG Street	\$108.83	\$108.83	\$107.32	\$107.32
Bellflower	One Brand New Ford F-250 CNG	\$370.81	\$370.81	\$376.24	\$376.24
Bellflower	One Brand New Ford F-550 XL CNG	\$283.92	\$283.92	\$280.16	\$280.16
Buena Park	Honda CNG Sedans - 2	\$302.71	\$302.71	\$167.86	\$167.86
Calabasas	Continued lease of 7 vehicles	\$40.89	\$40.89	\$23.93	\$23.93
Calabasas	Lease of (1) 2016 Toyota Prius	\$35.25	\$35.25	\$19.55	\$19.55
Chino	Purchase of Freightliner	\$1.30	\$1.30	\$1.25	\$1.25
Chino	Purchase of Freightliner Vactor	\$1.11	\$1.11	\$1.07	\$1.07
Claremont	Purchase of 3 CNG Trash Trucks	\$165.21	\$891.89	\$135.85	\$733.37
Coachella	Electric Car Purchase (1)	\$767.46	\$767.46	\$400.54	\$400.54
Colton	Lease of a CNG Street Sweeper	\$60.22	\$60.22	\$60.22	\$60.22
County of Orange	Electric Forklift Replacement Program,	\$490.17	\$490.17	\$453.75	\$453.75
County of Orange	Electric Forklift Replacement Program,	\$400.73	\$400.73	\$370.96	\$370.96
County of Orange	EV Charging Station Purchase-9 units	\$27,099.15	\$27,099.15	\$27,099.15	\$27,099.15
Cudahy	Hybrid Vehicle Lease	\$255.38	\$255.38	\$141.62	\$141.62
Downey	Purchase of (3) Hybrid Vehicles	\$177.44	\$177.44	\$98.40	\$98.40
Duarte	Alt Fuel Vehicle Purchase	\$86.59	\$86.59	\$48.02	\$48.02
Eastvale	Purchase City Electrical Vehicle	\$186.27	\$186.27	\$103.29	\$103.29
El Segundo	Public Works Pool Vehicle Replacement	\$446.27	\$446.27	\$248.78	\$248.78
Fontana	AFV Rebate Program	\$872.81	\$872.81	\$510.78	\$510.78
Fullerton	Alt-fuel Fords (purchase) - SULEV	\$5,092.58	\$5,092.58	\$2,824.02	\$2,824.02
Fullerton	Alt-fuel Fords (purchase) - ZEV	\$4,934.84	\$4,934.84	\$2,564.23	\$2,564.23
Fullerton	Lease of 3 CNG vehicles	\$439.29	\$439.29	\$258.32	\$258.32
Fullerton	Purchase of CNG Street Sweeper	\$79.51	\$79.51	\$78.27	\$78.27

Project Category	Project Name	Cost-Effectiveness (\$/lb)		Cost-Effectiveness (\$/lb)	
		*Based on		Based on	
		ROG+NOx+PM2.5		ROG+NOx+PM2.5+CO/7	
		Air Funds	ALL Funds	Air Funds	ALL Funds
(1) Alternative Fuels/Electric Vehicles (cont'd)					
<i>Garden Grove</i>	Clean Vehicle Rebate program	\$21.13	\$21.13	\$11.72	\$11.72
<i>Glendora</i>	Purchased (2) CNG Shuttles	\$741.73	\$801.24	\$474.80	\$512.90
<i>Hemet</i>	Purchased Vactor Jetter CNG Truck	\$468.69	\$10,994.11	\$452.57	\$10,615.91
<i>Huntington Beach</i>	Purchase CNG Truck	\$636.87	\$636.87	\$574.09	\$574.09
<i>Huntington Park</i>	Lease of (1) Electric Vehicle	\$22.22	\$22.22	\$12.32	\$12.32
<i>Huntington Park</i>	Purchase of Gator Electric Vehicle	\$368,719.11	\$368,719.11	\$173,362.67	\$173,362.67
<i>Huntington Park</i>	Lease of Toyota Highlander Hybrid	\$25.61	\$25.61	\$14.20	\$14.20
<i>Indio</i>	Alternative Vehicle Vactor Truck	\$94.81	\$94.81	\$94.30	\$94.30
<i>Inglewood</i>	Purchase of 17 Vehicles	\$153.11	\$153.11	\$84.91	\$84.91
<i>Irvine</i>	CNG Patcher Conversion	\$6.42	\$6.42	\$6.42	\$6.42
<i>Irvine</i>	CNG Vehicles Conversion	\$610.99	\$610.99	\$610.99	\$610.99
<i>Irvine</i>	CNG Vehicles Conversion	\$12,065.89	\$12,065.89	\$11,650.83	\$11,650.83
<i>Jurupa Valley</i>	Purchase of 8 CNG Light Duty Trucks	\$751.82	\$751.82	\$459.02	\$459.02
<i>Jurupa Valley</i>	Purchase of 6 Hybrid AT-PZEV Vehicles for	\$605.55	\$605.55	\$354.46	\$354.46
<i>La Canada Flintridge</i>	Purchase one Hybrid Chevy Volt	\$795.19	\$795.19	\$440.96	\$440.96
<i>Lakewood</i>	Purchase New Honda Civic CNG Vehicle	\$218.51	\$218.51	\$127.88	\$127.88
<i>Loma Linda</i>	Fuel efficient carpool vehicle	\$813.99	\$813.99	\$451.38	\$451.38
<i>Lomita</i>	Leasing alternative fuel street sweepers	\$59.45	\$59.45	\$59.44	\$59.44
<i>Long Beach</i>	Purchase of light duty electric vehicles (4)	\$759.35	\$889.84	\$396.30	\$464.41
<i>Long Beach</i>	Purchase/Conversion of Medium-duty Truck	\$791.02	\$791.02	\$502.37	\$502.37
<i>Long Beach</i>	Purchase of Plug-In Hybrid (2)	\$272.05	\$489.24	\$150.86	\$271.30
<i>Los Angeles (City)</i>	#7 Alt Fuel Purch-16 CNG Solid Waste	\$9.69	\$9.69	\$9.64	\$9.64
<i>Los Angeles (City)</i>	#6 Alt Fuel Veh Purch-3 CNG Sewer Cleaner	\$25.99	\$25.99	\$25.85	\$25.85
<i>Los Angeles (City)</i>	#5 Alt Fuel Veh Purch-Three 2015 CNG	\$14.13	\$14.13	\$13.94	\$13.94
<i>Los Angeles (City)</i>	#3 Alt Fuel Veh Purch-One 2016 CNG 4X4	\$44.24	\$44.24	\$44.00	\$44.00
<i>Los Angeles (City)</i>	#1 Purchase-Two (2) CNG Traffic Paint	\$214.45	\$214.45	\$211.61	\$211.61
<i>Los Angeles (City)</i>	#4 Alt Fuel Veh Purch-Three CNG	\$35.73	\$35.73	\$35.54	\$35.54
<i>Los Angeles (City)</i>	#2 Alt Fuel Veh Purch-One CNG 4X4 Lube	\$44.24	\$44.24	\$44.00	\$44.00
<i>Manhattan Beach</i>	CNG Bus Purchase	\$910.05	\$910.05	\$884.82	\$884.82
<i>Menifee</i>	Hybrid Vehicle Purchase	\$671.52	\$671.52	\$372.38	\$372.38
<i>Murrieta</i>	Purchase and install of electric vehicle	\$19,575.97	\$19,575.97	\$10,216.69	\$10,216.69

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		Air Funds	ALL Funds	Air Funds	ALL Funds
(1) Alternative Fuels/Electric Vehicles (cont'd)					
<i>Murrieta</i>	Purchase of Two (2) Chevy Volt fleet	\$196.35	\$196.35	\$108.88	\$108.88
<i>Norwalk</i>	Purchase of Two CNG Vehicles	\$3,239.53	\$3,239.53	\$2,198.44	\$2,198.44
<i>Paramount</i>	Purchase of (2) Hybrid Vehicles	\$265.86	\$265.86	\$148.14	\$148.14
<i>Pico Rivera</i>	Lease payments of (6) Hybrid Vehicles	\$370.43	\$370.43	\$206.41	\$206.41
<i>Placentia</i>	Purchase of 10 Chevy Spark electric vehicles	\$28.79	\$28.79	\$14.30	\$14.30
<i>Riverside (City)</i>	Electric Vehicle Rebate Program	\$2.56	\$2.56	\$1.34	\$1.34
<i>Rosemead</i>	Convert 5 Transit buses from Gas to Propane	\$153.29	\$153.29	\$153.29	\$153.29
<i>San Gabriel</i>	Gator Electric Utility Vehicle	\$33.41	\$33.41	\$31.89	\$31.89
<i>Santa Ana</i>	Electric Vehicle Lease (2)	\$543.71	\$543.71	\$283.76	\$283.76
<i>Santa Monica</i>	Hydrogen Powered Vehicle Lease	\$2,479.21	\$4,958.42	\$1,293.90	\$2,587.80
<i>Santa Monica</i>	Electric Vehicle Purchases	\$121.83	\$2,181.23	\$63.59	\$1,138.38
<i>South El Monte</i>	Hybrid (1) Vehicle Lease	\$7.87	\$7.87	\$4.36	\$4.36
<i>South Gate</i>	Alternative Fuel Vehicle Lease	\$27.56	\$27.56	\$27.24	\$27.24
<i>Stanton</i>	Purchased (1) RAV4 Hybrid Code	\$737.30	\$737.30	\$408.86	\$408.86
<i>Temple City</i>	Lease of 7 Hybrid Vehicles	\$90.69	\$90.69	\$50.29	\$50.29
<i>Upland</i>	Vehicle Purchase	\$143.32	\$143.32	\$79.48	\$79.48
<i>Walnut</i>	Purchase of Hybrid Vehicle	\$70.52	\$259.30	\$39.11	\$143.79
<i>West Covina</i>	West Covina PD - Parking Enforcement	\$408.13	\$408.13	\$226.32	\$226.32
<i>Yorba Linda</i>	Fleet Vehicle Replacement Program	\$158.64	\$158.64	\$87.97	\$87.97
(2) Vehicle Emissions Abatement					
<i>Indio</i>	Diesel Emission Control Device	\$123.95	\$123.95	\$122.55	\$122.55
(4) Public Transportation (Transit & Rail)					
<i>Anaheim</i>	Metrolink OCTA	\$137.86	\$162.80	\$85.10	\$100.49
<i>Anaheim</i>	ART Shuttle - Route 17	\$425.26	\$467.31	\$319.76	\$351.38
<i>Arcadia</i>	Passenger Fare Subsidies	\$38.71	\$38.71	\$23.89	\$23.89
<i>Azusa</i>	Transit Pass Subsidy	\$106.63	\$106.63	\$65.82	\$65.82
<i>Burbank</i>	Employee Transit Subsidies	\$290.88	\$290.88	\$179.56	\$179.56
<i>Carson</i>	Public Transportation Services with two (2)	\$53.10	\$170.31	\$41.54	\$133.23
<i>Claremont</i>	Employees Using Public Transportation (2	\$415.42	\$415.42	\$255.20	\$255.20
<i>Compton</i>	Transit Subsidies	\$488.61	\$488.61	\$303.95	\$303.95
<i>Corona</i>	Corona Cruiser Passenger Fare Subsidy	\$82.12	\$82.12	\$50.92	\$50.92
<i>Covina</i>	Commuter Choice Reimbursement Program	\$158.23	\$158.23	\$97.96	\$97.96
<i>Duarte</i>	Senior Shuttle Service	\$2,490.46	\$2,490.46	\$1,538.95	\$1,538.95
<i>El Monte</i>	Transit Subsidies	\$156.98	\$156.98	\$96.90	\$96.90

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		Air Funds	ALL Funds	Air Funds	ALL Funds
(4) Public Transportation (Transit & Rail) (cont'd)					
<i>El Monte</i>	Transit Subsidies	\$156.98	\$156.98	\$96.90	\$96.98
<i>Garden Grove</i>	Transit Subsidy Program (Metrolink & Bus)	\$127.98	\$127.98	\$79.00	\$79.00
<i>Glendale</i>	Transit Fare Subsidy	\$236.70	\$236.70	\$147.24	\$147.24
<i>Glendora</i>	Alternative Commute Program - Public	\$235.29	\$235.29	\$145.24	\$145.24
<i>Grand Terrace</i>	Senior Transportation Program	\$15,723.24	\$166,632.33	\$23,044.48	\$244,221.71
<i>Huntington Beach</i>	4th of July/U.S. Open Shuttle Service	\$881.44	\$1,139.86	\$548.40	\$709.18
<i>La Habra</i>	Shuttles to transport Seniors	\$2,107.47	\$4,228.23	\$1,559.32	\$3,128.47
<i>Laguna Beach</i>	Ride to Work Bus Pass Program	\$109.55	\$109.55	\$65.69	\$65.69
<i>Laguna Beach</i>	Main Line Transit Service	\$90.08	\$90.08	\$55.70	\$55.70
<i>Los Angeles (City)</i>	Commute Options-Rail and Bus Transit	\$22.28	\$130.17	\$13.70	\$80.07
<i>Monrovia</i>	Discount Bus Pass Program	\$478.62	\$478.62	\$298.87	\$298.87
<i>Monterey Park</i>	Transit Subsidies	\$60.57	\$60.57	\$37.39	\$37.39
<i>Norwalk</i>	Transit Subsidy	\$185.52	\$185.52	\$114.52	\$114.52
<i>Pasadena</i>	Go Verdugo Transit Subsidy Program	\$0.81	\$0.81	\$0.50	\$0.50
<i>Pasadena</i>	Employee Transit Pass Subsidies	\$383.61	\$905.65	\$236.80	\$559.05
<i>Rancho Palos Verdes</i>	Public Transit/Fixed Route Shuttle Service	\$277.19	\$277.19	\$577.24	\$577.24
<i>Rancho Palos Verdes</i>	Public Transit/Fixed Route Shuttle Service	\$102.56	\$102.56	\$43.32	\$43.32
<i>Riverside (City)</i>	City Pass Program	\$103.85	\$103.85	\$64.10	\$64.10
<i>Riverside (City)</i>	Riverside Go Transit Bus Pass Subsidy Program	\$14.19	\$14.19	\$8.76	\$8.76
<i>San Juan Capistrano</i>	Trolley Program	\$216.46	\$216.46	\$134.80	\$134.80
<i>Santa Fe Springs</i>	GO RIO	\$1.86	\$1.86	\$1.15	\$1.15
<i>Seal Beach</i>	Senior Transportation Nutrition Shuttle	\$1,213.57	\$1,213.57	\$895.46	\$895.46
<i>South El Monte</i>	Bus Pass Subsidy Program	\$216.25	\$216.25	\$134.51	\$134.51
<i>Temecula</i>	Route 55 Temecula Trolley Services	\$105.99	\$105.99	\$92.85	\$92.85
<i>Walnut</i>	Bus Pass Subsidies	\$66.66	\$66.66	\$41.46	\$41.46
<i>West Hollywood</i>	Employee Transit Subsidies	\$1.88	\$1.88	\$1.16	\$1.16
(5) Traffic Management					
<i>Anaheim</i>	Traffic Signal Synchronization	\$3.06	\$3.37	\$2.32	\$2.55
<i>Artesia</i>	Pre-Emption Replacement	\$6.71	\$6.71	\$5.38	\$5.38
<i>Costa Mesa</i>	Bristol St. Traffic Synchronization Project	\$26.65	\$26.65	\$18.66	\$18.66

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		*Based on		Based on	
		ROG+NOx+PM2.5		ROG+NOx+PM2.5+CO/7	
		Air Funds	ALL Funds	Air Funds	ALL Funds
(5) Traffic Management (cont'd)					
<i>Costa Mesa</i>	Newport Blvd. Traffic Synchronization Project	\$20.29	\$20.29	\$12.91	\$12.91
<i>Costa Mesa</i>	Adams Ave. Traffic Synchronization Project	\$9.82	\$9.82	\$6.87	\$6.87
<i>Costa Mesa</i>	Baker St./Placentia Ave. Traffic Signal Sync	\$0.45	\$0.45	\$0.32	\$0.32
<i>Costa Mesa</i>	Construct Intersection Chockers/Medians -	\$52.17	\$52.17	\$31.48	\$31.48
<i>Costa Mesa</i>	Sunflower Ave. Traffic Synchronization	\$0.60	\$0.60	\$0.42	\$0.42
<i>Costa Mesa</i>	Fairview Rd. Traffic Signal Synchronization	\$1.21	\$1.21	\$0.94	\$0.94
<i>Costa Mesa</i>	Victoria St. & Valley Rd. Improvements	\$9.33	\$9.33	\$7.26	\$7.26
<i>Costa Mesa</i>	Victoria St. Traffic Signal Synchronization	\$1.66	\$1.66	\$0.83	\$0.83
<i>Costa Mesa</i>	Harbor Blvd. Widening	\$290.31	\$290.31	\$198.26	\$198.26
<i>Costa Mesa</i>	17th. St. Signal Synchronization Project	\$0.32	\$0.32	\$0.22	\$0.22
<i>Costa Mesa</i>	Sunflower Ave. & Anton Blvd. Signal	\$32.30	\$32.30	\$23.39	\$23.39
<i>Eastvale</i>	Hamner Ave Traffic Signal Synchronization	\$148.29	\$148.29	\$148.29	\$148.29
<i>Highland</i>	Signal Synchronization	\$0.25	\$0.25	\$0.19	\$0.19
<i>Huntington Beach</i>	Traffic Signal Synchronization	\$1.91	\$1.91	\$1.49	\$1.49
<i>Irwindale</i>	Left Turn Phasing Peck Rd and Longden	\$0.44	\$0.44	\$0.36	\$0.36
<i>Laguna Niguel</i>	Traffic Signal Coordination	\$0.46	\$0.46	\$0.41	\$0.41
<i>Lake Forest</i>	Trabuco Road Traffic Signal Synchronization	\$13.62	\$13.62	\$7.84	\$7.84
<i>Loma Linda</i>	Signal Coordination	\$2.94	\$2.94	\$2.17	\$2.17
<i>Los Angeles (City)</i>	Automatic Traffic Surveillance and Control	\$0.13	\$1.00	\$0.10	\$0.73
<i>Mission Viejo</i>	City of Mission Viejo Traffic Signal	\$1.34	\$7.70	\$0.91	\$5.21
<i>Moreno Valley</i>	Traffic Signal Coordination Program	\$109.28	\$109.28	\$76.50	\$76.50
<i>Placentia</i>	Rose Drive Traffic Signal Synchronization	\$1.96	\$1.96	\$1.16	\$1.16
<i>Rancho Santa Margarita</i>	SMP Signal & Equipment Upgrade	\$0.05	\$0.05	\$0.04	\$0.04
<i>Rancho Santa Margarita</i>	Antonio Parkway Signal & Equipment	\$42.47	\$42.47	\$27.03	\$27.03
<i>Rancho Santa Margarita</i>	Speed Feedback Signs	\$26.36	\$26.36	\$21.75	\$21.75
<i>Riverside (City)</i>	Riverside Traffic Management Center	\$5.73	\$5.73	\$4.47	\$4.47
<i>San Juan Capistrano</i>	Neighbor Traffic Calming Project	\$40.08	\$40.08	\$31.41	\$31.41
(6) Transportation Demand Management					
<i>Anaheim</i>	Citywide Vanpool Program	\$174.27	\$210.86	\$174.07	\$210.62
<i>Anaheim</i>	Trip Reduction Program	\$41.39	\$45.48	\$25.55	\$28.08
<i>Arcadia</i>	Employer Based Trip Reduction Program	\$280.57	\$280.57	\$174.53	\$174.53
<i>Azusa</i>	Rideshare Financial Incentives	\$79.28	\$79.28	\$48.94	\$48.94
<i>Baldwin Park</i>	Employee Transportation Program	\$160.15	\$533.37	\$99.14	\$330.20

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		Air Funds	ALL Funds	Air Funds	ALL Funds
(6) Transportation Demand Management (cont'd)					
<i>Bell Gardens</i>	Employee Rideshare Subsidies	\$11.89	\$11.89	\$7.34	\$7.34
<i>Burbank</i>	Employee Rideshare Subsidies	\$146.42	\$146.42	\$90.38	\$90.38
<i>Carson</i>	Breathe - Employee Rideshare Program	\$90.10	\$90.10	\$55.62	\$55.62
<i>Cerritos</i>	Employee Rideshare Trip Rebate Program	\$137.39	\$137.39	\$84.81	\$84.81
<i>Commerce</i>	Employer Based Trip Reduction	\$52.13	\$52.13	\$32.18	\$32.18
<i>Compton</i>	Employee Rideshare Incentives	\$497.74	\$497.74	\$307.25	\$307.25
<i>County of LA</i>	Countywide Trip Reduction	\$8.82	\$8.82	\$5.44	\$5.44
<i>County of Orange</i>	Employee Rideshare Program	\$3.12	\$17.62	\$1.93	\$10.93
<i>County of Riverside</i>	Commuter Services Program	\$188.13	\$188.13	\$116.13	\$116.13
<i>County of San Bernardino</i>	Vanpool Subsidy Program	(\$33.14)	(\$33.14)	(\$17.67)	(\$17.67)
<i>County of San Bernardino</i>	Employee Commute Reduction Program	\$54.40	\$54.40	\$33.58	\$33.58
<i>Covina</i>	Commuter Rideshare Program	\$123.84	\$123.84	\$76.71	\$76.71
<i>Downey</i>	Downey Employees "Thumbs Up"	\$935.22	\$935.22	\$577.30	\$577.30
<i>El Monte</i>	Monthly Rideshare Incentives	\$140.47	\$140.47	\$90.35	\$90.35
<i>Fontana</i>	Rule 2022 Rideshare Subsidies & Activities	\$89.59	\$89.59	\$55.27	\$55.27
<i>Garden Grove</i>	Vanpool Program - CNG	\$354.60	\$354.60	\$231.10	\$231.10
<i>Garden Grove</i>	TDM Services	\$128.67	\$128.67	\$79.43	\$79.43
<i>Garden Grove</i>	Vanpool Program - Conventional Gasoline	\$180.93	\$180.93	\$115.40	\$115.40
<i>Glendale</i>	Employer Based Trip Reduction Program	\$39.73	\$39.73	\$24.52	\$24.52
<i>Glendora</i>	Alternative Commute Program - Walking	\$782.81	\$782.81	\$452.58	\$452.58
<i>Glendora</i>	Alternative Commute Program - Bicycle	\$399.27	\$399.27	\$237.74	\$237.74
<i>Glendora</i>	Alternative Commute Program - Carpool	\$106.07	\$106.07	\$65.47	\$65.47
<i>Hawthorne</i>	Financial Incentives for rideshare	\$124.96	\$124.96	\$77.13	\$77.13
<i>Hermosa Beach</i>	AQMD Incentives to reduce auto trips	\$139.32	\$139.32	\$86.00	\$86.00
<i>Huntington Beach</i>	Employee Rideshare Program	\$140.03	\$140.03	\$86.44	\$86.44
<i>La Verne</i>	Ride Share Program	\$180.84	\$180.84	\$111.22	\$111.22
<i>Los Angeles (City)</i>	Vanpool Program	\$3.16	\$7.11	\$1.95	\$4.39
<i>Los Angeles (City)</i>	Bicycle Transit Incentive Program	\$42.86	\$137.21	\$26.46	\$84.70
<i>Los Angeles (City)</i>	Carpool Program	\$22.45	\$22.45	\$13.86	\$13.86
<i>Los Angeles (City)</i>	Walk Subsidy	\$251.81	\$251.81	\$145.59	\$145.59
<i>Manhattan Beach</i>	Employee Rideshare Program	\$207.70	\$207.70	\$128.21	\$128.21
<i>Monrovia</i>	Employee Commute Reduction	\$25.20	\$25.20	\$15.75	\$15.75
<i>Montclair</i>	Employer Rideshare Program	\$349.54	\$349.54	\$216.58	\$216.58
<i>Montebello</i>	Employee Commute Reduction Program	\$48.18	\$48.18	\$29.74	\$29.74
<i>Monterey Park</i>	Employer Transportation Program	\$115.65	\$115.65	\$71.39	\$71.39

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		Air Funds	ALL Funds	Air Funds	ALL Funds
(6) Transportation Demand Management (cont'd)					
<i>Newport Beach</i>	Employee Rideshare Program	\$31.51	\$31.51	\$19.45	\$19.45
<i>Ontario</i>	Rideshare	\$72.07	\$72.07	\$40.28	\$40.28
<i>Orange (City)</i>	Trip Reduction Program	\$114.73	\$114.73	\$70.94	\$70.94
<i>Palm Desert</i>	City Rideshare Program	\$74.37	\$74.37	\$45.84	\$45.84
<i>Palm Springs</i>	Rideshare Subsidy	\$456.44	\$456.44	\$281.75	\$281.75
<i>Pasadena</i>	Prideshare	\$32.28	\$76.21	\$19.93	\$47.04
<i>Rancho Cucamonga</i>	Employer Ride Share Program	\$449.53	\$449.53	\$277.49	\$277.49
<i>Redondo Beach</i>	Employee Rideshare	\$69.00	\$69.00	\$42.67	\$42.67
<i>Rialto</i>	Rideshare Program	\$270.24	\$270.24	\$166.81	\$166.81
<i>Riverside (City)</i>	Employee Rideshare Program	\$3.01	\$3.01	\$1.86	\$1.86
<i>San Bernardino (City)</i>	Employee Rideshare Program	\$182.14	\$182.14	\$112.43	\$112.43
<i>San Juan Capistrano</i>	Sr. Nutritional Transportation Program	\$577.84	\$3,467.06	\$358.14	\$2,148.87
<i>Santa Ana</i>	Blue Skies Ride share Program	\$383.45	\$383.45	\$236.70	\$236.70
<i>Santa Clarita</i>	Rideshare	\$35.83	\$35.83	\$22.11	\$22.11
<i>South Gate</i>	Employee Rideshare Program	\$67.28	\$67.28	\$41.53	\$41.53
<i>Stanton</i>	Employee Commute Incentive Program	\$138.34	\$138.34	\$85.39	\$85.39
<i>Torrance</i>	Employee Trip Reduction	\$51.14	\$51.14	\$31.68	\$31.68
<i>Upland</i>	Rideshare Activities	\$260.88	\$260.88	\$161.04	\$161.04
<i>West Hollywood</i>	Alternative Transportation Program	\$107.82	\$107.82	\$65.90	\$65.90
<i>Westminster</i>	Employee Vanpool Program	\$447.95	\$447.95	\$394.04	\$394.04
<i>Westminster</i>	Employee Rideshare Program	\$74.15	\$74.15	\$45.77	\$45.77
<i>Whittier</i>	Employee Rideshare	\$239.11	\$239.11	\$147.19	\$147.19
(8) Bicycles					
<i>Culver City</i>	Purchase of 3 Police Patrol Bicycles	\$232.27	\$232.27	\$123.52	\$123.52
<i>Garden Grove</i>	Bicycle Loan Program	\$1,218.54	\$1,218.54	\$704.50	\$704.50
<i>Lomita</i>	Purchase of standard bicycle in lieu of gas	\$74.05	\$74.05	\$39.38	\$39.38
<i>Long Beach</i>	Bike Share Program	\$9,996.30	\$9,996.30	\$5,720.94	\$5,720.94
<i>Long Beach</i>	Class II Bike Lanes to LA River	\$104.24	\$104.24	\$65.36	\$65.36
<i>Orange (City)</i>	Bike Loan to Own Program	\$1.64	\$1.64	\$0.88	\$0.88
<i>Orange (City)</i>	Orange Police Bike Team	\$14.16	\$14.16	\$7.53	\$7.53
<i>Pasadena</i>	Class II Painted Bicycle Lanes	\$135.81	\$135.81	\$80.91	\$80.91
<i>Riverside (City)</i>	Market Street Bike Lane Installation	\$143.97	\$143.97	\$85.88	\$85.88
<i>Riverside (City)</i>	SAR Bike Trail Blind Curve Reconfiguration	\$61.00	\$61.00	\$38.18	\$38.18
<i>Santa Clarita</i>	Bike to Work/Santa Clarita	\$468.32	\$468.32	\$289.09	\$289.09

Project Category	Project Name	Cost-Effectiveness (\$/lb)		Cost-Effectiveness (\$/lb)	
		*Based on		Based on	
		ROG+NOx+PM2.5		ROG+NOx+PM2.5+CO/7	
		Air Funds	ALL Funds	Air Funds	ALL Funds
(8) Bicycles (cont'd)					
<i>West Hollywood</i>	Bike Share Program for Employees	\$1,316.70	\$1,316.70	\$813.64	\$813.64
<i>Yorba Linda</i>	Bike lane enhancement program	\$92.38	\$92.38	\$57.92	\$57.92
<i>Yucaipa</i>	4th Street Curb, Gutter, Sidewalk	\$1,996.84	\$1,996.84	\$1,249.97	\$1,249.97
<i>Yucaipa</i>	12th Street Curb, Gutter, Sidewalk	\$22.83	\$22.83	\$14.17	\$14.17
<i>Yucaipa</i>	12th and 13th Streets Curb, Gutter, Sidewalk	\$258.60	\$258.60	\$161.88	\$161.88
<i>Yucaipa</i>	Avenue D Curb, Gutter, Sidewalk	\$583.05	\$583.05	\$364.98	\$364.98
<i>Yucaipa</i>	Avenue E Curb, Gutter Sidewalk	\$7.72	\$7.72	\$4.83	\$4.83
<i>Yucaipa</i>	Avenue E Curb, Gutter, Sidewalk	\$624.74	\$624.74	\$391.07	\$391.07
<i>Yucaipa</i>	13th Street Curb, Gutter, Sidewalks	\$3,231.40	\$3,231.40	\$2,022.76	\$2,022.76
<i>Yucaipa</i>	2nd Street Curb, Gutter, Sidewalk	\$511.15	\$511.15	\$319.97	\$319.97
<i>Yucaipa</i>	Avenue E Curb, Gutter, Sidewalk	\$32.67	\$32.67	\$20.45	\$20.45
(9) PM Reduction Strategies					
<i>Cathedral City</i>	Regional PM10 Street Sweeping Program	\$68.13	\$68.13	\$68.08	\$68.08
<i>Coachella</i>	Regional PM10 Street Sweeping Program	\$67.80	\$67.80	\$67.75	\$67.75
<i>County of Riverside</i>	Regional PM10 Street Sweeping Program	\$68.55	\$68.55	\$68.50	\$68.50
<i>Desert Hot Springs</i>	Local Street Sweeping Operation	\$46.96	\$46.96	\$47.66	\$47.66
<i>Desert Hot Springs</i>	Regional PM10 Street Sweeping Program	\$67.86	\$67.86	\$67.81	\$67.81
<i>Desert Hot Springs</i>	Local Street Sweeping Operation	\$23.62	\$23.62	\$23.89	\$23.89
<i>El Monte</i>	Regional PM10 Street Sweepers Contract	\$22.53	\$22.53	\$22.30	\$22.30
<i>Hawthorne</i>	PM10 Reduction Street Sweeping project	\$49.32	\$49.32	\$48.90	\$48.90
<i>Indian Wells</i>	Regional PM 10 Street Sweeping Program	\$65.83	\$65.83	\$65.78	\$65.78
<i>Indio</i>	Regional PM10 Street Sweeping Program	\$68.10	\$68.10	\$68.06	\$68.06
<i>Jurupa Valley</i>	Contract Street Sweeping	\$26.85	\$26.85	\$26.61	\$26.61
<i>La Quinta</i>	Regional PM10 Street Sweeping Program	\$68.42	\$68.42	\$68.37	\$68.37
<i>Loma Linda</i>	City Street Sweeping Program	\$36.96	\$36.96	\$36.95	\$36.95
<i>Moreno Valley</i>	Street Sweeping Program	\$104.93	\$104.93	\$104.12	\$104.12
<i>Norwalk</i>	Cleaner Street Sweeping Contract	\$6.69	\$52.70	\$6.68	\$52.65
<i>Palm Desert</i>	Regional PM10 Street Sweeping Program	\$67.91	\$67.91	\$67.86	\$67.86
<i>Palm Springs</i>	Regional PM10 Street Sweeping Program	\$68.10	\$68.10	\$68.05	\$68.05
<i>Rancho Mirage</i>	Regional PM10 Street Sweeping Program	\$68.47	\$68.47	\$68.42	\$68.42
<i>Walnut</i>	Street Sweeping with CNG Sweeper	\$55.78	\$55.78	\$55.35	\$55.35

Project Category	Project Name	Cost-Effectiveness (\$/lb)		Cost-Effectiveness (\$/lb)	
		*Based on		Based on	
		ROG+NOx+PM2.5		ROG+NOx+PM2.5+CO/7	
		Air Funds	ALL Funds	Air Funds	ALL Funds
(11) Miscellaneous Projects					
<i>Chino</i>	Vehicle Emission Credits Purchased	\$21.51	\$21.51	\$12.09	\$12.09
<i>Costa Mesa</i>	Rule 2202 Implementation - Purchase	\$21.30	\$21.30	\$11.96	\$11.96
<i>County of Riverside</i>	Purchase of Mobile Source Emission	\$14.37	\$14.37	\$14.37	\$14.37
<i>Fullerton</i>	Rule 2202 Emission Credits	\$27.50	\$27.50	\$15.45	\$15.45
<i>Irvine</i>	Purchase Rule 2202 Emission Credits	\$18.34	\$18.34	\$10.30	\$10.30
<i>Long Beach</i>	Rule 2202 Emissions Credit Purchase	\$38.53	\$38.53	\$17.07	\$17.07
<i>Los Alamitos</i>	Reduce Traffic to/from City Hall by	\$123.58	\$914.75	\$65.72	\$486.48
<i>Pomona</i>	Purchase of Emission Credits	\$24.14	\$24.14	\$13.55	\$13.55
<i>Riverside (City)</i>	AQMD Rule 2202 Compliance - Purchase	\$18.36	\$18.36	\$10.31	\$10.31
<i>Riverside (City)</i>	ProjectDox	\$187.19	\$187.19	\$118.88	\$118.88
<i>West Covina</i>	Air Quality Investment Program (AQIP)	\$39.73	\$39.73	\$22.31	\$22.31
<i>Whittier</i>	Rule 2202 Compliance - Emission Credits	\$20.25	\$20.25	\$11.39	\$11.39

*Used for Statewide Comparisons.
Air Funds include MV Fees, MSRC, and Moyer dollars. All Funds also include CMAQ and other Co-funding.

Summary of Projects that Reported Cost-Effectiveness

Fiscal Year 2015 - 2016

Motor Vehicle Fees	\$14,096,046
Air Funds (MV Fees+ MSRC + Moyer)	\$14,376,835
Amortized Air Funds	\$9,163,137
Emission Reductions (lbs per year) (ROG + NOx + PM2.5 + CO/7)	12,380,133
Average Cost-Effectiveness (dollars per lb)	\$0.74

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

Cost-effectiveness equals amortized Air Funds (MV Fees + MSRC + Moyer dollars) divided by
ROG + NOx + PM2.5 + CO/7.

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 21

REPORT: Rule and Control Measure Forecast

SYNOPSIS: This report highlights SCAQMD rulemaking activities and public workshops potentially scheduled for 2017 and portions of 2018.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:
Receive and file.

Wayne Nastri
Executive Officer

PMF:SN:AF:RM

2017 MASTER CALENDAR

The table below summarizes 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.

415*	Odors from Rendering Facilities
Proposed Rule 415, per the Chair's suggestion, is being returned to the 2017 Rule Forecast Report for November.	
1148.3	Requirements for Natural Gas Underground Storage Facilities
Rule 1148.3 is being moved from November to TBD. On July 17, 2017, the Office of Administrative Law approved the California Air Resources Board's regulation for Greenhouse Gas Emission Standards for Crude Oil and Natural Gas Facilities, which will implement provisions staff was considering for Proposed Rule 1148.3. SCAQMD staff will continue to work with CARB to ensure implementation of their regulation will include monitoring provisions and requirements to limit designation of critical components.	

1153.1	Emissions of Oxides of Nitrogen from Commercial Food Ovens
Rule 1153.1 is being moved from December to TBD 2018 to allow staff to review source tests and permitting information to determine if amendments are necessary to address applicability and technological feasibility of low-NOx burner technologies for new, and some existing commercial food ovens.	
1180*	Refinery Fenceline and Community Air Monitoring
Based on comments from stakeholders received during the Stationary Source Committee meeting, Committee Members approved postponement of the Public Hearing from November to December 1, 2017. Stakeholders requested additional time to review and provide additional comments on upcoming revisions to the PR 1180 Fenceline and Community Air Monitoring Guidelines.	
1407* 1407.1	Control of Emissions of Arsenic, Cadmium and Nickel from Non-Ferrous Metal Operations
Proposed Amended Rule 1407 and Proposed Rule 1407.1 are being moved from November to 1st Quarter 2018 to allow for more time to collect data, conduct testing and to work with stakeholders.	
1410*	Hydrogen Fluoride Use at Refineries
Rule 1410 is being moved from December to 1st Quarter 2018 to allow staff to work with stakeholders on the proposed rule and to provide time to develop the CEQA and socioeconomic analysis.	
1426*	Emissions from Metal Finishing Operations
Rule 1426 is being moved to TBD 2018 to allow staff to focus on proposed amendments to Rule 1469.	
1445	Control of Toxic Emissions from Laser Arc Cutting
Rule 1445 is being moved to TBD 2018 due to staff resources and other higher-priority rules.	
1469*	Hexavalent Chromium Emissions from Chromium Electroplating and Chromic Acid Anodizing Operations
Proposed Amended Rule 1469 is being moved from December 2017 to January 2018 to allow additional time for staff to complete emissions testing of tanks needed for the proposed amended rule.	

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

Month	Title and Description	Type of Rulemaking
November		
415*	Odors from Rendering Facilities Proposed Rule 415 will establish requirements to reduce odors created during animal rendering operations. The proposed rule will establish Best Management Practices, and will require: building enclosures unless operations are in a closed system, 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>	Other
1420	Emission Standard for Lead In October 2008, U.S. EPA lowered the National Ambient Air Quality Standard (NAAQS) for lead from 1.5 to 0.15 µg/m ³ . Proposed Rule 1420 will establish requirements for lead-emitting sources that are not covered under Rules 1420.1 and 1420.2 to ensure compliance with the lead NAAQS. <i>Susan Nakamura 909.396.3105 CEQA and Socio: Jillian Wong 909.396.3176</i>	Toxics
December		Type of Rulemaking
1180*	Refinery Fenceline and Community Monitoring Proposed Rule 1180 will establish requirements for fenceline and community air monitoring at and near petroleum refineries. <i>Susan Nakamura 909.396.3105 CEQA and Socio: Jillian Wong 909.396.3176</i>	Other
1466	Control of Particulate Emissions from Soils with Toxic Air Contaminants Rule 1466 was adopted on July 7, 2017. The adoption resolution directed staff to return to the Board as early as practicable to amend the rule to expand the list of applicable toxic air contaminants. <i>Susan Nakamura 909.396.3105 CEQA and Socio: Jillian Wong 909.396.3176</i>	Toxics

2017 MASTER CALENDAR
2017 To-Be-Determined

To-Be-Determined	Title and Description	Type of Rulemaking
102	Definition of Terms 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>	Other
223	Emission Reduction Permits for Large Confined Animal Facilities 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>	AQMP
224	Incentives for Super-Compliant Technologies 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>	Other
416	Odors from Kitchen Grease Processing Proposed Rule 416 will reduce ambient 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>	Other
430	Breakdown Provisions 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>	AQMP

2017 MASTER CALENDAR
2017 To-Be-Determined (continued)

To-Be-Determined	Title and Description	Type of Rulemaking
1106 1106.1	<p>Marine Coating Operations</p> <p>Pleasure Craft Coating Operations</p> <p>(This item was previously submitted to the Board, but rejected. It will be brought back for Board direction.)</p> <p>The proposed amendment is two-fold: first, Rule 1106.1 is proposed to be rescinded and second, Rule 1106 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.</p> <p><i>Philip Fine 909.396.2239 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other
1107 ⁺	<p>Coating of Metal Parts and Products (CTS-02)</p> <p>Potential amendments to Rule 1107 would further reduce VOC emissions and improve rule clarity and enforceability.</p> <p><i>Philip Fine 909.396.2239 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
1111 1111.1	<p>Reduction of NOx Emissions from Natural Gas Fired, Fan-Type Central Furnaces</p> <p>Rule 1111 may be amended to address compliance challenges.</p> <p>Reduction of NOx Emissions from Natural Gas Fired Commercial Furnaces (CMB-01)</p> <p>Proposed Rule 1111.1 will establish equipment-specific nitrogen oxides emission limits and other requirements for the operation of commercial space heaters.</p> <p><i>Tracy Goss 909.396.3106 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
1113	<p>Architectural Coatings</p> <p>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.</p> <p><i>Philip Fine 909.396.2239 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other

2017 MASTER CALENDAR
2017 To-Be-Determined (continued)

To-Be-Determined	Title and Description	Type of Rulemaking
1123 ⁺	<p>Refinery Process Turnarounds (MCS-03) Proposed amendments will implement Control Measure MSC-03 of the 2007 AQMP by establishing procedures that better quantify emission impacts from start-up, shutdown or turnaround activities. <i>Ian MacMillan 909.396.3244 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
1135	<p>Emissions of Oxides of Nitrogen from Electric Power Generating Systems At the December 4, 2015 Board meeting, Rule 2001 - Applicability was amended, allowing for an off-ramp from the NO_x RECLAIM program for electricity generating facilities (EGF) operating at Best Available Control Technology (BACT) or Best Available Retrofit Control Technology (BARCT) NO_x emission levels. Any EGF that opts out of the NO_x RECLAIM program would 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 an EGF facility to maintain compliance with NO_x RECLAIM emission limits; an 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. <i>Tracy Goss 909.396.3106 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other
1136 ^{*,+} 1450 [*]	<p>Wood Products Coatings (CTS-02) Amendments may be proposed to existing rule limits and other provisions.</p> <p>Control of Methylene Chloride Emissions 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. <i>Philip Fine 909.396.2239 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	AQMP Toxics
1142	<p>Marine Tank Vessel Operations Revisions to Rule 1142 are proposed to address VOC emissions from marine tank vessel operations and provide clarifications. <i>Ian MacMillan 909.396.3244 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other

2017 MASTER CALENDAR
2017 To-Be-Determined (continued)

To-Be-Determined	Title and Description	Type of Rulemaking
1146, 1146.1, 1146.2 ^{*,+}	Emissions of Oxides of Nitrogen Amendments to Rules 1146, 1146.1, and 1146.2 may be necessary to respond to advancements in ultra-low NO _x burner technology and selective catalytic reduction (SCR) applicability. <i>Tracy Goss 909.396.3106 CEQA and Socio: Jillian Wong 909.396.3176</i>	Other
1148.1 1148.2	Oil and Gas Production Wells Notification and Reporting Requirements for Oil and Gas Wells and Chemical Suppliers 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. <i>Ian MacMillan 909.396.3244 CEQA and Socio: Jillian Wong 909.396.3176</i>	Other
1148.3	Requirements for Natural Gas Underground Storage Facilities 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>	Other
1150.1	Control of Gaseous Emissions from Municipal Solid Waste Landfills Proposed amendments will address U.S. EPA revisions to the Standards of Performance for Municipal Solid Waste Landfills (NSPS) and Existing Guidelines and Compliance Timelines (EG) for Municipal Solid Waste Landfills, as well as CARB GHG requirements. <i>Ian MacMillan 909.396.3244 CEQA and Socio: Jillian Wong 909.396.3176</i>	Other
1151	Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations 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>	Other

2017 MASTER CALENDAR
2017 To-Be-Determined (continued)

To-Be-Determined	Title and Description	Type of Rulemaking
1173 ⁺	Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants 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>	Other
1177 ⁺	Liquefied Petroleum Gas Transfer and Dispensing (2012 AQMP FUG-02) 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>	AQMP
1188 ⁺	VOC Reductions from Vacuum Trucks (FUG-01) 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>	AQMP
1190, 1191, 1192, 1193, 1194, 1195, 1196, & 1186.1	Fleet Vehicle Requirements 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>Ian MacMillan 909.396.3244 CEQA and Socio: Jillian Wong 909.396.3176</i>	Other

2017 MASTER CALENDAR
2017 To-Be-Determined (continued)

To-Be-Determined	Title and Description	Type of Rulemaking
<p>1304.2</p> <p>1304.3</p>	<p>California Public Utilities Commission Regulated Electrical Local Publicly Owned Electrical Utility Fee for Use of SO_x, PM₁₀ and NO_x Offsets</p> <p>Local Publicly Owned Electrical Generating Facility Fee for Use of SO_x, PM₁₀ and NO_x Offsets</p> <p>Proposed Rules 1304.2 and 1304.3 would allow new greenfield facilities and additions to existing electricity generating facilities (EGFs) 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 EGFs 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 EGFs run by local municipalities can meet the electricity reliability needs of their customers.</p> <p><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>Requirement for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines at Sensitive Receptors</p> <p>The proposal would address new and existing small (≤ 50 brake horsepower) diesel engine emissions located near sensitive receptors such as schools, preschools, daycare centers and health care facilities. 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><i>Ian MacMillan 909.396.3244 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	<p>Toxics</p>
<p>1902</p>	<p>Transportation Conformity</p> <p>Amendments to Rule 1902 may be necessary to bring the District's Transportation Conformity rule in line with current U.S. EPA requirements.</p> <p><i>Ian MacMillan 909.396.3244 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	<p>Other</p>

2017 MASTER CALENDAR
2017 To-Be-Determined (continued)

To-Be-Determined	Title and Description	Type of Rulemaking
1905	Pollution Controls for Automotive Tunnel Vents 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>	Other
2202	On-Road Motor Vehicle Mitigation Options 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>	Other
Reg. XVI	Mobile Source Offset Programs Amendments to various Regulation XVI rules will be proposed to address the recent U.S. EPA proposed disapproval of such rules including Rule 1610. <i>Philip Fine 909.396.2239 CEQA and Socio: Wong 909.396.3176</i>	Other
Reg. XVII	Prevention of Significant Deterioration 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>	Other
Reg. XXIII	Emissions Growth Management of Various Emissions Sources 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>Philip Fine 909.396.2239 CEQA and Socio: Jillian Wong 909.396.3176</i>	AQMP

2017 MASTER CALENDAR
2017 To-Be-Determined (continued)

To-Be-Determined	Title and Description	Type of Rulemaking
Reg. XXV	<p>On-Road and Off-Road Mobile Source Credit Generation Programs</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 2016 AQMP includes two measures that seek to accelerate early deployment of near-zero and zero emission on-road heavy-duty trucks and off-road equipment, through generation of MSERCs that could be used for purposes of recognizing mobile source emission reductions at facilities affected by the AQMP's Facility-Based Measures.</p> <p><i>Philip Fine 909.396.2239 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
Reg. XXVII	<p>Climate Change</p> <p>Changes may be needed to Regulation XXVII to add or update protocols for GHG reductions, and other changes.</p> <p><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's Statewide Air Toxic Control Measures or U.S. EPA's National Emission Standards for Hazardous Air Pollutants.</p>	Other

2018
First Quarter of 2018

To-Be-Determined	Title and Description	Type of Rulemaking
408	<p>Proposed Amendments to Rule 408 – Circumvention</p> <p>Rule 408 is being added to the rule forecast calendar for January 2018 to address specific circumstances found during recent inspections and monitoring efforts related to toxic metal emissions. The proposed amendment would clarify that, except in the case of nuisance odors or impact to the health or safety of any member of the public, the rule prohibits the installation or use of any equipment that results in uncontrolled emissions of air contaminants or the concealment of emissions.</p> <p><i>Tracy Goss 909.396.3106 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other
1118.1	<p>Control of Emissions from Non-Refinery Flares</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><i>Michael Krause 909.396.2706 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other
1178	<p>Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities</p> <p>Rule 1178 is proposed to be amended to allow the use of a flexible enclosure and other options allowed under the U.S. EPA Storage Tank Emission Reduction Partnership Program (STERPP) for floating roof storage tanks equipped with a slotted guide pole. Under the existing language in Rule 1178, storage tanks are limited to two compliance options for control of VOC emissions from slotted guide poles. Expanding the allowable options for VOC control is not expected to result in additional VOC emissions from floating roof storage tanks.</p> <p><i>Tracy Goss 909.396.3106 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other

2018
First Quarter of 2018 (continued)

To-Be-Determined	Title and Description	Type of Rulemaking
1407* 1407.1	Control of Emissions of Arsenic, Cadmium and Nickel from Non-Ferrous Metal Operations 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. <i>Susan Nakamura 909.396.3105 CEQA and Socio: Jillian Wong 909.396.3176</i>	Toxics
1410*	Hydrogen Fluoride Use at Refineries Proposed Rule 1410 will establish requirements for use of hydrogen fluoride at refineries. <i>Michael Krause 909.396.2706 CEQA and Socio: Jillian Wong 909.396.3176</i>	Toxics
1469*	Hexavalent Chromium Emissions from Chromium Electroplating and Chromic Acid Anodizing Operations Proposed Amended Rule 1469 will strengthen requirements to address potential fugitive emissions from hexavalent chrome plating and anodizing operations. <i>Susan Nakamura 909.396.3104 CEQA and Socio: Jillian Wong 909.396.3176</i>	Toxics

Second Quarter of 2018

To-Be-Determined	Title and Description	Type of Rulemaking
1435	Control of Emissions from Metal Heat Treating Processes Proposed Rule 1435 would establish requirements to reduce metal particulate emissions from heat treating processes. <i>Susan Nakamura 909.396.3105 CEQA and Socio: Jillian Wong 909.396.3176</i>	Toxics

Fourth Quarter of 2018

To-Be-Determined	Title and Description	Type of Rulemaking
Reg. IX Reg. X	Standards of Performance for New Stationary Sources National Emission Standards for Hazardous Air Pollutants 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. <i>Carol Gomez 909.396.3264 CEQA and Socio: Jillian Wong 909.396.3176</i>	Other

2018 MASTER CALENDAR
2018 To-Be-Determined

To-Be-Determined	Title and Description	Type of Rulemaking
1153.1	Emissions of Oxides of Nitrogen from Commercial Food Ovens Rule 1153.1 was adopted in November 2014 and established NOx emission limits for various types of existing commercial food ovens on a specified compliance schedule. Amendments may be necessary to address applicability and technological feasibility of low-NOx burner technologies for new commercial food ovens. <i>Tracy Goss 909.396.3106 CEQA and Socio: Jillian Wong 909.396.3176</i>	Other
1426*	Emissions from Metal Finishing Operations Proposed amendments to Rule 1426 will establish requirements to reduce nickel, cadmium and other air toxics from plating operations. <i>Susan Nakamura 909.396.3105 CEQA and Socio: Jillian Wong 909.396.3176</i>	Toxics
1445	Control of Toxic Emissions from Laser Arc Cutting Proposed Rule 1445 will establish requirements to reduce toxic metal particulate emissions from laser arc cutting. <i>Susan Nakamura 909.396.3105 CEQA and Socio: Jillian Wong 909.396.3176</i>	Toxics

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 22

REPORT: 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, September 8, 2017, Reviewed

RECOMMENDED ACTION:
Receive and file.

Wayne Nastri
Executive Officer

RMM: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 or 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
October 6, 2017 Board Meeting
Information Management Status Report On Major Ongoing and
Upcoming Projects During the Next Six Months

Project	Brief Description	Budget	Completed Actions	Upcoming Milestones
Website Evaluation & Improvements	Conduct a detailed review of the SCAQMD website to identify improvements/enhancements that can further site usability and implement items approved by Administrative Committee; improvements include new custom Calendar and changes to navigation and content organization	\$117,475	<ul style="list-style-type: none"> • Developed new Calendar • Developed new Home Page • Developed master pages and widgets • Set up Beta site on SCAQMD server 	<ul style="list-style-type: none"> • Completion of Calendar fixes to improve load time • Completion of page content migration • Final QA checks and acceptance checking • Deployment of new website • Three months of site maintenance
Implementation of Enterprise Geographic Information System (EGIS)	Support accomplishment of the agency's mission through the effective and cost-efficient implementation of EGIS and related technologies	\$173,255	<ul style="list-style-type: none"> • Board approved purchase of recommended hardware and software • Formed SCAQMD EGIS Governance/Working Group • Created EGIS Governance/Working Group Charter • Created agency-wide catalog of GIS software and staff resources 	<ul style="list-style-type: none"> • Develop prioritized project list and schedule based on the EGIS Implementation Plan • Develop an EGIS education and training program

Project	Brief Description	Budget	Completed Actions	Upcoming Milestones
Permitting Systems Automation	<ul style="list-style-type: none"> • New Web Application Development project to automate 400A Form Filing process 	\$300,000	<ul style="list-style-type: none"> • 400A Filing System application development completed. Acceptance testing and product demonstration meetings in progress 	<ul style="list-style-type: none"> • Phase 2 Task Order release for proposed solution (November)
	<ul style="list-style-type: none"> • New Web Application Development project to automate processing of Dry Cleaner, Gas Station, and Automotive Spray Booth applications 	\$350,000	<ul style="list-style-type: none"> • Permit Processing Modules: Dry Cleaner, Gas Station, and Automotive Spray Booth. Acceptance testing and product demonstration meetings in progress • Phase 2 Vision and Scope definition work completed and task order preparation in progress 	<ul style="list-style-type: none"> • Deployment logistics and implementation planning and schedule (November) • Phase 2 Task Order release for proposed solution (November)
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"> • Contract awarded to Focal Point and work set to start in September • Initial internal strategy planning sessions complete • Kickoff meeting held September 19, 2017 	<ul style="list-style-type: none"> • Preliminary project kickoff agenda sent to Focal Point for comment • Business Process Review for October timeframe
Permit Dashboard Statistics	Detailed: New Web Application to allow engineers to update intermediate status of applications, and modification of FIND or other GIS application to display updated status to applicant	Costs unbudgeted, to be determined after requirements are known	Vision and Scope definition work and task order preparation work in progress	Task order release for proposed solution scheduled for November timeframe

Project	Brief Description	Budget	Completed Actions	Upcoming Milestones
Agenda Tracking System Replacement	Replace aging custom agenda tracking system with 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"> Released RFP December 4, 2015 Awarded contract April 1, 2016 	<ul style="list-style-type: none"> Perform parallel test October or November Final acceptance to follow successful testing
Replace Your Ride	New Web Application to allow residents to apply for incentives to purchase newer, less-polluting vehicles	\$211,820	<ul style="list-style-type: none"> \$36,820 added to task order for additional user defined requirements Phase 1 development Filing and Case Manager application functions deployed June 1, 2017 Phase 2 development of Finance and Administrator functions delivered for testing September 1, 2017 	<ul style="list-style-type: none"> Phase 2 Administrator Module development in progress
Emission Reporting System	Upgrade 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"> Detailed planning and architecture sessions completed Approved by Board March 3, 2017 	<ul style="list-style-type: none"> Modify scope of work pending RECLAIM program discussions
Air Quality Index Rewrite and Migration	Develop new Web Service and/or Web API to migrate Air Quality Index function from FORTRAN computer to STA's data management system	\$65,000	<ul style="list-style-type: none"> AQI Calculation Web Service and Hourly Update development work completed, staged and ready for deployment 	<ul style="list-style-type: none"> Deployment pending final user buyoff

Project	Brief Description	Budget	Completed Actions	Upcoming Milestones
CLASS Database Software Licensing and Support	Purchase Actian Ingres database software licensing, support and maintenance for the CLASS system for a three-year period (November 30, 2017 through November 30, 2020)	\$600,000		<ul style="list-style-type: none"> • Request Board approval October 6, 2017 • Execute contract November 30, 2017
Fiber Cable Network Infrastructure Upgrade	Replace the existing fiber network cable infrastructure to support the core computer networking (interconnect) in the agency; the Fiber Network Cable System will support higher bandwidth (min 10 Gbps) than current (1 Gbps) to support increasing computing demands	\$250,000		<ul style="list-style-type: none"> • Release RFP November 3, 2017 • Award contract January 5, 2018 • Install fiber cable April, 2018
Prequalify Vendor List for PCs, Network Hardware, etc.	Establish list of prequalified vendors to provide customer, network, and printer hardware and software, and to purchase desktop computer hardware upgrades	\$300,000		<ul style="list-style-type: none"> • Release RFQQ November 3, 2017 • Approve Vendors List February 3, 2018
Renewal of HP Server Maintenance & Support	Purchase of maintenance and support services for servers and storage devices	\$110,000		<ul style="list-style-type: none"> • Request Board approval February 2, 2018 • Execute contract April 6, 2018

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 24

REPORT: Administrative Committee

SYNOPSIS: The Administrative Committee held a meeting on Friday, September 8, 2017. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Dr. William A. Burke, Chair
Administrative Committee

nv

Committee Members

Present: Dr. William A. Burke/Chair (videoconference), Mayor Pro Tem Ben Benoit/Vice Chair (videoconference), Council Member Judith Mitchell, and Dr. Clark E. Parker, Sr. (videocoference)

Absent: None

Call to Order

Chair Burke called the meeting to order at 10:00 a.m.

DISCUSSION ITEMS:

1. **Board Members' Concerns:** None to report.
2. **Chairman's Report of Approved Travel:** As noted on the travel report, Dr. Burke and Dr. Parker met with congressional staff to discuss air quality issues and federal funding in Washington, D.C., June 27-28, 2017. Council Member Mitchell attended the July CARB Board meeting in Sacramento, July 26-27, 2017 and will attend the September CARB Board meeting in Sacramento, September 27-29, 2017.

3. **Report of Approved Out-of-Country Travel:** Executive Officer Wayne Nastri reported that he and Council Member Mitchell had recently attended the Asilomar Conference in Monterey, CA which primarily focused on transportation solutions as they relate to air pollution. Conference organizers have extended an invitation to Board Members to participate in viewing a demonstration in the Netherlands that would focus on Rotterdam where they are looking at zero-emission technologies, October 11-14, 2017. Dr. Matt Miyasato commented that Volvo has electric buses in service in Germany and in the Netherlands, and Seimens has offered to host the Board Members to see their test track in West Germany if they are interested. Dr. Parker asked if staff could also visit the refinery in England that has converted from hydroflouric to sulfuric acid. Mr. Nastri responded that he would be happy to have further discussions on the topic, but it may not be necessary to visit the refinery. Dr. Burke approved the European travel.

Moved by Mitchell; seconded by Parker, unanimously approved.

Ayes: Benoit, Burke, Mitchell, Parker
Noes: None
Absent: None

4. **Review October 6, 2017 Governing Board Agenda:** Mr. Nastri reported there are Set Hearings for Rule 415 (Odors from Rendering Facilities); Rule 1420 (Emissions Standard for Lead); as well as Rule 1180 (Refinery Fenceline and Community Air Monitoring).
5. **Status Report on Major Ongoing and Upcoming Projects for Information Management:** Chief Administrative Officer Michael O’Kelly presented the status report on past and future Information Management projects. Mr. O’Kelly introduced Ron Moskowitz, the new Assistant Deputy Executive Officer (ADEO)/Information Management.

Dr. Burke commented that the link that was recently sent to him for website review wasn’t easy to access and that once the entire revised website is completed, the Board Members should review the website prior to its release to the public. He further commented that the website should be made more public-friendly.

Mr. O’Kelly reported that the GIS project is moving forward and Mr. Moskowitz will be meeting with ESRI in the near future. The permit systems online application process will be deployed within the next 30-60 days. The Information Technology (IT) Review had been delayed until the new Information Management ADEO came on board. The IT review is a comprehensive review of the IT infrastructure at the SCAQMD, identifying best practices and where changes

should be made. The agenda tracking system is running parallel to postings for the Board meetings of October and November. Council Member Mitchell commented that one of the priorities for the new Information Management ADEO would be to ensure that project money is well spent. Dr. Burke and Dr. Parker concurred. (No motion required.)

ACTION ITEMS:

6. **Approval of Compensation for Board Member Assistant(s)/Consultant(s):**
Dr. Parker has selected a second Board Consultant, Kana Miyamoto.

Moved by Mitchell; seconded by Burke, unanimously approved.

Ayes: Benoit, Burke, Mitchell, Parker
Noes: None
Absent: None

7. **Issue Purchase Order for Ingres Relational Database Management System Software Support:** Mr. O’Kelly reported that this item is requesting authority to issue a one-year purchase order for software maintenance licensing and support for the database system that the SCAQMD uses for the CLASS system. The one-year agreement will provide cost savings and flexibility to potentially make a move next year, but in the interim, it is important to issue the purchase order now to continue moving forward with the current system. Dr. Parker inquired if the SCAQMD is tied to the current system and if it would be difficult to change to a different system. Mr. Moskowitz responded it would be a significant change due to 30 applications currently running under the CLASS system. It would take one to two years to actually migrate to a different system.

Moved by Mitchell; seconded by Benoit, unanimously approved.

Ayes: Benoit, Burke, Mitchell, Parker
Noes: None
Absent: None

8. **Recognize Revenue and Appropriate Funds for Improving Interpretation of PM2.5 Measurements from Satellites:** Assistant Deputy Executive Officer/TAO Jason Low reported that the SCAQMD was awarded a grant from NASA to work with Research Triangle Institute and Goddard Space Flight Center to use a low cost PM2.5 sensor network to help improve the interpretation of PM2.5 surface measurements from satellites. SCAQMD’s role is to select a PM sensor and to work with citizen-scientists to deploy and operate the network, and make the data available. If successful, this project can be further eligible for a three-year

extension with additional funding. The recommended action is to recognize \$75,884 into the General Fund and also into the Science & Technology Advancement budget for recognition and appropriation. Dr. Parker inquired about the dollars received and the effort required. Dr. Low responded that the number of sensors that will be deployed are up to 25, and as part of the collaborative effort with the citizen-scientists, the operation of the sensors is generally maintenance-free. Dr. Burke inquired if these sensors are similar in cost to home units. Dr. Low responded they are approximately \$200 which includes data transfer to the web. Vice Chair Benoit commented that he has a sensor at home, and believes that it is a great way to gather data and he fully supports this project.

Moved by Benoit; seconded by Mitchell, unanimously approved.

Ayes: Benoit, Burke, Mitchell, Parker

Noes: None

Absent: None

9. **Authorize Purchase of Toxic Vapor Analyzers and Remove Various Fixed Assets from SCAQMD Inventory:** Bay Gilchrist, Deputy Executive Officer/Compliance & Enforcement reported that this request is to purchase Toxic Vapor Analyzers (TVAs) and also to remove old TVAs from the inventory. TVAs are routinely used by staff to monitor for hydrocarbons and to verify compliance at refineries, landfills, oil and gas operations, and to investigate complaints. Currently, the SCAQMD has an inventory of 26 TVAs that are 15 years old, with eight being in a state of disrepair. The remaining units are still in use, but may not be supported by the manufacturer. Funding was approved in the FY 2017-18 budget. Thermal Environmental Instruments has offered an \$8,000 trade-in allowance for the inoperable TVAs, with that money applied to the purchase of the new TVAs in an amount not to exceed \$161,000.

Moved by Benoit; seconded by Parker, unanimously approved.

Ayes: Benoit, Burke, Mitchell, Parker

Noes: None

Absent: None

10. **Amend Governing Board Meeting Procedures:** General Counsel Kurt Wiese reported that at the September Board meeting, the Board considered proposed amendments to the Board Meeting Procedures. Staff presented the meeting procedures to the Board at the July Board meeting, at an August 10 Public Workshop and at the September Board meeting. At the September Board meeting, Board Members raised several issues and directed staff to return the item to the Administrative Committee. Issues included: defining disruption as willfully

speaking off-topic; the deadline for submitting speaker cards; a reduction in the total amount of speaker time based on the number of speakers that signed up to address an item; and a suggestion that speakers who were part of a group could be given the option to choose a spokesperson for a longer individual time. An extensive discussion ensued. Committee Members offered a range of potential options that could provide fairness to public speakers, reasonable timeliness of meeting proceedings, and potential discretionary direction of the Chair in response to 'good cause' under real-time circumstances. In response to a query by the Committee Chair, Mr. Wiese summarized speaker-card deadlines followed at the four county boards for comparison. Committee Members gave examples of speaker card and testimony procedures followed at their other board positions. Vice Chair Benoit supported the potential for some discretion, but still called for the proposed amended procedures to include a hard deadline to stop accepting cards. Dr. Burke advised Mr. Wiese to consult with Council Member Mitchell and make sure her concerns are addressed and integrated into the policy, and to bring this item back to the October Administrative Committee.

WRITTEN REPORT:

11. **Local Government & Small Business Assistance Advisory Group Minutes for the June 9, 2017 Meeting:** Mr. Alatorre reported that this item is a written report.

OTHER MATTERS:

12. **Other Business**
There was no other business.
13. **Public Comment**
There were no public comments.
14. **Next Meeting Date**
The next regular Administrative Committee meeting is scheduled for Friday, October 13, 2017.

Adjournment

The meeting adjourned at 10:56 a.m.

Attachment

Local Government & Small Business Assistance Advisory Group Minutes for the June 9, 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 JUNE 9, 2017 MEETING MINUTES

MEMBERS PRESENT:

Ben Benoit, Mayor Pro Tem, City of Wildomar and LGSBA Vice Chairman
Rachelle Arizmendi, Mayor Pro Tempore, City of Sierra Madre
Paul Avila, P.B.A. & Associates
Geoffrey Blake, Metal Finishers of Southern California/All Metals
LaVaughn Daniel, DancoEN
John DeWitt, JE DeWitt, Inc.
Bill LaMarr, California Small Business Alliance
Eddie Marquez, Paramount Petroleum
David Rothbart, Los Angeles County Sanitation District

MEMBERS ABSENT:

Janice Rutherford, Supervisor, Second District, San Bernardino County
Felipe Aguirre
Todd Campbell, Clean Energy
Maria Elena Kennedy, Kennedy Communications
Rita Loof, RadTech International
Cynthia Moran, Council Member, City of Chino Hills

OTHERS PRESENT:

David Czmanske, Board Member Consultant (*Cacciotti*)
Andrew Silva, Board Member Consultant (*Rutherford*)

SCAQMD STAFF:

Michael O'Kelly, Chief Administrative Officer
Derrick Alatorre, Deputy Executive Officer
Philip M. Fine, Ph.D., Deputy Executive Officer
Fabian Wesson, Assistant Deputy Executive Officer/Public Advisor
Nancy Feldman, Principal Deputy District Counsel
Ian MacMillan, Planning & Rules Manager
Vasken Yardemian, Sr. Staff Specialist
Elaine-Joy Hills, AQ Inspector II
Lori Langrell, Secretary
Kendall Langrell, Student Intern
Clea Lerner, Student Intern
Mitchell McMahon, Student Intern

Agenda Item #1 - Call to Order/Opening Remarks

Chair Ben Benoit called the meeting to order at 11:30 a.m.

Agenda Item #2 – Approval of May 12, 2017 Meeting Minutes/Review of Follow-Up/Action Items

Chair Benoit called for approval of the May 12, 2017 meeting minutes.

The minutes were approved unanimously.

Agenda Item #3 – Follow Up/Action Items

Mr. Derrick Alatorre indicated there were two items arising out of the May 12th meeting. The first was to agendize a presentation on public outreach, and what efforts to the printing industry may look like. Mr. Alatorre indicated printing operations fall under Rule 1130, which was not included in the AQMP, and there is no plan on revising the rule at this time. Outreach efforts would begin again once the rule comes back targeting for VOC emission reduction. Second, Chair Benoit expressed a request to have a presentation on issues with low NOx burners, and outreach to those who have those burners. This item will be agendized for the July meeting.

Agenda Item #4 – FY 2017-18 General Fund Budget and Fee Adjustment

Mr. Mike O’Kelly presented an overview of the General Fund Budget and Fee Adjustment.

Mr. Paul Avila asked how dependent the District is on long term grant funding, and if the audits are completed by internal or external staff. Mr. O’Kelly responded that the District’s core operations are funded on Section 103 and 105 grant moneys and permit/emission fees which fund inspections, monitoring, inspections, plan development, etc.. The District’s audit services are completed by independent auditors and are done every three years, as required by law for any government agency.

Mr. Bill LaMarr asked if the District is going to revisit raising rates soon due to rising retirement plan costs. Mr. O’Kelly replied that the District tries to cut costs before recommending fee increases. Generally, it is an accommodation of the two. Mr. LaMarr further asked if any decision regarding fee increase, downsizing, etc. would be a part of the public process with the Governing Board. Mr. O’Kelly indicated that the last four years it was balanced out, and the District is continually looking at staffing levels, hiring practices, and the following year.

Mr. David Rothbart inquired regarding the overall need to increase fees, what is driving the shortfall. Mr. O’Kelly responded the retirement system employer contribution was 21-23%, but that number today is increasing to 34%, so the same employee is getting approximately double. State law in 2013 reduced the benefit formula for new employees, as well as some changes in 2012. Mr. Rothbart further asked regarding CalPERS, whether the investment portfolio is political or not, and if it is something that is significant to the District. Mr. O’Kelly replied the SCAQMD participates in the San Bernardino County Employees Retirement Association plan, and you don’t hear the same news arising out of the county plans, and it functions more as an investment environment.

Mr. Rothbart inquired whether Title V facility fees are going up more than other fees because of the U.S. EPA audit. Mr. O’Kelly indicated that the District has under-collected on permit processing fees. The District received settlement monies, which created a surplus, and covered the shortfall by penalties and settlements. When U.S. EPA auditors indicated the costs of the facility must be covered, there was a risk that they could go back and recoup from prior years. We committed to raise up to cost recovery

standards, approximately \$1.5 million of fees not recovered by Title V facilities. Title V facilities represent about 389 out of 27,000 facilities.

Mr. Rothbart asked with fees being raised, if permits can be issued quicker. Mr. O’Kelly indicated that currently there are 24 vacant engineering positions, with 14 positions approved to be filled. The backlog is coming down, and will be significantly better.

Mr. John DeWitt asked what a Title V facility is. Mr. Alatorre indicated they are the larger polluters in the District. Mr. DeWitt further asked when the District will be at a better level with regard to the backlog, and if 30 days for a permit to be processed is reasonable. Mr. O’Kelly replied that engineering staff indicated the backlog is down to 3,800, but there will always be permits in the pipeline, and some will take time. Chair Benoit mentioned that there are different factors that can affect the turnaround time for a permit.

Mr. Avila asked what happens if a permit goes unpaid for 30, 60, or 90 days, and the business continues to operate, what the fees are for being late, and if there is mandatory retirement at 65. Mr. O’Kelly replied there is no mandatory retirement age. Ms. Donna Peterson responded new permit fees are paid up front. Annual fees are billed 60 days in advance, and at the due date become delinquent. At 30 days post delinquency, there is a late penalty of 50% of the renewal fee to reinstate the permit, and after one year the permit becomes non-reinstateable. Mr. Alatorre advised that our Small Business Assistance staff calls companies three months after expiration, prior to the permits becoming non-reinstateable, providing the facility a chance to start the renewal process, or appeal to the Fee Review Committee. If it is a District error, the late fees can be waived.

Mr. Eddie Marquez inquired if a company can continue to operate, but not use their equipment. Ms. Nancy Feldman replied once a permit is expired the company can be subject to civil penalties.

Agenda Item #5 – Facility-Based Mobile Source Measures Update

Mr. Ian MacMillan provided an update on progress to implement the Facility Based Mobile Source Measures adopted in the Final AQMP.

Mr. DeWitt asked why the District does not ask the people who install the equipment to comply with the rules, and what is the true cost.

Mr. LaMarr commented that the District’s method of assessing economic impacts is different than the private sector. It isn’t so much about what is an accepted standard of what you are going to use, but what you’re saying is the way it should be done. The real costs of small businesses have never been truly measured, the low hanging fruit is achieving emission reductions, and as emissions decline it is because the rules are doing their job.

Dr. Phil Fine indicated several years ago the District had outside experts come in to perform an analysis of how socioeconomic studies are done, and study the impacts on small businesses. Recommendations were made, and the District is building them in to look at total benefits and economic impacts. The tools to do this have not been developed yet to use in rulemaking, but small businesses will have a seat at the table. Lastly, pertaining to the rule, companies are not always willing to share their actual costs either due to competitive issues or coupling equipment upgrades with other items. How do you separate the costs of the rule versus other things? We are not saying it can’t be done, but in trying to do it, there may be complications.

Mr. Rothbart asked since talking about mobile sources, if funding does not come in, and we have to move to a backstop that needs to be a rule, how does the District have the ability to regulate those sources? Dr. Fine replied that we do have some mobile source fleet rule authority and indirect source rule authority. Part of the AQMP was seeking to enhance the fleet rule side. The State has authority directly over on-road and off-road sources, and some indirect source rule authority. The District is working closely with CARB and U.S. EPA on all these issues and seeing what these regulations could look like, but the first step is to see if it is necessary.

Mr. LaMarr commented as a follow-up to Mr. DeWitt's comment regarding cost-effectiveness, that he is encouraged on wanting to do more, stating that as we get to rulemaking for the AQMP and facility-based measures, we have to find something better or more precise than just discounted cash flow, especially for small businesses. Maybe we can have a conversation or series of conversations on this subject going forward, identifying actual costs. Dr. Fine responded we are working in that direction to quantify and measure direct costs on small business, and offer some financial incentives to bridge that gap.

Agenda Item #6 – Conduct Commercial Leaf Blower Exchange Program

Mr. Vasken Yardemian provided an overview of the Leaf Blower Exchange Program kicking off in the summer of 2017.

Mr. Avila asked what is done with the old leaf blowers. Mr. Yardemian replied they are permanently destroyed through a recycler.

Mr. LaMarr inquired how the District accounts for the emission reductions that result from lawn mowers and leaf blowers, given their limited reductions, if they are banked or retired, and how progress is measured. Mr. Yardemian responded they are part of Rule 2202 used for mobile source reductions to have emission equivalency.

Mr. LaMarr asked if 1,000 pounds of emissions is reduced. Dr. Matt Miyasato replied that inventories, as we found out in the recent AQMP, we rely on CARB's inventory for off-road equipment, as technologies are updated. CARB is very interested in the lawn mower and leaf blower exchange programs, and have updated and incorporated it into our inventory. They are monitoring it, and we are reporting progress. Mr. LaMarr further inquired if these are shut down emissions. Dr. Miyasato indicated no, the State is responsible for categorizing as we update technology, and fold those reductions in. We are seeing the population converting to battery electric, and the State is taking credit for it as they have established and put it into our mode.

Agenda Item #7 –Monthly Report on Small Business Assistance Activities

Mr. LaMarr asked about the Dry Cleaner Grant Program section in the Small Business Assistance report, what it meant by "discontinued" for hydrocarbon cleaners (page 2 of the report). Ms. Elaine-Joy Hills responded that it means that the hydrocarbon funds have been expended, but the professional wet cleaning and CO₂ machine monies are still available.

Agenda Item #8 - Other Business

Mr. Geoff Blake asked about emails he receives from staff on Rule 1147 and Rule 1402, if anyone else has the problem of being blocked, and how can this be resolved. Mr. LaMarr commented that he is also

unable to open the email when there is a large attachment. Mr. Alatorre replied that staff will ask our Information Management department.

Agenda Item #9 - Public Comment

No comments.

Adjournment

The meeting adjourned at 1:00 p.m.

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 25

REPORT: Legislative Committee

SYNOPSIS: The Legislative Committee held a meeting on Friday, September 8, 2017. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file this report.

Judith Mitchell, Chair
Legislative Committee

DJA:PFC:MJK:jns

Committee Members

Present: Council Member Judith Mitchell/Chair, Mayor Pro Tem Larry McCallon (videoconference), Dr. Clark E. Parker, Sr. (videoconference) and Supervisor Janice Rutherford (videoconference).

Absent: Council Member Joe Buscaino and Supervisor Shawn Nelson.

Call to Order

Dr. William A. Burke, (attending via videoconference), was appointed to the committee for this meeting. Chair Mitchell called the meeting to order at 9:04 a.m.

DISCUSSION ITEMS:

1. 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, Ms. Amelia Jenkins of Cassidy & Associates and Mr. Mark Kadesh of Kadesh & Associates gave verbal updates as well.

Mr. Hoitsma noted that President Trump continues to talk about pushing a major infrastructure bill. However, because the legislative agenda is currently crowded with tax reform and other matters, an infrastructure bill is currently on the back burner. Mr. Hoitsma stated that although there is no current Administration bill, there are general principles provided by the Administration regarding this proposed

legislation. The White House stated that they want to invest \$200 billion of federal money and have that money leverage another \$800 billion to become a trillion dollar investment in infrastructure over the next ten years. Mr. Hoitsma commented that the Democrats are balking at this approach, as they desire a bigger federal investment up front, and that a compromise for the Administration to provide more money could be possible in the future. Mr. Hoitsma added that he is following this process on behalf of SCAQMD and pushing for a set-aside of money for clean air infrastructure investments. Mr. Hoitsma stated that in July, President Trump had announced that an Infrastructure Advisory Council, within the Department of Commerce, would make recommendations. However, President Trump later disbanded this and other advisory groups.

Mr. Hoitsma reported that President Trump announced an environmental review executive order and reiterated that several things are already underway to streamline the permitting process and to expedite infrastructure projects. Mr. Hoitsma stated that this is designed to try and get more private investment into infrastructure, and that the executive order also repealed the previous Administration's executive order on climate change, which required agencies to factor in climate change, such as projected sea level rise and flooding issues, in their decision-making on infrastructure projects.

Mr. Hoitsma informed the Committee that the Department of Transportation (DOT) announced its next round of Transportation Investment Generating Economic Recovery (TIGER) grants, which would make \$500 million available for major transportation infrastructure projects. Applications for these grants are due October 16, and grants would be for projects between \$5 million and \$25 million. Mr. Hoitsma commented that in the past, these grants have provided money for infrastructure developments related to clean air.

Additionally, Mr. Hoitsma pointed out that the Federal Aviation Administration (FAA) issued a number of discretionary grants under its airport improvement program. These grants typically go toward airport runways and other developments around airports. Mr. Hoitsma stated that because the grants provide funding for low- and zero-emission vehicles, as well as electric vehicle charging infrastructure around airports, the program is of interest to the District.

Mr. Hoitsma also reported that the U.S. Environmental Protection Agency (U.S. EPA) appointed a new general counsel, Matt Leopold, formerly general counsel with the Florida Department of Environmental Protection.

Ms. Jenkins reported that the House Appropriations Committee continues to work its way through the spending bill package, which includes U.S. EPA funding. Ms. Jenkins noted that a proposed amendment by Congressman Gary Palmer (AL) that would have cut funding for Diesel Emission Reduction Act (DERA) grants was

being tracked, but that Congressman Palmer had not yet formally offered this amendment to the bill. Ms. Jenkins stated that Congressman Raul Grijalva (AZ) offered an amendment to the bill to restore the environmental justice funding that had been cut, but that the amendment was narrowly defeated. Ms. Jenkins commented that the House will continue working through these potential amendments to the appropriations package which includes a group of 8 bills, along with 4 added national security bills that previously passed. However, since the Senate and House previously passed legislation relating to the debt ceiling, Hurricane Harvey relief and a continuing resolution, a final spending package will likely not be resolved until the middle or end of December. In addition, Ms. Jenkins reported that William Wehrum, an attorney with Hunton & Williams, was nominated to be the Assistant Administrator for the Office of Air and Radiation at U.S. EPA.

Council Member Mitchell inquired about the level of funding currently proposed for DERA. Ms. Jenkins stated that the current level is \$75 million.

Dr. Parker inquired about the specific vote count on the continuing resolution that was passed. Ms. Jenkins reported that the House vote for that legislation was 310 to 90.

Mr. Kadesh reported that hurricane relief, the continuing resolution and debt ceiling issues were addressed through December 8, so most of these spending issues will be revisited in early December. Mr. Kadesh also commented that Congressman Ken Calvert, Interior Appropriations Committee Chair, had been prepared to oppose DERA cuts if Congressman Palmer had offered his amendment to cut DERA funding.

Council Member Mitchell asked Mr. Kadesh to thank Congressman Calvert for his support for DERA on behalf of the SCAQMD.

2. Update on State Legislative Issues [Attachment 3]

SCAQMD's state legislative consultants (Joe A. Gonsalves & Son and Gonzalez, Quintana, Hunter & Cruz, LLC) provided written reports on various key issues in Sacramento. Mr. Paul Gonsalves of Joe A. Gonsalves & Son and Mr. Will Gonzalez and Mr. Jacob Moss of Gonzalez, Quintana, Hunter & Cruz, LLC gave verbal updates as well.

Mr. Gonsalves reported that there is one week left in the legislative session, of which a large focus is on the Greenhouse Gas Reduction Fund (GGRF) spending plans, for monies from cap-and-trade auctions. Mr. Gonsalves stated that the Legislature has until Tuesday to get legislation finalized on this issue due to the rule requiring online publication of rule language 72 hours before a vote. However, nothing is in print yet, and the bill will have to go through budget committee negotiations, which are still

ongoing. Mr. Gonsalves commented that Governor Jerry Brown has released his proposed GGRF spending plan, which includes \$1.5 billion in spending. The breakdown is as follows: \$350 million for AB 617 for new air monitoring requirements; \$300 million for community action plans; \$45 million for state and local implementation costs; \$5 million for assistance to community groups; \$607 million for low carbon transportation, which includes the clean vehicle rebate program (CVRP), freight hubs, zero-emission freight equipment, enhanced fleet modernization program (EFMP), clean bus and truck incentive program and agricultural engine replacement upgrades; \$170 million for sustainable agriculture; \$305 million for fire suppression, fire prevention and local fire response; \$40 million for waste conversion; \$5 million for clean energy; \$20 million for energy efficiency; and \$2 million for energy research at the University of California. Mr. Gonsalves stated that there is some pushback in some of these areas, such as fire prevention. Additionally, Senate President pro Tem Kevin de León released his own proposal. Mr. Gonsalves commented that although there are a number of competing interests, based on conversations with staff and leadership, there is hope that there will be a bill either today or early next week in time for the 72-hour in-print rule. Mr. Gonsalves stated that they are working closely with other air districts and interested stakeholders to maximize the amount of program funding coming to the District.

Dr. Burke inquired about the specific proposals regarding GGRF funding from the Governor's office, Senate President pro Tem's office, and the Assembly Speaker's office. Mr. Gonsalves responded that currently, the numbers are unclear and negotiations are ongoing. Mr. Gonsalves stated that he would provide what Governor Brown has released. A brief discussion regarding proposed and official budget numbers ensued.

In response to an inquiry from Council Member Mitchell, Mr. Gonsalves confirmed that he expected bill language to be released today. In response to an inquiry from Dr. Parker, Dr. Burke commented that the final vote on the GGRF will need to happen during the following week. Mr. Gonsalves reiterated that because of the 72-hour in-print rule, there will have to be legislative language in print by Tuesday, in order to be able to pass a bill. Mr. Gonsalves stated that the state legislature will pass something this year on the GGRF spending plan.

In response to an inquiry from Council Member Mitchell, Mr. Derrick Alatorre, Deputy Executive Officer for Legislative, Public Affairs and Media (LPAM), confirmed that there is \$1.5 billion available in the GGRF.

Mr. Gonzalez stated that there is now a once-in-a-decade opportunity to get money for diesel reduction and hopefully, in a week, there will be good news to report back.

Mr. Moss updated the committee on AB 1274 (O'Donnell). Mr. Moss stated that the bill requires a two-thirds vote and most recently made it off of the Senate

Appropriations Committee's suspense file on September 1. Mr. Moss commented that hopefully, the bill would be taken up on Monday on the Senate floor; after that, it would need to head back to the Assembly for a concurrence vote, which would also be a two-thirds vote. After that, it would hopefully move to the Governor's office. Mr. Moss stated that some amendments were made to the bill in the Appropriations Committee that increased the fee charged to the driver by one dollar for a total of \$25 collected in years 7 and 8. The added dollar now results in \$4 going to the Bureau of Automotive Repair (BAR), and will help reimburse BAR the entire amount of the smog certificate fee revenue they would lose due to the deferred Smog Check. The remaining \$21 collected in years 7 and 8 will be directed to the Carl Moyer Program for increased reductions in diesel particulate matter and nitrogen oxides emissions from heavy-duty vehicles. Mr. Moss stated that he hoped the amendment would help encourage the Governor to sign the bill.

In response to an inquiry from Council Member Mitchell, Mr. Fred Minassian, Assistant Deputy Executive Officer/Science and Technology Advancement stated that SCAQMD's portion would be based on population percentage and would be 43 percent of funding derived from AB 1274. Mr. Moss stated that Carl Moyer funding from AB 1274 would range from \$53 million to \$70 million per year statewide. Mr. Moss approximated SCAQMD's portion to be about \$30 million to \$40 million.

3. Update on AB 617 (C. Garcia) [Attachment 4]

Mr. Philip Crabbe, Community Relations Manager/LPAM, provided an update on the recent passage of AB 617 (C. Garcia). Mr. Crabbe stated that AB 617 was signed into law as a companion measure to AB 398 (E. Garcia), which extended the state greenhouse gas cap-and-trade program until 2030. Mr. Crabbe commented that AB 617 is meant to address concerns about disproportionate air quality burdens faced by disadvantaged communities. The bill mandates several new programs and responsibilities on SCAQMD and other local air districts, including community air monitoring and analysis, the development and implementation of community emission reduction programs through a public process and in collaboration with the California Air Resources Board (CARB), Best Available Retrofit Control Technology (BARCT) implementation, and uniform emission reporting. Mr. Crabbe reported that the bill creates multiple unfunded mandates on local air districts, and that staff estimates that the total cost for the District to implement AB 617 through the year 2039 is nearly \$250 million, or an average of approximately \$11 million per year. Mr. Crabbe stated that SCAQMD would continue to work hard to seek funding resources to cover the added cost of these newly created requirements.

Mr. Wayne Nastri, Executive Officer, stated that in the governor's latest proposal, there is \$45 million available for the implementation of AB 617. Of the \$45 million, \$18 million is designated to go to CARB. \$27 million is designated to go to the local air districts. Mr. Nastri stated that the \$27 million number is what SCAQMD provided to the California Department of Finance and state legislative staff

previously. Mr. Nastri stated that the goal is to link this type of implementation funding for local air districts to future GGRF revenues. Mr. Nastri estimated that more than half of the \$27 million would come to SCAQMD, and the District is heavily engaged in this effort.

In response to an inquiry from Council Member Mitchell, Mr. Nastri noted that the \$27 million would be the estimated implementation costs for year one. A brief discussion occurred regarding the amount of money SCAQMD might receive through GGRF auction revenues.

In response to an inquiry from Council Member Mitchell regarding BARCT assessments, Mr. Nastri stated that BARCT is part of SCAQMD's rulemaking efforts. A discussion regarding SCAQMD rulemaking efforts, BARCT assessments and the RECLAIM program as it relates to AB 617 requirements ensued.

WRITTEN REPORT:

4. **Report from SCAQMD Home Rule Advisory Group [Attachment 5]**
Please refer to Attachment 4 for the written report.

OTHER MATTERS:

5. **Other Business**
There was no other business.
6. **Public Comment Period**
There were no public comments.
7. **Next Meeting Date**
The next regular Legislative Committee meeting is scheduled for Friday, October 13, 2017 at 9:00 a.m.

Adjournment

The meeting adjourned at 9:41 a.m.

Attachments

1. Attendance Record
2. Update on Federal Legislative Issues – Written Reports
3. Update on State Legislative Issues – Written Reports
4. Update on AB 617 (C. Garcia)
5. SCAQMD Home Rule Advisory Group Report – Written Report

ATTACHMENT 1

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT LEGISLATIVE COMMITTEE MEETING

Attendance – September 8, 2017

Councilmember Judith Mitchell (Videoconference)	SCAQMD Board Member
Mayor Pro-Tem McCallon (Videoconference)	SCAQMD Board Member
Dr. Clark E. Parker, Sr. (Videoconference).....	SCAQMD Board Member
Supervisor Janice Rutherford (Videoconference)	SCAQMD Board Member
Dr. William A. Burke, (Videoconference)	SCAQMD Board Member
David Czamanske.....	Board Consultant (Cacciotti)
Ron Ketcham.....	Board Consultant (McCallon)
Gary Hoitsma (teleconference)	The Carmen Group
Jess Barba (teleconference)	Cassidy & Associates
Amelia Jenkins (teleconference)	Cassidy & Associates
Kaleb Froehlich (teleconference)	Cassidy & Associates
Ryan Mulvenon (teleconference)	Cassidy & Associates
Mark Kadesh (teleconference)	Kadesh & 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
Thomas Gross.....	Southern California Edison
Bill LaMarr.....	California Small Business Alliance
Rita Loof	RadTech
David Rothbart	Los Angeles County Sanitation Districts
Andy Silva.....	San Bernardino County
Susan Stark.....	Tesoro
Derrick Alatorre	SCAQMD Staff
Daniela Arellano	SCAQMD Staff
Debra Ashby.....	SCAQMD Staff
Barbara Baird	SCAQMD Staff
Marc Carrel	SCAQMD Staff
Tina Cox.....	SCAQMD Staff
Philip Crabbe.....	SCAQMD Staff
Philip Fine	SCAQMD Staff
Monika Kim	SCAQMD Staff
Roberta Lewis	SCAQMD Staff
Fred Minassian	SCAQMD Staff
Ron Moskowitz	SCAQMD Staff
Wayne Nastri.....	SCAQMD Staff
Michael O'Kelly.....	SCAQMD Staff
Robert Paud.....	SCAQMD Staff
William Sanchez	SCAQMD Staff
Jeanette Short	SCAQMD Staff
Danielle Soto.....	SCAQMD Staff
Laki Tisopulos.....	SCAQMD Staff
Todd Warden.....	SCAQMD Staff
Kurt Wiese.....	SCAQMD Staff
Kim White	SCAQMD Staff
Jill Whynot	SCAQMD Staff
Mitchell McMahon.....	Student Intern

MEMORANDUM

To: South Coast AQMD Legislative Committee

From: Carmen Group

Date: August 24, 2017

Re: Federal Update -- Executive Branch

White House Actions on Infrastructure: While the Administration has yet to put forward any detailed legislative proposal on infrastructure, the subject continues to be talked about as a major priority that is being lined up with other top initiatives to be addressed in Congress as soon as possible, most likely in sequence behind major pushes on health care and tax reform. Meanwhile, in recent weeks, the White House made these related announcements:

--Presidential Advisory Council on Infrastructure: Through executive order on July 19, the President established what would be a 15-member Advisory Council on Infrastructure in the Department of Commerce. Its members were to be chosen from the broad variety of infrastructure sectors, including “environmental policy.” The group would be tasked with studying and making findings and recommendations on federal funding, support and project delivery in the infrastructure realm. The group was to submit a report and terminate its existence by Dec. 31, 2018. But while the President’s infrastructure council was still being formed, the White House announced on August 17th that the President decided to end the council. This was a day after he disbanded two other advisory councils.

--Environmental Review/Permitting Process for Infrastructure Projects: Through executive order on August 15, the President set Federal policy on infrastructure projects to ensure reform of the environmental review and permitting process so that it is more coordinated, predictable and transparent. It sets the goal of processing all required federal environment documents for major projects in two years, as compared to current average timeframes of over 15 years.

Summary of Notable Federal Agency Actions of Interest: Here is a quick rundown on several recent federal agency actions of special interest:

- EPA Reversal on Ozone Designations: In July, the EPA announced that it was reversing a policy it announced in June to effect a one-year delay on a nationwide basis the Oct. 1, 2017 deadline for ozone designations in the states. The July

announcement, apparently made to head off possible litigation, indicated that the EPA would indeed move forward with the states to make ozone designations where possible by the Oct. 1 deadline.

- EPA Rule on RFS Volumes: In July, EPA issued a proposed rule setting the minimum amount of renewable fuels that must be supplied to the market in calendar year 2018 under the Renewable Fuel Standards (RFS) Program. Written comments on the rule are due by August 31. A final rule will be due by Nov. 30.
- EPA Reconsideration Phase 2 Heavy-Duty Truck GHG Standards: In August, EPA announced its intention to revisit the Phase 2 GHG and Fuel Efficiency standards for Medium and Heavy-Duty Vehicle Engines for Model Years 2021-2027 as set by the previous administration in October 2016. It specifically planned to revisit the Phase 2 trailer and glider kit provisions. Glider kits allow big-rig owners to reuse many of the major components from an existing vehicle or remanufactured engine to save money.
- EPA/DOT Reconsideration of GHG Standards for Cars/Light Trucks: In August, EPA and DOT opened a 45-day public comment period on the reconsideration of GHG standards for cars and light trucks in Model Years 2022-2025 as determined and announced by the previous Administration in January of 2017.
- DOE Vehicle Technology Grants: The Department of Energy announced \$19.4 million for 22 new cost-share projects to accelerate research in advanced vehicle technologies, including advanced battery, lightweight materials, engine technologies and energy efficient mobility systems. This Vehicle Technologies Office funding was billed as helping to improve the nation's energy security, to save money on transportation energy costs, and to strengthen U.S. economic competitiveness.
- DOT Review of Civil Penalties Under CAFE: The Department of Transportation announced it will reexamine a December 2016 rulemaking that adjusts civil penalties related to the Corporate Average Fuel Economy (CAFE) standards for inflation. The review will allow additional stakeholder input.
- DOT Bus Grant Opportunity: In July, the Department of Transportation announced that \$226 million was being made available for competitive grants under the Federal Transit Administration's Bus and bus Facilities program. Applications are due by August 25.

Sub-Cabinet Appointments of Interest

- Federal Energy Regulatory Commission
--Neil Chatterjee to be Chair. Previously served as energy policy advisory to Senate Majority Leader Mitch McConnell, where he met on several occasions with SCAQMD Board members and staff during Washington DC visits.

- Environmental Protection Agency
--Michael Dourson of Ohio to be Assistant Administrator for Toxic Substances. Previously served a professor in the Risk Science Center at the University of Cincinnati, College of Medicine and worked at the EPA.
- Department of Energy:
--Mark Wesley Menezes of Virginia to be Under Secretary of DOE.
--Paul Dabbar of New York to be Under Secretary for Science.

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To: South Coast Air Quality Management District

From: Cassidy & Associates

Date: August 23, 2017

Re: Federal Update – House of Representatives

Issues of Interest to SCAQMD

Ozone Standards Implementation Act:

Congressman Pete Olson (R-TX); Passed House on 7/18/17 by a vote of 229-199

H.R. 806 seeks to facilitate more efficient implementation of ozone standards, and the National Ambient Air Quality Standards (NAAQS) program generally.

Key provisions would:

- Phase in implementation of the 2015 ozone standards by extending the date for final designations from 2017 to 2025, and aligning permitting requirements;
- Ensure that for certain ozone and particulate matter nonattainment areas, States are not required to include economically infeasible measures in their implementation plans;
- Revise the time for mandatory review of NAAQS from five to ten years, while allowing the Environmental Protection Agency (EPA) Administrator discretion to issue revised standards earlier;

House Appropriations Committee Update

The House Rules Committee announced they will take up the eight remaining fiscal appropriations bills in one massive package when they return from recess. The bills funding the departments of Agriculture, Commerce, Interior, Justice, Labor, State, and other agencies will be combined on the floor with the minibus creating a fiscal 2018 omnibus. It is likely to hit the floor the week of Sept. 5, when Members return from recess. This package will include funding for the Environmental Protection Agency. EPA would see its funding fall 6.6 percent, to \$7.5 billion, while Interior would get a 7 percent reduction, to \$11.9 billion, though those cuts are smaller than the White House requested. The House spending bill also would make it easier for the Trump administration to withdraw EPA's Waters of the U.S. rule.

The eight remaining spending bills could again divide the House along party lines. The spending package was written by the GOP-controlled House Appropriations Committee and includes many spending and policy provisions that most Democrats oppose. The previous minibus passed 235-192 on July 27, with just five Democrats backing the legislation and five Republicans opposed. Six members did not vote. The eight-bill package on deck in the House would likely be stonewalled in the Senate, whether or not it is combined with the four-measure security minibus. The 12 House bills are written to topline discretionary spending levels that Democrats in both chambers consider unrealistic.

House Budget Committee

The House and Senate may consider budget blueprints (formally called a budget resolution) when Congress returns to Washington in September. The consideration of budget resolutions are an atypical exercise in Congress for three reasons. First, budget resolutions are not formally signed into law by the President. Second, in the Senate a budget resolution is considered to be a “privileged vehicle” which limits the total amount of time it can be debated (i.e. not subject to the filibuster). Finally, budget resolutions can be passed in the Senate with a simple majority vote (i.e. not subject to a 60 vote majority).

Despite the fact that a budget resolution is not signed into law by the President, a budget resolution can have a major impact on future legislation which may reach the desk of the President for two reasons. First, budget resolutions have the ability to include budget reconciliation instructions which can direct Committees to report legislative language which meet the goals (typically by raising revenue) of the reconciliation instructions. These budget reconciliation instructions are also considered to be a “privileged vehicle” in the Senate and can be passed with a simple majority vote. The passage of a budget resolution with reconciliation instructions is widely considered to be a major priority of the Republican majorities in the House and Senate as they currently prefer to consider “tax reform” legislation under these rules rather than through the traditional legislative process. Second, beyond the reconciliation instructions, the budget resolutions typically provide the general framework for the Appropriations Committee to begin consideration of their specific bills which fund the government.

At this time, the passage of budget resolution could face hurdles in the House of Representatives where Budget Chairwoman Diane Black (R-TN) is struggling to reconcile the demands of fiscal conservatives seeking cuts to discretionary programs in appropriation bills against the demands of more moderate members of the Republican caucus who oppose those efforts.

Transportation/House T&I

No major policy update. Focus still remains on the privatization of the air traffic control and FAA reform and expect those issues to continue being the focus throughout September

Administration

The Admin issued an executive order establishing discipline and accountability in the environmental review and permitting process for infrastructure projects, as well as rescinding FFRMS (Federal Flood Risk Management Standard). This is an early step to major regulations and policy reforms to assist current and future infrastructure projects, as well lay the framework for the proposed Trump Infrastructure Plan.

House Science Committee

On July 25, the House Science Committee held a hearing *Examining Advancements in Biofuels: Balancing Federal Research and Market Innovation*. This hearing considered the Renewable Fuel Standard but did not reveal any consequential policy punch lines for the program, in part because of how the Committee jurisdiction over biofuels is shared with Energy & Commerce Committee.

Comprehensive Energy Legislation

Senator Lisa Murkowski (R-AK) introduced the Energy and Natural Resources Act of 2017 as the successor to the Energy Policy Modernization Act of 2015/16, which did not make it into law last Congress. Since this bill is substantially similar to the previous comprehensive energy legislation, Senator Murkowski and the Senate Republican Leadership agreed to use the Rule 14 process and bypass the committee process and place the bill directly on the Senate Floor. Unfortunately, timing for the bill remains uncertain as the Senate will have a

number of more pressing matters to attend to in the fall. In addition, given Senator Murkowski's vote on the Healthcare bill recently, it is unlikely that the Senate Republican leadership will seek to move her legislation in the near term.

This legislation once again contains the Vehicle Innovation Act, which provides for \$250 million in authorized funding for the Department of Energy to fund vehicle technology advancement. Additionally, of importance to SCAQMD, is the inclusion of the DERA reauthorization language.

We would suggest that SCAQMD once again write a letter in support of these provisions and an expeditious process on this legislation.

KADESH & ASSOCIATES, LLC

MEMORANDUM

To: South Coast AQMD Legislative Committee
From: Kadesh & Associates
Date: August 24, 2017
Re: Federal Legislative Update – September 2017 Legislative Committee

The Senate and House were both in session for three weeks in July. The House adjourned at the end of July as planned, but the Senate stayed in session and additional two weeks to address the Majority proposed plans to Repeal and Replace of Obamacare, which ultimately failed.

Infrastructure

The House and Senate transportation and infrastructure related committees continued to hold hearings, particularly on FAA reform, but no large-scale infrastructure bill is in sight for this year. Some Senators are planning to roll out infrastructure ideas and bills in the fall in order to prepare the policy ground as they await a Trump Administration proposal. The Senate EPW Republicans may release their own package of ideas in early September and hold a hearing on September 20. Kadesh & Associates delivered letters from SCAQMD to Senators Feinstein and Harris regarding SCAQMD's proposal to secure 5% of funding within any Infrastructure package for clean air technologies.

September Priorities

September will have the House in for three weeks and the Senate for four weeks and deal with both the Debt Ceiling deadline of September 29 and the end of FY17 on September 30. Measures to avoid a default on U.S. debt and a government shutdown top a long list of must-pass bills awaiting lawmakers when Congress returns after its August recess.

1. Keeping the Government Funded

The House will consider its Omnibus bill for the remaining eight Appropriations bills. Look for short-term extensions of programs with authorizations that expire Sept. 30 because there's so much else to do now that Congress has postponed decisions about the fiscal 2018 budget and appropriations for the fiscal year that begins Oct. 1. Time is short. The House has scheduled 12 legislative days next month, five fewer than the Senate. That increases the likelihood that Congress will have to pass a short-term continuing resolution to keep the government funded during negotiations over 2018 appropriations later in the fall.

2. Debt Ceiling

Complicating next month's schedule is the need to extend the government's borrowing authority by raising the debt ceiling. The Treasury Department says the limit must be raised by Sept. 29 to avoid a default on obligations. Congressional leaders have said they intend to

raise the debt limit without any political or financial-market drama but talks have yet get fully under way. Hard-line conservative House Republicans have demanded deep spending cuts as the price for extending the government's borrowing authority. Democrats say want a "clean" debt-limit bill, a goal shared by the Trump administration.

Rep. Mark Meadows (R-N.C.), leader of the House Freedom Caucus, signaled he's softening his demand for spending cuts as a prerequisite for raising the debt ceiling, telling bondholders that Congress shouldn't "play around with the full faith and credit of our country." OMB Director Mick Mulvaney said that the Trump team unified in wanting a 'Clean' Debt Ceiling.

3. Budget and Taxes

A key goal of House leaders upon return from recess is to adopt a fiscal 2018 budget resolution. That would set the stage for tax code overhaul using the reconciliation procedure that bypasses the need for a Senate supermajority. Before they can bring the budget plan to the floor, GOP leaders must resolve differences among their members about how deep proposed cuts to entitlement programs should be and what should be in the tax package. Rather than waiting for the House to act, Senate leaders say they plan to press forward writing their own budget blueprint in September.

4. Appropriations

Congress procrastinated on budget and spending decisions while House and Senate Republicans pursued their unsuccessful quest to repeal Obamacare. While the House Appropriations Committee has reported all 12 spending bills, the full chamber has acted only on four of those measures rolled into a minibus (H.R. 3219) that covers Defense, Military Construction-VA, Energy and Water Development and Legislative Branch. House leaders say they intend to bundle the remaining eight spending bills for floor consideration when they return. The Senate Appropriations Committee has approved just six spending bills, none of which has been taken up on the floor.

If passed and signed into law, the House Interior bill, H.R.3354, acting as the vehicle for the Omnibus contains the following requirement for EPA:

"Administrator Priorities.—EPA is directed to submit a report within 90 days of enactment of this Act that identifies how any fiscal year 2016 and 2017 funding was used, by account, program area, and program project. Each activity funded should include a justification for the effort and any anticipated results."

This provision will present a challenge and an opportunity for each of the programs SCAQMD cares most about within EPA: DERA; Targeted Air Shed Grants; and Section 103/105 funds. That bill provides \$75 million for DERA, \$40 million for Targeted Air Shed Grants, \$1 billion for EPA grants including Section 103/105 grants.

DERA

The Senate Environment and Public Works Committee, on July 12, 2017, passed the Diesel Emissions Reduction Act of 2017 (S. 1447), by Senator Tom Carper (D-DE), joined by Senators John Barrasso (R-WY), James Inhofe (R-OK) and Sheldon Whitehouse (D-RI). This bill would reauthorize the DERA program for another five years, 2018 through 2022, with a recommended annual funding level of \$100 million. The sponsors also proposed several changes to the DERA program including requiring the recognition of "differences in typical vehicle, engine, equipment, and fleet use throughout the United States." Directly, and as a member of NACAA, SCAQMD is part of a coalition, also including industry groups, environmental and public health organizations and other stakeholders, which is urging Congress to support reauthorization of DERA.



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TO: SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

FROM: ANTHONY, JASON, AND PAUL GONSALVES

SUBJECT: AUGUST LEGISLATIVE UPDATE

DATE: FRIDAY, AUGUST 25, 2017

As you are aware, the Legislature adopted their State Budget on June 15, 2017, which did not include an agreement on the extension of the cap & trade program. However, just prior to adjourning for summer recess the Legislature and Governor came to an agreement on a Cap-and-Trade extension until 2030. Now that they have returned from summer recess, the Legislature is focused on how to allocate the \$1.4 billion in the Greenhouse Gas Reduction Fund (GGRF).

CAP-AND-TRADE/GGRF

Before the Legislature adjourned for summer recess on July 21, 2017, Legislators passed and the Governor signed into law AB 617 and AB 398. AB 617 implements an air pollution monitoring program while AB 398 extends cap-and-trade to 2030. Meanwhile, the California Air Resources Board held their August Cap-and-trade auction, which generated \$935 million for the State.

During each auction, the state sets a minimum price per permit, which was \$13.57 in the latest round. The bidding led to a final price of \$14.75, the highest it's been above the minimum in years. While total revenue in the auction was \$935 million, only about \$640 million will go to the state's GGRF. Most of the revenue is already pre-programmed to affordable housing, mass transit and High-Speed Rail. However, there is still at least \$1.4 billion available, which includes some money left over from the last fiscal year and more cash expected to roll in over the next one, for the Legislature to allocate.

On August 21, 2017, the Legislature reconvened from their summer recess and Senate President Pro Tem Kevin de León announced his proposal to spend about \$1 billion to help retire old, dirtier engines, replacing tractors, trucks and cars with newer, more efficient models.

On August 29, 2017, State Senators Nancy Skinner, Richard Pan, Bob Wieckowski and Ricardo Lara announced their plan for a major investment to fund diesel free school buses, transit vehicles, and commercial medium and heavy-duty trucks in an effort to make California diesel free by 2030. The Senators were participating in CALSTART's Clean Truck and Bus Day, which brought 9 clean energy trucks and buses, and an EV school bus, to the Capitol East Lawn for public viewing.

The proposal uses Cap and Trade revenue paired with funding from the Carl Moyer Program and other sources to make a nearly \$1 billion investment in the retrofit and/or replacement of dirty diesel-fueled vehicles. The existing California Clean Truck and Bus Program, which includes the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program (HVIP), can also assist in the implementation of this goal

SCAQMD staff and consultants are currently working with Senate and Assembly Leadership, along with the Governor's office, to allocate funds from the GGRF account to the District. The Legislature has until September 15, 2017 to adopt a spending package on GGRF and SCAQMD representatives will continue to work hard to ensure that the District receives its fair share.

LEGISLATIVE CALENDAR

The following will provide you with the upcoming Legislative deadlines for the 2017-18 legislative session:

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

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 was heard in the Senate Environmental Quality Committee on June 21, 2017 and passed on a 6-0 vote. The bill is now in the Senate Appropriations Committee on the suspense file. The Senate Appropriations Committee will hear the suspense file on Friday, September 1, 2017.

AB 1082 (Burke)

This bill would require a large electrical corporation (100,000 or more service connections) to file with the PUC, by July 30, 2018, a program proposal for the installation of vehicle charging stations at school facilities. Allows an electrical corporation with 100,000 service connections or less the same ability to file with the PUC. 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 is currently on the Senate Appropriations Committee suspense file, which will be heard on Friday, September 1, 2017.

AB 1083 (Burke)

This bill proposes to require large electrical corporations (100,000 or more service connections) to file with, and the California Public Utilities Commission (CPUC) to approve, a program proposal for the installation of electric charging stations at state parks and beaches. The bill allows an electrical corporation with 100,000 service connections or less the same ability to file with the PUC.

Specifically, the bill would require electrical corporations to file with the CPUC a program proposal for the installation of electrical grid integrated level-two charging stations at state parks and beaches, by September 30, 2018.

Additionally, the electrical corporations would be required to work in consultation with the CPUC, the California Energy Commission, and the California Air Resources Board (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 with the CPUC to review and approve, or modify and approve, the program by December 31, 2018.

The electrical corporations would be required to install, own, operate, and maintain the electric vehicle charging equipment. The approved program would include a mechanism for reasonable cost recovery by the electrical corporation.

This bill is currently on the Senate Appropriations Committee suspense file, which will be heard on Friday, September 1, 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 was heard in the Senate Environmental Quality Committee on June 21, 2017 and passed on a 5-1 vote. The bill is now on the Senate Appropriations Committee suspense file, which will be heard on Friday, September 1, 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 is currently on the Senate Floor and is eligible to be heard at any time.



SCAQMD Report
Gonzalez, Quintana, Hunter & Cruz, LLC
September 8, 2017 Legislative Committee Hearing

General Update

After today, September 8, 2017, five legislative days remain in the first year of this two year session. This Legislature has passed a large transportation package, has extended cap and trade, and is poised to pass a housing package as well as an appropriation of cap and trade funds and funding for air quality.

Cap & Trade

On July 25, 2017, Governor Brown signed into law an extension until 2030 of the state's cap and trade program (AB 398 (E. Garcia)) and a companion air quality bill (AB 617 (C. Garcia)) that creates a new state collaboration between air districts and the California Air Resources Board for air toxics community monitoring.

AB 398 does the following:

- 1) Requires the Air Resources Board (ARB), no later than January 1, 2018, to update the scoping plan, and requires all greenhouse gas rules and regulations adopted by ARB to be consistent with the scoping plan.,
- 2) Extends ARB's authority to establish and utilize, through regulations, a market-based mechanism,
- 3) Specifically authorizes a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit greenhouse gases (cap-and-trade) until December 31, 2030,
- 4) Extends, and expands upon, the 3.94 percent state sales and use tax (SUT) exemption available to qualified manufacturers and specified research and development firms for an additional eight years, until July 1, 2030,
- 5) Clarifies the definition of useful life to ensure that businesses that expensed some qualifying purchases also receive the SUT exemption, and
- 6) Effective 2017-18, suspends the fire prevention fee and repeals the fire prevention fee statutes on January 1, 2031.

AB 617 does the following:

- 1) Requires the Air Resources Board (ARB) to improve air pollution data collection and reporting,

- 2) Requires expedited pollution control retrofit of large stationary sources,
- 3) Increases penalties for air pollution violations
- 4) Requires enhanced air pollution monitoring
- 5) Requires ARB to adopt a statewide emissions reduction strategy targeting pollution-burdened communities, and
- 6) Requires ARB and air districts to implement community emissions reduction programs.

Sponsored Legislation

AB 1132 (C. Garcia) Non-vehicular air pollution: order of abatement.

This bill would authorize the air pollution control officer, if he or she determines that a person has violated air quality 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.

Update

AB 1132 was signed by the Governor on 8/7/2017. Shortly thereafter, in cooperation with South Coast staff, Assemblymember Cristina Garcia submitted a letter to the journal clarifying some opposition concerns about issues relating to odors.

AB 1274 (O'Donnell) Carl Moyer Memorial Air Quality Standards Attainment Program. Smog Abatement Fee.

This bill would, except as provided, exempt motor vehicles that are 8 or less model-years old from being inspected biennially upon renewal of registration. The bill would assess an annual smog abatement fee of \$24 on motor vehicles that are 7 or 8 model-years old. The bill would require nearly all of this fee to be deposited into the Air Pollution Control Fund and be available for expenditure, upon appropriation by the Legislature, to fund the Carl Moyer Memorial Air Quality Standards Attainment Program.

This bill requires a 2/3 vote for passage.

Update

AB 1274 passed out of Senate Environmental Quality committee with a vote of 4-2.

The bill is currently with the Senate Appropriations Committee where it has been sent to the Committee's suspense file. The Senate Appropriations suspense hearing will occur on 9/1/2017. We have been working with Senate Appropriations and leadership staff on any needed amendments that will facilitate passage of the bill. However, we will not know if the bill will move off of the suspense file until everyone finds out during the hearing.

Assembly Bill No. 617

CHAPTER 136

An act to amend Sections 40920.6, 42400, and 42402 of, and to add Sections 39607.1, 40920.8, 42411, 42705.5, and 44391.2 to, the Health and Safety Code, relating to nonvehicular air pollution.

[Approved by Governor July 26, 2017. Filed with
Secretary of State July 26, 2017.]

legislative counsel's digest

AB 617, Cristina Garcia. Nonvehicular air pollution: criteria air pollutants and toxic air contaminants.

(1) Existing law requires the State Air Resources Board to make available on its Internet Web site data concerning the emissions of greenhouse gases, criteria air pollutants, and toxic air contaminants, as specified.

This bill would require the state board to develop a uniform statewide system of annual reporting of emissions of criteria air pollutants and toxic air contaminants for use by certain categories of stationary sources. The bill would require those stationary sources to report their annual emissions of criteria air pollutants and toxic air contaminants, as specified.

(2) Existing law generally designates air pollution control and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Existing law authorizes the state board or an air district to require the owner or the operator of an air pollution emission source to take any action that the state board or the air district determines to be reasonable for the determination of the amount of air pollution emissions from that source.

This bill would require the state board, by October 1, 2018, to prepare a monitoring plan regarding technologies for monitoring criteria air pollutants and toxic air contaminants and the need for and benefits of additional community air monitoring systems, as defined. The bill would require the state board to select, based on the monitoring plan, the highest priority locations in the state for the deployment of community air monitoring systems. The bill would require an air district containing a selected location, by July 1, 2019, to deploy a system in the selected location. The bill would authorize the air district to require a stationary source that emits air pollutants in, or that materially affect, the selected location to deploy a fence-line monitoring system, as defined, or other specified real-time, on-site monitoring. The bill would authorize the state board, by January 1, 2020, and annually thereafter, to select additional locations for the deployment of the systems. The bill would require air districts that have deployed a system to provide to the state board air quality data produced by the system. By increasing the duties of air districts, this bill would impose a state-mandated

local program. The bill would require the state board to publish the data on its Internet Web site.

This bill would require the state board, by October 1, 2018, to prepare and update, at least once every 5 years, a statewide strategy to reduce emissions of toxic air contaminants and criteria pollutants in communities affected by a high cumulative exposure burden. The bill would require the state board to select locations around the state for the preparation of community emissions reduction programs, and to provide grants to community-based organizations for technical assistance and to support community participation in the programs. The bill would require an air district containing a selected location, within one year of the state board's selection, to adopt a community emissions reduction program. By increasing the duties of air districts, this bill would impose a state-mandated local program.

(3) Existing law requires air districts, prior to adopting rules to meet the requirement for best available retrofit control technology or for a specified feasible measure, to take specified actions, including, among others, identifying one or more potential control options that achieve the emissions reduction objectives for the rule. Existing law also authorizes a district to establish its own best available retrofit control technology requirement based upon the consideration of specified factors.

This bill would require a district that is in nonattainment for one or more air pollutants to adopt an expedited schedule for the implementation of best available retrofit control technology, as specified. The bill would require the schedule to apply to each industrial source that, as of January 1, 2017, was subject to a specified market-based compliance mechanism and give highest priority to those permitted units that have not modified emissions-related permit conditions for the greatest period of time.

This bill would require the state board to establish and maintain a statewide clearinghouse that identifies the best available control technology, best available retrofit control technology for criteria air pollutants, and related technologies for the control of toxic air contaminants.

(4) Existing law establishes maximum criminal and civil penalties for any person, as defined, for violations of air pollution laws from nonvehicular sources. Existing law generally establishes the maximum criminal and civil penalties at \$1,000, unless otherwise specified.

This bill would increase the maximum for the generally applicable criminal and civil penalties under these provisions to \$5,000. The bill would annually adjust maximum penalties for violations of these laws based on the California Consumer Price Index.

(5) 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 with regard to certain mandates no reimbursement is required by this act for a specified reason.

With regard to any other mandates, this bill would provide that, if the Commission on State Mandates determines that the bill contains costs so

mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

The people of the State of California do enact as follows:

SECTION 1. Section 39607.1 is added to the Health and Safety Code, to read:

39607.1. (a) For purposes of this section, the following definitions apply:

(1) “Nonattainment pollutant” means a criteria pollutant for which a district is classified as a nonattainment area pursuant to this division or the federal Clean Air Act (42 U.S.C. Sec. 7401 et seq.).

(2) “Stationary source” means any of the following:

(A) A facility that is required to report to the state board the facility’s greenhouse gas emissions pursuant to Section 38530.

(B) A facility that is authorized by a permit issued by a district to emit 250 or more tons per year of any nonattainment pollutant or its precursors.

(C) A facility that receives an elevated prioritization score based on cancer or noncancer health impacts pursuant to Section 44360.

(b) (1) The state board, in consultation with districts, shall establish a uniform statewide system of annual reporting of emissions of criteria pollutants and toxic air contaminants for a stationary source.

(2) The state board shall require a stationary source to report to the state board its annual emissions of criteria pollutants and toxic air contaminants using the uniform statewide system of annual reporting developed pursuant to paragraph (1).

(c) With the report required pursuant to paragraph (2) of subdivision (b), the state board may require, as appropriate, a stationary source to provide relevant facility-level emissions data.

(d) The state board may require, as appropriate, a stationary source to verify or certify the accuracy of its annual emissions reports by a third-party verifier or certifier that is accredited by the state board.

SEC. 2. Section 40920.6 of the Health and Safety Code is amended to read:

40920.6. (a) Prior to adopting rules or regulations to meet the requirement for best available retrofit control technology pursuant to Sections 40918, 40919, 40920, and 40920.5, or for a feasible measure pursuant to Section 40914, districts shall, in addition to other requirements of this division, do all of the following:

(1) Identify one or more potential control options which achieves the emission reduction objectives for the regulation.

(2) Review the information developed to assess the cost-effectiveness of the potential control option. For purposes of this paragraph, “cost-effectiveness” means the cost, in dollars, of the potential control option divided by emission reduction potential, in tons, of the potential control option.

(3) Calculate the incremental cost-effectiveness for the potential control options identified in paragraph (1). To determine the incremental cost-effectiveness under this paragraph, the district shall calculate the difference in the dollar costs divided by the difference in the emission reduction potentials between each progressively more stringent potential control option as compared to the next less expensive control option.

(4) Consider, and review in a public meeting, all of the following:

(A) The effectiveness of the proposed control option in meeting the requirements of this chapter and the requirements adopted by the state board pursuant to subdivision (b) of Section 39610.

(B) The cost-effectiveness of each potential control option as assessed pursuant to paragraph (2).

(C) The incremental cost-effectiveness between the potential control options as calculated pursuant to paragraph (3).

(5) Make findings at the public hearing at which the regulation is adopted stating the reasons for the district's adoption of the proposed control option or options.

(b) A district may establish its own best available retrofit control technology requirement based upon consideration of the factors specified in subdivision (a) and Section 40406 if the requirement complies with subdivision (d) of Section 40001 and is consistent with this chapter, other state law, and federal law, including, but not limited to, the applicable state implementation plan.

(c) (1) On or before January 1, 2019, each district that is a nonattainment area for one or more air pollutants shall adopt an expedited schedule for the implementation of best available retrofit control technology (BARCT), by the earliest feasible date, but in any event not later than December 31, 2023.

(2) The schedule shall apply to each industrial source that, as of January 1, 2017, was subject to a market-based compliance mechanism adopted by the state board pursuant to subdivision (c) of Section 38562.

(3) The schedule shall give highest priority to those permitted units that have not modified emissions-related permit conditions for the greatest period of time. The schedule shall not apply to an emissions unit that has implemented BARCT due to a permit revision or a new permit issuance since 2007.

(d) Prior to adopting the schedule pursuant to paragraph (1) of subdivision (c), a district shall hold a public meeting and take into account:

(1) The local public health and clean air benefits to the surrounding community.

(2) The cost-effectiveness of each control option.

(3) The air quality and attainment benefits of each control option.

(e) A district shall allow the retirement of marketable emission reduction credits under a program which complies with all of the requirements of Section 39616, or emission reduction credits which meet all of the requirements of state and federal law, including, but not limited to, the requirements that those emission reduction credits be permanent, enforceable, quantifiable, and surplus, in lieu of any requirement for best available retrofit

control technology, if the credit also complies with all district rules and regulations affecting those credits.

(f) After a district has established the cost-effectiveness, in a dollar amount, for any rule or regulation adopted pursuant to this section or Section 40406, 40703, 40914, 40918, 40919, 40920, 40920.6, or 40922, the district, consistent with subdivision (d) of Section 40001, shall allow alternative means of producing equivalent emission reductions at an equal or lesser dollar amount per ton reduced, including the use of emission reduction credits, for any stationary source that has a demonstrated compliance cost exceeding that established dollar amount.

SEC. 3. Section 40920.8 is added to the Health and Safety Code, to read:

40920.8. (a) The state board shall establish and maintain a statewide clearinghouse that identifies the best available control technology and best available retrofit control technology for criteria air pollutants, and related technologies for the control of toxic air contaminants.

(b) When updating best available control technology determinations, a district shall use the information in the statewide clearinghouse established and maintained by the state board.

SEC. 4. Section 42400 of the Health and Safety Code is amended to read:

42400. (a) Except as otherwise provided in Section 42400.1, 42400.2, 42400.3, 42400.3.5, or 42400.4, any person who violates this part, or any rule, regulation, permit, or order of the state board or of a district, including a district hearing board, adopted pursuant to Part 1 (commencing with Section 39000) to Part 4 (commencing with Section 41500), inclusive, is guilty of a misdemeanor and is subject to a fine of not more than five thousand dollars (\$5,000) or imprisonment in the county jail for not more than six months, or both.

(b) If a violation under subdivision (a) with regard to the failure to operate a vapor recovery system on a gasoline cargo tank is directly caused by the actions of an employee under the supervision of, or of any independent contractor working for, any person subject to this part, the employee or independent contractor, as the case may be, causing the violation is guilty of a misdemeanor and is punishable as provided in subdivision (a). That liability shall not extend to the person employing the employee or retaining the independent contractor, unless that person is separately guilty of an action that violates this part.

(c) Any person who owns or operates any source of air contaminants in violation of Section 41700 that causes actual injury, as defined in subdivision (d), to the health or safety of a considerable number of persons or the public is guilty of a misdemeanor and is subject to a fine of not more than fifteen thousand dollars (\$15,000) or imprisonment in the county jail for not more than nine months, or both.

(d) As used in this section, “actual injury” means any physical injury that, in the opinion of a licensed physician and surgeon, requires medical treatment involving more than a physical examination.

(e) Each day during any portion of which a violation of subdivision (a) or (c) occurs is a separate offense.

SEC. 5. Section 42402 of the Health and Safety Code is amended to read:

42402. (a) Except as provided in Sections 42402.1, 42402.2, 42402.3, and 42402.4, any person who violates this part, any order issued pursuant to Section 42316, or any rule, regulation, permit, or order of a district, including a district hearing board, or of the state board issued pursuant to Part 1 (commencing with Section 39000) to Part 4 (commencing with Section 41500), inclusive, is strictly liable for a civil penalty of not more than five thousand dollars (\$5,000).

(b) (1) Any person who violates any provision of this part, any order issued pursuant to Section 42316, or any rule, regulation, permit or order of a district, including a district hearing board, or of the state board issued pursuant to Part 1 (commencing with Section 39000) to Part 4 (commencing with Section 41500), inclusive, is strictly liable for a civil penalty of not more than ten thousand dollars (\$10,000).

(2) (A) If a civil penalty in excess of five thousand dollars (\$5,000) for each day in which a violation occurs is sought, there is no liability under this subdivision if the person accused of the violation alleges by affirmative defense and establishes that the violation was caused by an act that was not the result of intentional conduct or negligent conduct.

(B) Subparagraph (A) shall not apply to a violation of federally enforceable requirements that occur at a Title V source in a district in which a Title V permit program has been fully approved.

(C) Subparagraph (A) does not apply to a person who is determined to have violated an annual facility emissions cap established pursuant to a market based incentive program adopted by a district pursuant to subdivision (b) of Section 39616.

(c) Any person who owns or operates any source of air contaminants in violation of Section 41700 that causes actual injury, as defined in subdivision (d) of Section 42400, to the health and safety of a considerable number of persons or the public, is liable for a civil penalty of not more than fifteen thousand dollars (\$15,000).

(d) Each day during any portion of which a violation occurs is a separate offense.

SEC. 6. Section 42411 is added to the Health and Safety Code, to read:

42411. Notwithstanding any other law, maximum penalties assessed by the state board or a district pursuant to this chapter as of January 1, 2018, shall be increased annually based on the California Consumer Price Index as compiled and reported by the Department of Industrial Relations.

SEC. 7. Section 42705.5 is added to the Health and Safety Code, to read:

42705.5. (a) For purposes of this section, the following definitions and related provisions shall apply:

(1) "Community air monitoring system" means advanced sensing monitoring equipment that measures and records air pollutant concentrations in the ambient air at or near sensitive receptor locations and in disadvantaged

communities and that may be useful for estimating associated pollutant exposures and health risks, determining trends in air pollutant levels over time, and in supporting enforcement efforts.

(2) “Disadvantaged community” means a community identified as disadvantaged pursuant to Section 39711.

(3) “Fence-line monitoring system” means monitoring equipment that measures and records air pollutant concentrations at or adjacent to a stationary source that may be useful for detecting or estimating emissions of pollutants from the source, including the quantity of fugitive emissions, and in supporting enforcement efforts.

(4) “Nonattainment pollutant” has the same meaning as in Section 39607.1.

(5) “Sensitive receptors” includes hospitals, schools and day care centers, and such other locations as the district or state board may determine.

(6) “Stationary source” has the same meaning as in Section 39607.1.

(b) On or before October 1, 2018, the state board shall prepare, in consultation with the Scientific Review Panel on Toxic Air Contaminants, the districts, the Office of Environmental Health Hazard Assessment, environmental justice organizations, affected industries, and other interested stakeholders, a monitoring plan regarding the availability and effectiveness of toxic air contaminant and criteria air pollutant advanced sensing monitoring technologies and existing community air monitoring systems, as well as the need for and benefits of establishing additional community air monitoring systems. In preparing the monitoring plan, the state board shall conduct at least one public workshop in each of the northern, central, and southern parts of the state.

(c) Based on findings and recommendations in the monitoring plan prepared pursuant to subdivision (b), the state board shall select, concurrent with the monitoring plan, in consultation with the districts and based on an assessment of the locations of sensitive receptors and disadvantaged communities, the highest priority locations around the state to deploy community air monitoring systems, which shall be communities with high exposure burdens for toxic air contaminants and criteria air pollutants. By July 1, 2019, any district containing a location selected pursuant to this subdivision shall deploy a community air monitoring system in the selected location or locations. In implementing this subdivision, the district may require any stationary source that emits pollutants in, or that materially affect, the highest priority locations identified pursuant to this subdivision to deploy a fence-line monitoring system or other appropriate real-time, on-site monitoring, taking into account technical capabilities, cost, and the degree to which additional data would materially contribute to an understanding of community risk.

(d) By January 1, 2020, and January 1 of every year thereafter, the state board shall select additional locations pursuant to subdivision (c), as the state board deems appropriate based on the monitoring plan described in subdivision (b). Any district containing a location selected pursuant to this subdivision shall deploy a community air monitoring system in the selected

location within one year of the state board selecting the location. The state board shall hold an annual public hearing on the status of implementing the network of community air monitoring systems and make recommendations for improvements.

(e) The districts shall provide to the state board the air quality data produced by the community air monitoring systems deployed pursuant to this section. The state board shall publish the air quality data on its Internet Web site.

SEC. 8. Section 44391.2 is added to the Health and Safety Code, to read:

44391.2. (a) For purposes of this section, the following provisions shall apply:

(1) “Disadvantaged community” means a community identified as disadvantaged pursuant to Section 39711.

(2) “Sensitive receptors” includes the same locations as specified in subdivision (a) of Section 42705.5.

(b) On or before October 1, 2018, the state board shall prepare, in consultation with the Scientific Review Panel on Toxic Air Contaminants, the districts, the Office of Environmental Health Hazard Assessment, environmental justice organizations, affected industry, and other interested stakeholders, a statewide strategy to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden. The state board shall update the strategy at least once every five years. In preparing the strategy, the state board shall conduct at least one public workshop in each of the northern, central, and southern parts of the state. The strategy shall include criteria for the development of community emission reduction programs. The criteria presented in the state strategy shall include, but are not limited to, all of the following:

(1) An assessment and identification of communities with high cumulative exposure burdens for toxic air contaminants and criteria air pollutants. The assessment shall prioritize disadvantaged communities and sensitive receptor locations based on one or more of the following: best available modeling information, existing air quality monitoring information, existing public health data based on consultation with the Office of Environmental Health Hazard Assessment, and the monitoring results obtained pursuant to Section 42705.5.

(2) A methodology for assessing and identifying the contributing sources or categories of sources, including, but not limited to, stationary and mobile sources, and an estimate of their relative contribution to elevated exposure to air pollution in impacted communities identified pursuant to paragraph (1).

(3) An assessment of whether a district should update and implement the risk reduction audit and emissions reduction plan developed pursuant to Section 44391 for any facility to achieve emission reductions commensurate with its relative contribution, if the facility’s emissions either cause or significantly contribute to a material impact on a sensitive receptor location or disadvantaged community, based on any data available for

assessment pursuant to paragraph (1) of subdivision (b) or other relevant data.

(4) An assessment of the existing and available measures for reducing emissions from the contributing sources or categories of sources identified pursuant to paragraph (2), including, but not limited to, best available control technology, as defined in Section 40405, best available retrofit control technology, as defined in Section 40406, and best available control technology for toxic air contaminants, as defined in Section 39666.

(c) (1) Based on the assessment and identification pursuant to paragraph (1) of subdivision (b), the state board shall select, concurrent with the strategy, locations around the state for preparation of community emissions reduction programs. The state board shall select additional locations annually thereafter, as appropriate.

(2) Within one year of the state board's selection, the district encompassing any location selected pursuant to this subdivision shall adopt, in consultation with the state board, individuals, community-based organizations, affected sources, and local governmental bodies in the affected community, a community emissions reduction program to achieve emissions reductions for the location selected using cost-effective measures identified pursuant to paragraph (4) of subdivision (b).

(3) The community emissions reduction programs shall be consistent with the state strategy and include emissions reduction targets, specific reduction measures, a schedule for the implementation of measures, and an enforcement plan.

(4) The community emissions reduction programs shall be submitted to the state board for review and approval within 60 days of the receipt of the program. Programs that are rejected shall be resubmitted within 30 days. To the extent that a program, in whole or in part, is not approvable, the state board shall initiate a public process to discuss options for achievement of an approvable program. Concurrent with the public process to achieve an approvable program, the state board shall develop and implement the applicable mobile source elements in the draft program to commence achievement of emission reductions.

(5) The programs shall result in emissions reductions in the community, based on monitoring or other data.

(6) In implementing the program, the district and the state board shall be responsible for measures consistent with their respective authorities.

(7) A district encompassing a location selected pursuant to this subdivision shall prepare an annual report summarizing the results and actions taken to further reduce emissions pursuant to the community emissions reduction program.

(8) Compliance with the community emissions reduction program prepared pursuant to this section, including its implementation, shall be enforceable by the district and state board, as applicable.

(d) The state board shall provide grants to community-based organizations for technical assistance and to support community participation in the implementation of this section and Section 42705.5.

SEC. 9. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.

However, if the Commission on State Mandates determines that this act contains other costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.



**South Coast
Air Quality Management District**
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HOME RULE ADVISORY GROUP

Wednesday, July 12, 2017

MEETING MINUTES

CHAIR:

Dr. Joseph Lyou, Governing Board member

MEMBERS PRESENT:

Curt Coleman (Southern California Air Quality Alliance); Mike Carroll (Regulatory Flexibility Group); Bill LaMarr (California Small Business Alliance); Terry Roberts (American Lung Association of California); David Rothbart (Los Angeles County Sanitation District); TyRon Turner (Dakota Communications); and Amy Zimpfer (EPA).

The following members participated by conference call: Jayne Joy (Eastern Municipal Water District); Rongsheng Luo (SCAG); and Bill Quinn (California Council for Environmental & Economic Balance).

MEMBERS ABSENT:

Micah Ali (Compton Unified School District Board of Trustees); Michael Downs (Downs Energy); Jaclyn Ferlita (Air Quality Consultants); Chris Gallenstein (CARB); Art Montez (AMA International); Penny Newman (Center for Community Action and Environmental Justice); Mark Olson (Gerdau Rancho Cucamonga Mill); Larry Rubio (Riverside Transit Agency); Patty Senecal (Western States Petroleum Association); Larry Smith (Cal Portland Cement); and Morgan Wyenn (Natural Resources Defense Council).

OTHER ATTENDEES:

Mark Abramowitz (Board Consultant to Dr. Lyou); Rita Loof (RadTech), Lauren Nevitt (SoCalGas), and Susan Stark (Tesoro)

SCAQMD STAFF:

Philip Fine	Deputy Executive Officer
Barbara Baird	Chief Deputy Counsel
Philip Crabbe	Community Relations Manager
Ian MacMillican	Planning & Rules 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 JANUARY 11, 2017 MEETING MINUTES

Dr. Lyou asked for comments on the May 10, 2017 meeting minutes. Hearing none, the minutes were approved.

EPA AND FEDERAL ACTIVITIES

Amy Zimpfer provided an update on recent U.S. EPA and federal activities.

- At the July 7, 2017 South Coast Air Quality Management District (SCAQMD) Governing Board meeting, the RECLAIM Reasonably Available Control Measures (RACM)/Reasonably Available Control Technologies (RACT) demonstration was adopted. EPA has proposed full approval, with the comment period to close on July 17, 2017.
- A Concurrent action was the SCAQMD modification of RECLAIM rules and incorporation of the rules into the State Implementation Plan (SIP). EPA has proposed full approval, with the comment period closed on July 6, 2017. A comment letter was received from EARTHJUSTICE, which contains substantive comments on the RECLAIM RACT. Comments letters will be evaluated and final action should occur in the next month.
- RECLAIM rule modifications will be evaluated in relation to the previously identified 2006 State Implementation Plan RACT deficiency and EPA will propose final action in September 2017.
- Review of the SCAQMD 2016 Air Quality Management Plan, submitted earlier this year, will begin soon. Review will likely be pollutant-by-pollutant.
- Diesel Emission Reduction Act (DERA) funding competitive grant request for proposal period closed July 5, 2017. EPA staff will review submittals and award grants in the fall of 2017.
- The next round in the DERA School Bus Rebate Program will be announced soon.
- Tribal DERA request for proposal period will begin this summer.
- In 2016, DERA grants were issued to the Port of Los Angeles, City of Long Beach Harbor, and the South Coast Air Quality Management District.
- Targeted Air Shed Grants requests for proposals for 2017 will be announced soon.
- EPA continues to work collectively on the Clean Air Technology Initiative with SCAQMD, San Joaquin Valley Air Pollution Control District, the Energy Commission, and California Air Resources Board to focus efforts on how to advance technology.
- Volkswagen Diesel Settlement mitigation trust fund agreements are being finalized.
- National updates - Executive Orders from President (Regulatory Reform and Two-for-One Regulation), no political appointees yet for Region 9 Regional Administrator and related offices, the 2015 National Ambient Air Quality Standards for Ozone and extended deadline, moving forward on SIP rule for Particulate Matter, and Administrator Pruitt still needs to be briefed on the District's and State's petition to move forward on a Low NOx Standard for Heavy-Duty Trucks.

Discussion

Curt Coleman inquired if the RECLAIM rules modification included the recent shave and the amendments on how to handle shutdowns. Amy Zimpfer replied yes.

Barbara Baird requested a copy of the EARTHJUSTICE comment letter received by EPA. Amy Zimpfer indicated that she could provide a copy for the advisory group members.

Dr. Lyou requested that staff reach out to tribes within the District to make sure they are aware of EPA's Tribal DERA, for potential emission reductions.

Bill LaMarr inquired about the infusion of new available funding and if the District has the authority to allocate this funding for the 2016 AQMP incentives. Staff commented that we are continually working to allocate existing and new funding for AQMP incentives.

CARB REGULATORY ACTIVITIES

There was no update provided.

LEGISLATIVE UPDATE

Philip Crabbe reported on the May 12, 2017 Legislative Committee, at which SCAQMD's federal legislative consultants reported on President Donald Trump's cabinet appointments, stating that the United States Senate confirmed Robert Lighthizer to be the United States Trade Representative, thus completing the filling of the 13 cabinet level appointee positions. It was also reported that President Trump named a couple of people to the Federal Energy Regulatory Commission (FERC), including Neil Chatterjee, who was the main energy and environment staffer for Senator Mitch McConnell. SCAQMD staffers and officials have met with Mr. Chatterjee several times over the past couple of years in Washington, D.C.

Mr. Crabbe stated that the Legislative Committee considered the following four state bills for positions:

AB 378 (C. Garcia) - Greenhouse Gases, Criteria Air Pollutants and Toxic Air Contaminants.

This bill would extend the California Air Resources Board's (CARB) cap-and-trade authority to 2030, prohibit a facility from increasing its annual greenhouse gas (GHG) emissions compared to its 2014-2016 average, authorize CARB to adopt "no-trade zones" or facility-specific declining GHG limits, and require CARB to adopt air pollutant emissions that industrial facilities must meet to receive free allowances after 2020. Mr. Crabbe stated that this bill is essentially dead, however the concept of matching cap-and-trade program reauthorization with legislative language relating to criteria pollutant and toxic emissions reduction has continued on as a concept in current cap and trade-related legislation. The Legislative Committee adopted staff's recommended position of WORK WITH AUTHOR on this bill.

AB 890 (Medina) - Local Land Use Initiatives: Environmental Review. This bill would require the city attorney or county counsel, within 15 days after a proposed initiative measure is filed, to determine whether the measure constitutes a project proposing specific activity that would eliminate discretionary land use approval for future development. If the city attorney or county counsel makes the determination that the measure constitutes such a project, the bill would require the city or county to comply with the requirements of CEQA. Within 5 days of completing the CEQA process, the bill would require the election officials to furnish to the proponents of the proposed measure an environmental summary of the measure. The bill would establish that the provision of the environmental summary to the proponent of the proposed measure constitutes approval of the project for purposes of CEQA. The bill would then require the governing body to submit the proposed ordinance, without alteration, to the voters at a special election. Mr. Crabbe reported that SCAQMD staff recommended a position of SUPPORT on this bill, however the Legislative Committee approved a WATCH position.

AB 1073 (E. Garcia) - California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. This bill would extend the statutory sunset of January 1, 2018 to January 1, 2023 requiring CARB to allocate no less than 20 percent of available funding of the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program to support the early commercial deployment of existing zero and near-zero-emission heavy-duty truck technology. The Legislative Committee adopted staff's recommended position of SUPPORT on this bill.

AB 1647 (Muratsuchi) - Petroleum Refineries: Air Monitoring Systems. This bill would, among other things, require an air district to require a petroleum refinery owner or operator to

install monitoring systems, which would include a community air monitoring system and a fence line monitoring system.

SCAQMD staff expressed concerns that this bill, as a state-wide approach to refineries, could impede the work currently being done by SCAQMD on local rulemaking regarding this issue. The Legislative Committee adopted staff's recommended position of WORK WITH AUTHOR on this bill.

Next, Mr. Crabbe reported on the June 9, 2017 Legislative Committee meeting, at which SCAQMD's federal legislative consultants reported that the White House is currently holding an "infrastructure summit" with mayors and governors in attendance. It was also stated that President Trump was at the United States Department of Transportation to discuss infrastructure. An update on U.S. EPA and the status of the ozone rule was also given: U.S. EPA will extend the implementation of the ozone rule for one year, and it is expected that they will review the rule and have another rulemaking in a year reflecting their final decisions.

In addition, SCAQMD's federal consultants mentioned President Trump's proposed budget and highlighted concerns regarding the proposed cuts in the U.S. EPA budget. The first hearing with U.S. EPA Administrator Scott Pruitt has been scheduled for June 15, in the House Appropriations Interior, Environment, and Related Agencies Subcommittee and SCAQMD consultants made sure that SCAQMD's concerns were made known.

The Legislative Committee was also updated on the results of the special election for the 34th congressional district, with now Congressional Member Jimmy Gomez winning that seat.

On the state side, Mr. Crabbe reported on the California Legislature's house of origin deadline and stated that the deadline applies to all bills except urgency bills. Bills that did not meet the house of origin deadline are now considered two-year bills.

An update was also given on the status of cap and trade and noted that while AB 378 did fail in the Assembly, the Senate's version, SB 775, also essentially has stalled. It was reported that Governor Brown and the legislative leadership have a new cap and trade program legislative package that has two parts; the first being an extension of the existing cap and trade program, and the second companion bill that focuses more on criteria pollutants and air toxic emission reduction from stationary sources. SCAQMD's strong concerns about this legislative package is that it imposes a large unfunded mandate related to local stationary source emissions monitoring and remediation and does not include new needed funding for reducing mobile source criteria pollutant and toxic emissions reduction.

Mr. Crabbe also reported that SCAQMD's sponsored bill AB 1132 (C. Garcia), regarding authority for orders for abatement in response to an imminent and substantial endangerment to public health, welfare or the environment, passed out of the Senate Environmental Quality Committee with minor amendments. AB 1132 was reported to be eligible to be taken up for consideration on the Senate Floor in the near future.

SCAQMD's other sponsored bill, AB 1274 (O'Donnell), regarding a smog abatement fee that would provide for additional Carl Moyer Program funding, passed out of the Senate Transportation Committee and the Senate Environmental Quality Committee and is now headed to the Senate Appropriations Committee. The bill will likely be placed on the Appropriations Committee's suspense file for later consideration in August.

Mr. Crabbe stated that the Legislative Committee considered the following proposed policy regarding Cap and Trade Program reauthorization for approval and five state bills for positions:

SCAQMD Policy Regarding the Reauthorization of the California Greenhouse Gas Cap-and-Trade Program. The California Greenhouse Gas Cap-and-Trade Program improves air quality and provides a potential source of funding for reduction of emissions from mobile and stationary sources of air pollution. Staff recommended adopting a support position regarding reauthorization of the California Greenhouse Gas Cap-and-Trade Program beyond the year 2020.

The Legislative Committee approved staff's recommendation that the Committee adopt the Proposed Policy Regarding the Reauthorization of the California Greenhouse Gas Cap-and-Trade Program. However, at the July Governing Board meeting, this position was amended so that SCAQMD supports reauthorization of the cap-and-trade program, provided that sufficient and sustained funding is provided for any additional criteria and toxic pollution reduction efforts that might be required by the cap-and-trade legislative package.

AB 739 (Chau) - State vehicle fleet: purchases. This bill would require at least 15% of specified heavy-duty vehicles purchased by state agencies to be zero-emission (ZEV) by 2025 and at least 30% of those vehicles to be ZEV by 2030. The Legislative Committee adopted staff's recommended position of SUPPORT on this bill.

AB 797 (Irwin) - Solar thermal systems. This bill seeks to extend, from August 1, 2018 to August 1, 2020, and modify an existing incentive program for solar water heating systems administered by investor-owned utilities under the supervision of the California Public Utilities Commission. The Legislative Committee adopted staff's recommended position of SUPPORT on this bill.

AB 1239 (Holden) - Building standards: electric vehicle charging infrastructure. This bill would require the Department of Housing and Community Development (HCD) and the California Building Standards Commission (CBSC) to research, propose and adopt mandatory building standards regarding electric vehicle (EV) capable parking spaces. The Legislative Committee adopted staff's recommended position of SUPPORT on this bill.

SB 100 (De León) - California Renewables Portfolio Standard Program: emissions of greenhouse gases. This bill would establish a target of generating 100% of California's retail sales of electricity from renewable energy resources by 2045. In addition, the bill would accelerate and expand the existing Renewable Portfolio Standard (RPS) and require state agencies to incorporate into existing climate programs the planning goal and regulatory requirement of achieving 100-percent reliance on renewable energy resources or zero-carbon resources by the end of 2045. The Legislative Committee adopted staff's recommended position of SUPPORT on this bill.

SB 518 (De León) - Clean Energy Job Creation Program and citizen oversight board. This bill would establish the Clean Energy Job Creation Program to fund, through annual budget appropriations, energy efficiency and clean energy projects in public schools and community colleges (K-14). The bill would also appropriate unallocated Proposition 39 monies, including \$75 million for school bus retrofit and replacements. The Legislative Committee adopted staff's recommended position of SUPPORT on this bill.

Discussion

David Rothbart asked about SCAQMD's position on AB 617. Staff explained how SCAQMD's position changed at the July 2017 Board meeting to oppose, unless amended to cover funding for the new mandates.

TyRon Turner inquired about SCAQMD's position on AB 1647 (Muratsuchi). Staff indicated that we support the bill's goals in concept, but we do not want the bill requirements to preclude our public process. SCAQMD is currently working on our own rule with essentially the same requirements, and we want fully flexibility in our rulemaking process.

TyRon Turner further inquired if the petroleum companies would be responsible for paying SCAQMD for the monitoring. Staff indicated that the Bay Area AQMD already has a rule that requires refineries to do their own fenceline monitoring and then pay the District for community based monitoring, and we are looking at their rule and considering what aspects will or will not work for SCAQMD.

Bill La Marr expressed concern about the affordability of fenceline monitoring for small businesses, as outlined in the current rulemaking process for Rules 1469 and 1426. Staff indicated that SCAQMD is considering the costs and benefits of monitoring, and mentioned proposed AB 617 which will require monitoring in many communities.

District Counsel indicated that the District has objected to unfunded mandates, and in our comment letter to the California Legislature, we indicated that one has to consider the legal ability to raise fees and the practical ability to implement them. Staff added that monitoring is an invaluable tool in finding out information that we were not aware of previously. Bill La Marr asked if the Advisory Group could be provided with a copy of the District's AB 617 comment letter.

Lauren Nevitt inquired if the recent changes to the Greenhouse Gas Reduction Fund (GGRF) cap-and-trade bill which included GGRF funding for mobile and stationary source air pollution reduction was seen as beneficial for the District's quest for funding. Staff indicated that we would like to see more specific dollar amounts involved in actual allocation, rather than just expressions of priority without funding being specified.

UPDATE REGARDING LITIGATION ITEMS AND RELATED EPA ACTIONS

Barbara Baird proved an update to the litigation status report handout.

- Case #9 –this case is now set for oral argument on September 15, 2017 in Washington, D.C.
- There are two new SCAQMD litigation cases:
 - ✓ Communities for a Better Environment (CBE) vs SCAQMD, Case No. BS169841
 - ✓ Safe Fuel and Energy Resources California (SAFER) vs SCAQMD, Case No. BS169923

UPDATE ON FACILITY-BASED MOBILE SOURCE MEASURES

Mr. Ian MacMillan presented a summary of recent and upcoming activities with the Facility-Based Mobile Source Measures (FBMSM).

Discussion

Dr. Lyou asked if EPA had any comments on the proposed approach. Ms. Zimpfer responded that they are continuing to work productively with staff on how to get credit in the State Implementation Plan (SIP) for these measures. She also provided an example in Plumas County of a wood stove change-out program that EPA is reviewing now to determine if it is SIP creditable. Dr. Lyou asked how any voluntary emission reductions obtained through FBMSM could get us to attainment, regardless if they can get credit in the SIP. Staff replied that these measures can be used to reduce the amount of emission reductions that rely on Clean Air Act 182 (e)(5) flexibility and that by reducing that undefined commitment, it reduces the amount of emission reductions that would need to be sought in any later regulations, such as indirect source rules if they should need to be pursued.

Dr. Lyou asked if the Health and Safety Code states that Districts ‘may’ or ‘shall’ require indirect sources to reduce emissions. District counsel replied that Health and Safety Code section 40716 states that Districts ‘may’ adopt indirect source rules, but that section 40440 includes a ‘shall’ provision, with some caveats.

Dr. Lyou inquired about the process for FBMSM. Staff replied that working groups are ongoing, and that by March 2018 staff will return to the Governing Board with a recommended approach, including potential voluntary approaches, SIP crediting mechanisms, and rule concepts including credit generation or indirect source rules. Ms. Zimpfer noted that technology advancement is key. Staff commented that the approach for each Facility Based Measure may be very different, and will likely be tailored to each sector.

Curt Coleman inquired about a people mover at LAX. Staff replied that there are projects underway on this.

Dr. Lyou inquired about any particular challenges staff foresees in getting SIP credit. Staff replied that timing will be a challenge as financial incentives and regulations at the state and federal level are not yet fully identified, and the number of stakeholders involved may affect how each measure moves forward.

Dr. Lyou asked how CEQA plays a role in FBMSM. Staff replied that CEQA may provide opportunities, however additional pieces may need to be added to get SIP credit.

Dr. Lyou asked if feasible mitigation is implemented, would it automatically be SIP creditable. Staff indicated that it depends, for example requiring Tier 4 off-road equipment may be feasible, but the SIP inventory already assumes some level of Tier 4 utilization and determining surplus reductions is key. Staff also replied that there may be an ability to use CEQA and develop standard guidance to encourage lead agencies to reduce emissions.

Curt Coleman asked when working groups are joined together or kept apart. Staff replied that groups are brought together depending on topic.

Lauren Nevitt inquired about a fee based indirect source rule like San Joaquin Valley Air Pollution Control District’s Rule 9510. Staff replied that a fee based approach is possible, but that a fee or plan based program also has a large administrative component that poses some challenges with a large District like South Coast with potentially thousands of projects.

CONSENSUS BUILDING

There was no report.

SUBCOMMITTEE STATUS REPORTS

A. Freight Sustainability (Lauren Nevitt)

There is no report.

Discussion

Dr. Lyou reported that the Ports of Los Angeles and Long Beach are schedule to release their draft Clean Air Action Plan on July 19, 2017.

B. Small Business Considerations (Bill LaMarr)

There was no report.

C. Environmental Justice (Curt Coleman)

Curt Coleman reported that the OEHHA Calenviroscreen 3.0 webpage is up, with maps to download.

D. Climate Change (David Rothbart)

David Rothbart reported on legislation to extend California's cap-and-trade program, AB 398.

Public Comments

Rita Loof expressed concerns about the Rule 1168 recordkeeping requirements. Ms. Loof also inquired about the low VOC materials (LVM) form, presented at the Rule 219 hearing, and wanted to follow-up with staff on the draft LVM form and the public outreach mentioned at the Board meeting.

REPORT FROM AND TO THE STATIONARY SOURCE COMMITTEE

Philip Fine reported on items on July 2017 meeting agenda.

- Home Rule Advisory Group new membership appointees.
- Proposed Amendments to Rule 1401.
- Proposed Rules 1304.2 and 1304.3.
- Status report on New Source Review (NSR).

OTHER BUSINESS

There was no discussion.

PUBLIC COMMENT

Rita Loof inquired about the comment period on the potential change to the Public Comment Procedure. Barbara Baird suggest that Ms. Loof contact Derrick Alatorre, who is overseeing the public workshop.

ADJOURNMENT

The meeting was adjourned at 12:22 p.m. The next meeting of the Home Rule Advisory Group is scheduled for 10:00 a.m. on September 13, 2017, and will be held at SCAQMD in Conference Room CC-8.

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 26

REPORT: Marine Port Committee

SYNOPSIS: The Marine Port Committee held a meeting on Thursday, August 31, 2017 at the Hilton Long Beach hotel. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Joe Buscaino, Chair
Marine Port Committee

PMF:IM:ML:AP

Committee Members

Present: Council Member Joe Buscaino/Chair, Supervisor Marion Ashley (teleconference), Dr. Joseph Lyou, Council Member Judith Mitchell, and Council Member Dwight Robinson

Absent: None

Call to Order

Chair Buscaino called the meeting to order at approximately 1:15 p.m.

INFORMATIONAL ITEMS:

1. Update on the San Pedro Bay Ports Draft Clean Air Action Plan.

Lisa Wunder, Marine Environmental Manager for the Port of Los Angeles and Heather Tomley, Director of Environmental Planning for the Port of Long Beach presented the Draft 2017 Clean Air Action Plan (CAAP) Update. Following the presentation, Council Member Buscaino asked for more details on the proposed CAAP Update implementation cost estimates. Port staff described some of the parameters for the low- and high-end estimates, and added that there had been criticism that the cost estimates were too low because they included estimates for

equipment not yet commercially available. Councilmember Buscaino then asked for a summary of comments from the Draft CAAP Update public meeting held on August 30, 2017. Ms. Tomley stated that there was interest in the increased use of zero-emission technologies, while others thought near-zero technologies could be a more cost-effective solution. The overarching theme was a request to reduce emissions as quickly as possible. Ms. Wunder noted there were concerns expressed by truck operators about increased compliance costs.

Council Member Robinson asked about at-berth emission reduction programs (shore power), impediments to increasing the use of on-dock rail, development of the truck appointment system, changes to the truck reduction strategies between the Draft Discussion Document and the Draft CAAP Update, and details on the proposed truck Smog Check program. Ms. Tomley noted that the increased use of larger ships had impacted the use of shore power but this was being addressed with California Air Resources Board (CARB) and terminal operator staff. She described that port staff is working with rail operators to address rail car storage and loading issues and is currently proposing a new rail yard to facilitate greater use of on-dock rail. She further described improvements needed to the truck appointment system to account for all parts of a truck's visit, not just gate crossings. Ms. Tomley then described that the current CAAP Update's truck emission reduction plan now encourages the increased near-term use of near-zero and zero-emission trucks and that Ports will work with CARB on a Smog Check program based on exhaust opacity and a tailpipe measurement system.

Dr. Lyou requested information on anticipated truck turnover rates and noted that truck operators from the August 30, 2017 public meeting indicated they couldn't transition to cleaner trucks without funding assistance. Dr. Lyou also requested that the future process for establishing the differential rate structure for truck operators include a discussion of associated public benefits from cleaner air and that the Ports try to minimize economic impacts to protect truck drivers, especially individual owner/operators. Ms. Tomley agreed on the importance of including health benefit information in public presentations and that the Ports would work with truck operators to minimize economic impacts by seeking additional funding sources. Ms. Wunder added that impacts to truck operators are a significant concern to Port staff and based on past experience, every effort will be pursued to reduce economic impacts to truck operators. Lastly Dr. Lyou noted that efforts to increase on-dock rail should also increase the use of the cleanest locomotive technologies.

Council Member Mitchell asked for clarification about the CAAP Update's NOx emission reduction targets, the cost estimates for the Plan's strategies, and the infrastructure planning efforts related to the increased electrical loads needed for zero-emission equipment. Ms. Tomley noted that the San Pedro Bay Standards are emission reduction targets based on input from CARB, the SCAQMD, and Port

staff. The CAAP Update uses the same NOx reduction goals as the 2010 CAAP but that long-term goals have been added to the 2017 Update for reduction of greenhouse gas (GHG) emissions. Ms. Tomley also clarified that the 2017 Update cost estimates represent incremental costs above traditional equipment costs, and that there were increased costs for cargo handling equipment infrastructure. Ms. Wunder also noted that the Port of Los Angeles was working very closely with their sister agency, the Los Angeles Department of Water and Power (LADWP), to make sure future electrical infrastructure needs are met. Council Member Mitchell also requested that a 2030 emission reduction target year and a phase-out plan for trucks older than 2010 be added to the CAAP. Council Member Mitchell reiterated the importance of upgrading older trucks and described the difficulties smaller fleets have in participating in incentive programs. Council Member Mitchell then asked the Ports to consider a potential control strategy where larger fleets which participated in near-zero truck incentive programs could be encouraged to turn over their replaced cleaner trucks to smaller port truck fleets. Ms. Tomley stated that the Ports were looking to implement any feasible measure to accelerate cleaner truck transitions; this could include working with local utilities to provide electrical infrastructure at larger trucking facilities close to the terminals to support transition to zero-emission vehicles, but the Ports were not necessarily targeting programs based on any particular fleet size.

Public testimony was then received on the Port's presentation (handouts provided by the public are included as Attachment A). Requests for changes to the CAAP Update from members of the public included asking that stronger measures be added to improve public health, that the Ports immediately shift away from diesel technologies, that the Ports accelerate the use of zero and near-zero emission technologies where available, and that they focus on increasing Port efficiency as a means to reduce pollution. Equipment providers made comments related to the widespread availability of low-emission equipment currently in use, requests for funding to help operators switch to cleaner vehicles, and a request that the truck differential rate structure be established earlier than 2023 to encourage truck operators to switch to cleaner vehicles. A representative from a local utility provider requested an analysis of the 2017 CAAP Update strategies be made in relation to the State GHG emission reduction requirements for 2030. A trade association representative commented that projected Port growth is overstated, noting activity has only recently met pre-recession levels, and a truck operator representative noted truck diesel particulate emissions are already well controlled through State regulations which require 99 percent efficient particulate traps. Dr. Lyou requested that near-zero and zero-emission equipment manufacturers in the audience provide updated equipment cost information to Port and SCAQMD staff.

2. Preliminary Staff Comments of Draft Clean Air Action Plan

Ian MacMillan, Planning & Rules Manager, provided a presentation of preliminary staff comments on the Draft 2017 CAAP Update. Council Member Robinson asked questions related to State Implementation Plan (SIP) credit discussions with the Ports. Mr. MacMillan indicated there have been many SIP credit discussions between SCAQMD and Port staff and questions have focused on enforceability and determining if emission reductions are surplus. Mr. MacMillan added that there appeared to be more opportunities today for SIP credit than a few years ago.

Dr. Lyou stated that it appeared Senate Bill (SB) 1 legislation provided exemptions for incentive programs and asked if this would allow accelerated implementation of the CAAP Update's proposed differential rate structure. Dr. Fine, Deputy Executive Officer/Planning, Rule Development & Area Sources stated that from a policy perspective early implementation of the differential rate structure would allow staff more time to review the program's effectiveness in turning over higher-emitting trucks. Barbara Baird, Chief Deputy Counsel, added that from a legal perspective the preferential fee structure proposed by the Ports for near-zero and cleaner trucks would fall within the SB 1 exemptions for incentive programs and could be implemented earlier than 2023. Dr. Lyou requested more information on Port tenant lease expiration dates and whether Port staff has alternative tools for implementing incentive programs other than attaching requirements to newly re-negotiated leases. Dr. Lyou noted attaching additional fees or requirements to new leases may result in shippers using other terminals to avoid the new requirements, which could then inadvertently encourage shippers to use terminals that haven't invested in low-emission technologies.

Council Member Mitchell asked for clarification on the Port's proposed revisions to its cancer risk threshold. Staff indicated the State Office of Environmental Health Hazard Assessment (OEHHA) had adopted a new methodology for cancer risk assessments and the Port is considering changes to its threshold in response to the change in calculation methodology. Council Member Mitchell stated that there has been an increase in larger ships at the Ports and asked about the impact of these ships on the Ports' emissions. Mr. MacMillan stated that larger ships have larger engines which could increase emissions but in some cases these larger ships are newer, yielding a lower emission profile per container. The primary concern is emissions per unit of time (e.g., tons per day), regardless of the number of ships. Council Member Mitchell asked for staff input on the CAAP Update's truck program and how to phase out older trucks. Mr. MacMillan indicated the Port has expressed concerns about banning any trucks, but that there is a lot of gray area between a ban and a preferential rate system that isn't set at a high enough level to turn over trucks to cleaner technologies. He stated that the CAAP Update is a policy document and that the targets for phasing out older trucks are a policy decision, so either they should be set with the CAAP, or at a minimum, the process for

determining the targets should be set. Council Member Mitchell inquired about obtaining SIP credit for the CAAP Update and Mr. MacMillan replied that the elements needed to obtain SIP credit likely will not be in place when the CAAP Update is considered for adoption in November, but that there is time after that to work out details.

Council Member Buscaino reiterated the importance of obtaining funding to implement the emission reduction strategies and noted SCAQMD staff had conducted economic analyses for the 2016 Air Quality Management Plan (AQMP) which used different methodologies than the Ports. He asked staff for clarification on the cost estimate methodologies and for an update on estimated funding needs. Mr. MacMillan indicated that the cost estimates are different for a variety of factors, including rapid changes in the cost of cleaner technologies, and the different purposes of the AQMP cost estimates compared to the Ports' (e.g., inclusion of infrastructure costs), but that ultimately, for District purposes, we can rely on the AQMP cost estimates.

Council Member Buscaino then turned the meeting over to public comment. Several members of the public agreed with SCAQMD staff and expressed concerns over the lack of specifics for the CAAP Update's emission reduction strategies and requested that air pollution emissions be reduced as quickly as possible to reduce near-term adverse health impacts. Other speakers requested information on what types of SCAQMD rulemaking can be done to reduce emissions beyond what is being proposed by the CAAP Update.

OTHER MATTERS:

3. Other Business

There was no other business.

4. Public Comment Period

An environmental group representative provided a study of commercially available zero-emission and near-zero emission equipment (included in Attachment A) and noted their group is also working on a study for construction and dredging equipment. An environmental consulting firm representative noted that a truly zero-emission truck or car does not exist due to emissions from tire wear, brake wear and power generation and that any decisions focusing on high-cost "zero-emission" technologies compared to lower-cost, near-zero technologies must include all forms of pollution. A member of the public asked for clarification on the assumptions used in the I-710 Environmental Impact Report (EIR). A provider of renewable natural gas noted that their organization had received two awards, one from the League of Conservation Voters and one from the Coalition for Clean Air, for their work to increase the use of renewable natural gas. A member of the public stated that

renewable natural gas should be used for fuel cell energy production, not for truck fuel, while another member of the public countered that fuel cell energy production is very expensive.

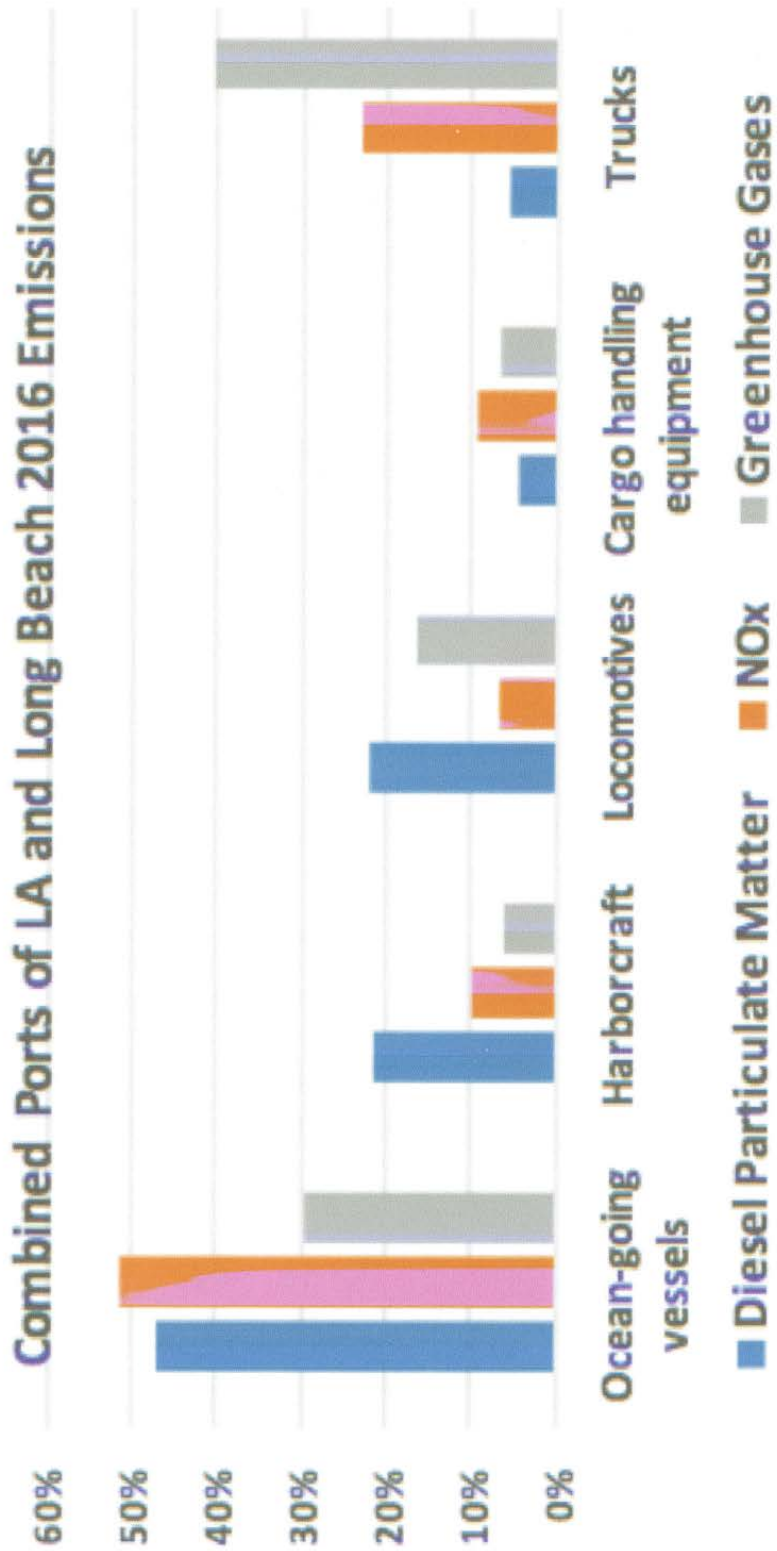
Adjournment

The meeting was adjourned at approximately 4:00 p.m.

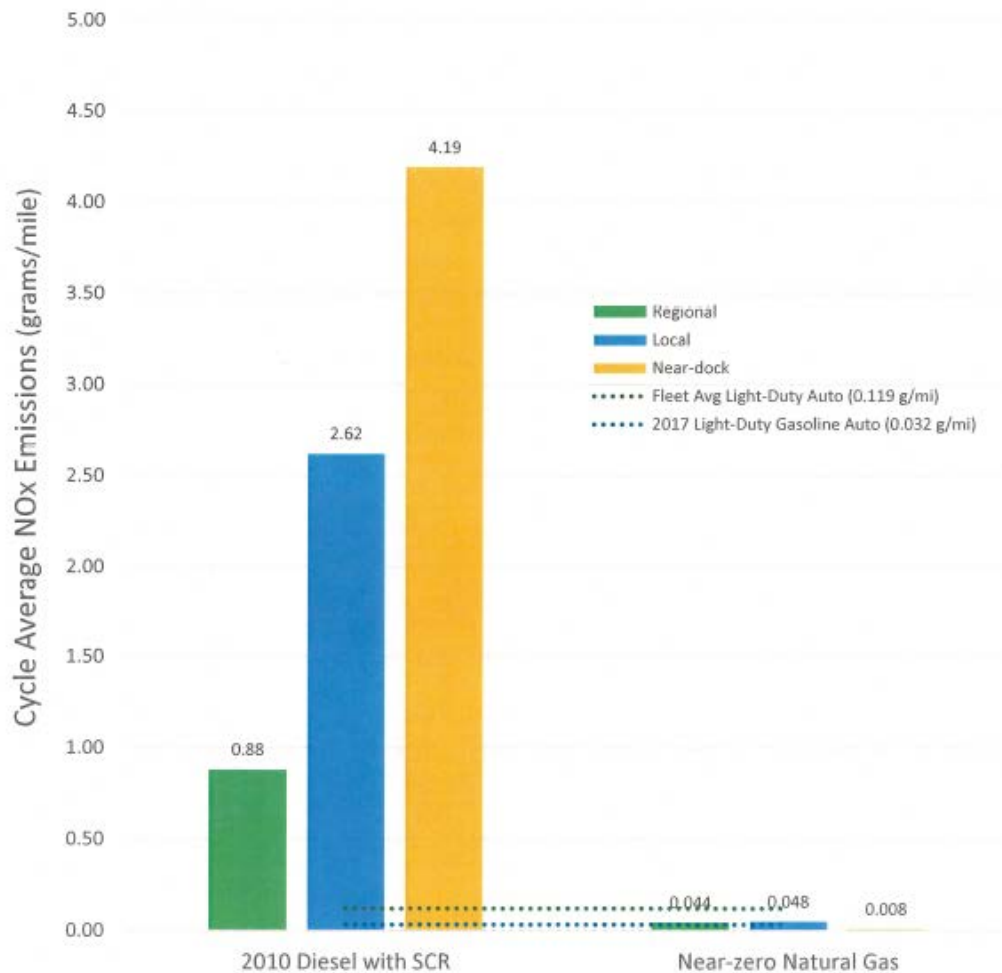
Attachment A - Handouts Provided by the Public

- Combined Ports of LA and Long Beach 2016 Emissions;
- Comparing NOx emissions in Port Truck Applications;
- Port Cargo Growth (2006-2016);
- Comparison of Cargo Handling Equipment Emissions to South Coast Air Basin emissions; and
- Coalition for a Safe Environment, Status Availability of Zero Emission & Near Zero Emission Class 8 Drayage Trucks and Yard Tractors

Attachment A – Handouts Provided by the Public

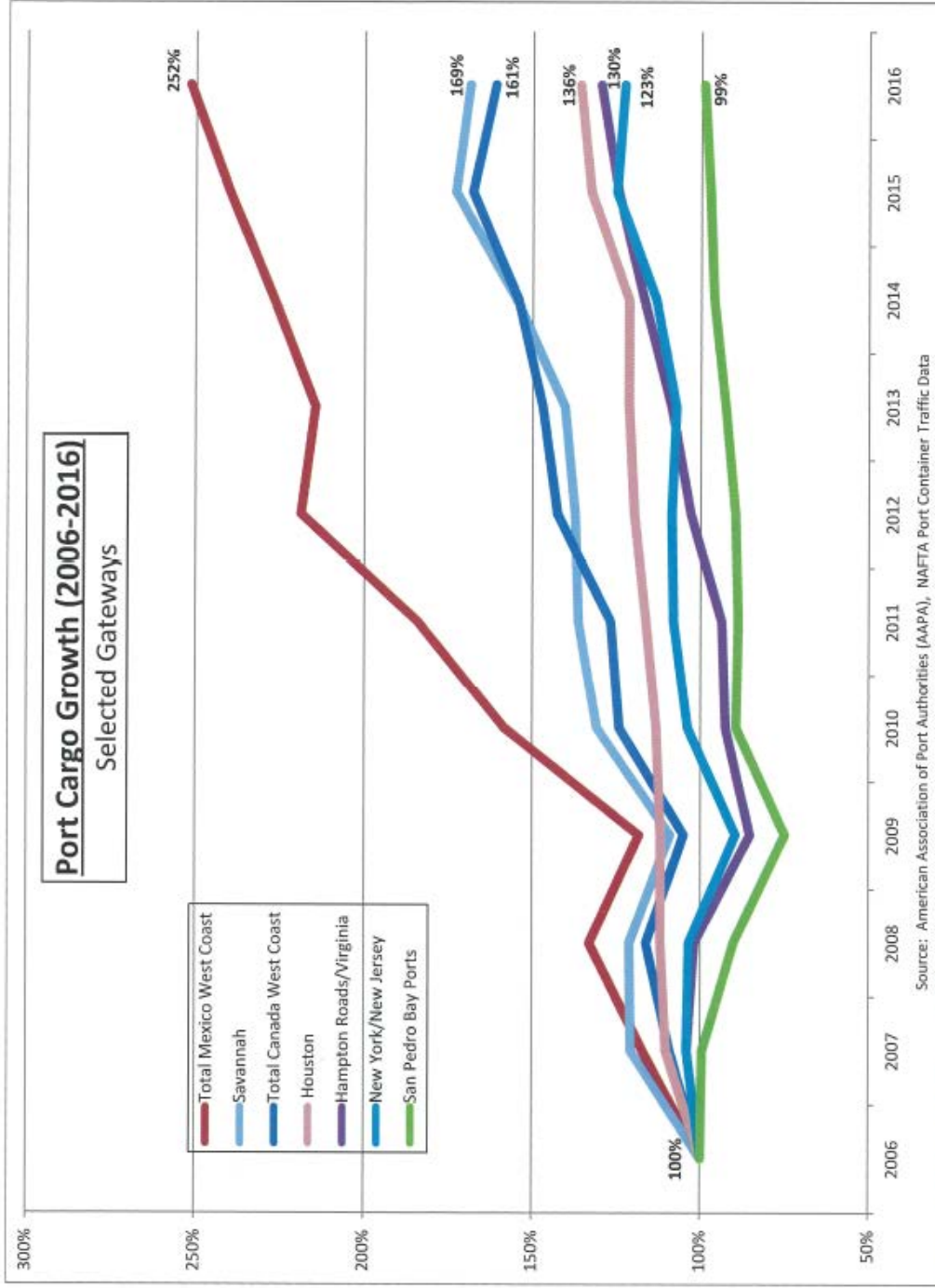


Comparing NOx emissions in Port Truck Applications EPA 2010 Diesel vs Near-Zero Natural Gas

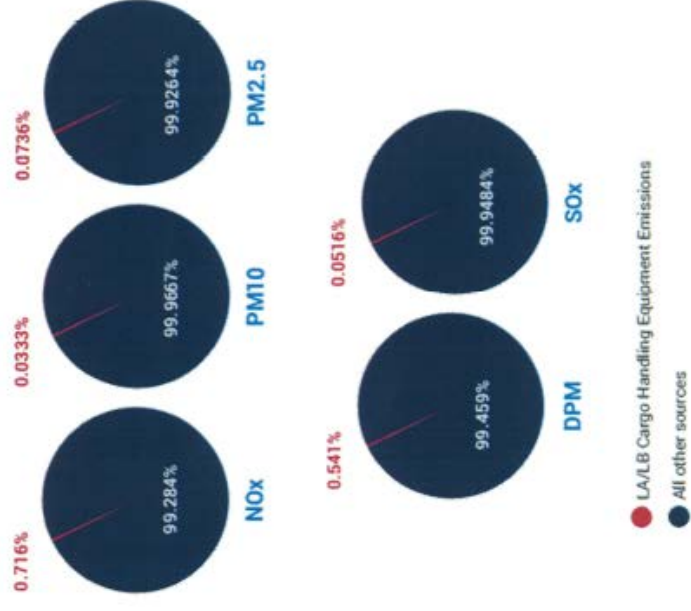


DATA SOURCES:

- SCR Diesel emissions - From Miller et al, "In-Use Emissions Testing and Demonstration of Retrofit Technology for Control of On-Road Heavy Duty Engines", July 2014
- NZ Natural Gas emissions - From Johnson et al, "Ultra-Low NOx Natural Gas Vehicle Evaluation - ISL G NZ", Nov 2016
- Light Duty Auto emissions - California Air Resources Board, EMFAC 2014 model run for calendar year 2017, statewide totals.



By The Numbers:
**Port of Los Angeles and Long Beach Cargo Handling
 Equipment Contribution By Percentage To South Coast Air
 Basin Emissions (2015)**



Source: Port of Los Angeles and Port of Long Beach 2015 Emissions Inventory Report.

Coalition For A Safe Environment

Status Availability of Zero Emission & Near Zero Emission Class 8 Drayage Trucks & Yard Tractors

6.3.2017

A. Zero Emission Class 8 Electric Trucks

There are currently six (6) Zero Emission Class 8 Electric Trucks commercially available for sale.

- a. TransPower - Electric Class 8 Truck - ElecTruck
- b. BYD - Electric Class 8 Truck - 8TT/T9
- c. US Hybrid - Electric Class 8 Truck - eTruck
- d. US Hybrid - Electric Class 8 Truck - H2Truck
- e. Toyota - Electric Class 8 Truck - Hydrogen Fuel Cell
- f. Nikola - Nikola One - Electric Class 8 Truck

B. Zero Emission Class 8 Electric Yard Tractors

There are currently four (4) Zero Emission Class 8 Electric Yard Tractors commercially available for sale.

- a. TransPower - Electric Class 8 Electric Yard Tractor
- b. Orange EV - Electric Class 8 Electric Yard Tractor - T-Series
- c. BYD - Electric Class 8 Tractor - 8Y
- d. Terberg - Electric Class 8 Yard Tractor - Terberg YT202-EV

C. Near Zero Emission Class 8 Trucks

There are currently fourteen (14) Near Zero Emission Class 8 Trucks commercially available for sale.

- a. TransPower - Class 8 Truck - Natural Gas Plug-In Hybrid Drive System
- b. Peterbilt - Class 8 Truck - Model 579 ISX 12 G - LNG
- c. Peterbilt - Class 8 Truck - Model 567 ISX 12 G - LNG
- d. Freightliner - Class 8 Truck - Cascadia 113 Natural Gas - CNG Fuel Tank
- e. Freightliner - Class 8 Truck - Cascadia 113 Natural Gas - LNG Fuel Tank
- f. Freightliner - Class 8 Truck - M2 112 Natural Gas - CNG
- g. Freightliner - Class 8 Truck - M2 112 Natural Gas - LNG
- h. Volvo - Class 8 Truck - Model VNM 200 ISL G - Natural Gas
- i. Volvo - Class 8 Truck - Models VNL 300 ISX12 G - Natural Gas
- j. Volvo - Class 8 Truck - Models VNL 670 ISX12 G - Natural Gas

- k. TranStar - Class 8 Truck - ISL G - CNG
- l. Mack - Class 8 Truck - Pinnacle ISX12 G - CNG
- m. Mack - Class 8 Truck - Pinnacle ISX12 G - LNG
- n. Mack - Class 8 Truck - Pinnacle ISX12 G - RNG

D. Near Zero Emission Class 8 Yard Tractors

There are currently eleven (11) Near Zero Emission Class 8 Yard Tractors commercially available for sale.

- a. Kenworth - Class 8 Tractor - T680 ISL G
- b. Kenworth - Class 8 Tractor - T880 ISL G NZ - Near Zero - CNG
- c. Kalmar T 2 - 4x2 On Road Terminal Tractor ISL G - CNG
- d. Kalmar T 2 - 4x2 On Road Terminal Tractor ISL G - LNG
- e. Kalmar T 2 - 4x2 On Road Terminal Tractor ISL G - RNG
- f. Kalmar T 2 - 4x2 Off Road Terminal Tractor ISL G - CNG
- g. Kalmar T 2 - 4x2 Off Road Terminal Tractor ISL G - LNG
- h. Kalmar T 2 - 4x2 Off Road Terminal Tractor ISL G - RNG
- i. Autocar - ACTT - 4x2 DOT/EPA Terminal Tractor ISL G - CNG
- j. Autocar - ACTT - 4x2 DOT/EPA Terminal Tractor ISL G - LNG
- k. Capacity - Sabre 4x2 DOT Terminal Tractor ISL G - CNG

- Note:
- 1. CFASE contacted the manufacturer directly to obtain information or information was available on manufacturer website.
 - 2. CFASE has copies on file of manufacturer information: Brochures, Fact Sheets, Spec Sheets, Cost-Benefit Analysis, Independent Lab/Institute Reports, Website Print Outs etc.
 - 3. Commercially Available means that the manufacturer is accepting orders for delivery to customer. Time of delivery can vary due to the number of trucks ordered.
 - 4. Trucks can be new or used and be retrofitted to be zero emission or near zero emission.
 - 5. RNG is Renewable Natural Gas.
 - 6. Natural Gas engines can be the same but are specially tuned and adjusted for the specific type of gas used.
 - 7. CEQA law does not require a technology being considered as a project element or mitigation measure to be certified, verified or validated by any governmental agency. However, the agency and/or project sponsor must do its due diligence to confirm that the technology works for the proposed project application or a part of the project application. i.e Trucks can service short distance hauls but not long distance hauls.
 - 8. CEQA law allows technologies under development, pilot testing and demonstration testing to be considered as proposed a mitigation measure and does not require a technology to be commercially available at the time of the EIR, but does require the technology to be available and meet all application performance requirements by the project completion date.

- k. TranStar - Class 8 Truck - ISL G - CNG
- l. Mack - Class 8 Truck - Pinnacle ISX12 G - CNG
- m. Mack - Class 8 Truck - Pinnacle ISX12 G - LNG
- n. Mack - Class 8 Truck - Pinnacle ISX12 G - RNG

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BOARD MEETING DATE: October 6, 2017

AGENDA NO. 27

REPORT: Mobile Source Committee

SYNOPSIS: The Mobile Source Committee held a meeting on Friday, September 15, 2017. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Dr. Clark E. Parker, Sr., Chair
Mobile Source Committee

PMF:AF

Committee Members

Present: Dr. Clark E. Parker, Sr./Chair (videoconference), Dr. Joseph Lyou/Vice Chair, Supervisor Marion Ashley (videoconference), Supervisor Sheila Kuehl, and Mayor Pro Tem Larry McCallon (videoconference)

Absent: Council Member Judith Mitchell.

Call to Order

Chair Parker called the meeting to order at 9:01 a.m.

ACTION ITEM:

1. Annual Report on AB 2766 Funds from Motor Vehicle Registration Fees for FY 2015-16

Kathryn Higgins, Program Supervisor, presented on this item, summarizing local government program implementation activities that occurred during FY 2015-16. Ms. Higgins highlighted key components of the authorizing legislation and the program cycle, identifying SCAQMD's role in relation to the Department of Motor Vehicles, local government fund recipients, and the California Air Resources Board (CARB). She noted that the AB 2766 statute was signed into law in 1990, and that it authorizes a \$4 motor vehicle registration fee surcharge, of which 40% of registration funds is subvented to local governments to implement projects that reduce mobile source emissions. Ms. Higgins highlighted the financial summary for

FY 2015-16 which reflects a combined local jurisdiction beginning balance of \$45.8 million, \$22.1 in funds received, \$19.1 in project spending, and predesignated funds amounting to \$34 million. She reported that 395 projects were funded, resulting in the overall reduction of 6,190 tons of NO_x (2,623 tons), VOC (1,871 tons), PM_{2.5} (37 tons) and CO/7 (1,659 tons), with an average cost- effectiveness of \$0.74/lb.

Staff emphasized key projects that align with SCAQMD's 2016 AQMP strategies to advance attainment goals for mobile source emission reductions. Ms. Higgins stated that staff encourage local government leadership, short- and long-range planning, as well as fund leveraging opportunities such as MSRC's 2017 Local Government Partnership Program. Staff provides outreach, including briefings, training, and guidance in selecting eligible projects. Staff is collaborating with CARB to revise existing program guidelines for clarification of project eligibility and to more closely align the guidelines with 2016 AQMP goals for reducing mobile source emissions.

Dr. Parker expressed concern that project spending by several jurisdictions was low compared to their funds received. Supervisor Kuehl noted that Los Angeles County is making progress toward implementing viable projects, which often take extensive efforts to plan and execute. Supervisor Ashley stated that the County of Riverside is actively working on project implementation. Mayor Pro Tem McCallon emphasized MSRC's program allocation range of \$50K - \$3M per jurisdiction which would provide significant matching funds for viable projects throughout the region. Dr. Parker asked how staff reached out to cities regarding to the MSRC matching funds. Ms. Higgins stated that staff is collaborating with MSRC representatives as liaisons to inform local government staff about the matching fund availability. Dr. Lyou asked staff to assist the City of Long Beach in effectively leveraging MSRC matching funds to implement eligible projects. Dr. Lyou also inquired about the City of Los Angeles' methodology used to estimate NO_x and PM_{2.5} emissions reductions from their signal synchronization project, and SIP creditability. Dr. Fine noted that the reported emissions follow applicable methodology, and that staff will review the methodology in collaboration with CARB, along with refining other program guideline clarifications. In response to Dr. Lyou's question about AB 2766 fund eligibility to purchase emission credits, Ms. Higgins described the legal opinion that the purchase of mobile source emission reduction credits is an eligible expense.

Additional discussion ensued regarding the use of AB 2766 for electric charging infrastructure, the advantages of launching a regional approach for fund leveraging, and recognizing the potential for conflicting program outcomes. The Committee directed staff to report to this Committee in approximately six months with an update on emission calculations

Moved by Lyou with addition of the update regarding emission calculations and pursuing a regional approach; seconded by Kuehl; unanimously approved.

Ayes: Ashley, Kuehl, Lyou, McCallon, Parker

Noes: None

Absent: Mitchell

INFORMATIONAL ITEM:

2. 2016 AQMP Modeling Performance

This item was withdrawn by staff.

WRITTEN REPORTS:

3. Rule 2202 Activity Report: Rule 2202 Summary Status Report

This item was received and filed.

4. Monthly Report on Environmental Justice Initiatives: CEQA Document Commenting Update

This item was received and filed.

OTHER MATTERS:

5. Other Business

There was no other business.

6. Public Comment Period

There were no public comments.

7. Next Meeting Date

The next regular Mobile Source Committee meeting is scheduled for Friday, October 20, 2017 at 9:00 a.m.

Adjournment

The meeting adjourned at 9:58 a.m.

Attachments

1. Attendance Record
2. Rule 2202 Activity Report – Written Report
3. Monthly Report on Environmental Justice Initiatives: CEQA Document Commenting Update – Written Report

ATTACHMENT 1

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT MOBILE SOURCE COMMITTEE MEETING Attendance – September 15, 2017

Dr. Clark E. Parker, Sr. (Videoconference)	SCAQMD Board Member
Dr. Joseph Lyou	SCAQMD Board Member
Supervisor Sheila Kuehl	SCAQMD Board Member
Mayor Pro Tem Larry McCallon	SCAQMD Board Member
Supervisor Marion Ashley (Videoconference)	SCAQMD Board Member
 Ron Ketcham	 Board Consultant (McCallon)
 Curt Coleman	 Southern CA Air Quality Alliance
Peter Herzog	NAIOP SoCal (Commercial Real Estate Development Association
Bill LaMarr	California Small Business Alliance
Daniel McGivney	SoCalGas
Bill Pearce	Boeing
David Rothbart	Los Angeles County Sanitation Districts
Erin Sheehy	Environ Compliance Solutions
 Arlene Farol	 SCAQMD Staff
Philip Fine	SCAQMD Staff
Lane Garcia	SCAQMD Staff
Kathryn Higgins	SCAQMD Staff
Jeff Inabinet	SCAQMD Staff
Sujata Jain	SCAQMD Staff
John Kampa	SCAQMD Staff
Rosalee Mason	SCAQMD Staff
Matt Miyasato	SCAQMD Staff
Ron Moskowitz	SCAQMD Staff
Wayne Nastri	SCAQMD Staff
Robert Paud	SCAQMD Staff
Tuyet Le Pham	SCAQMD Staff
Lijin Sun	SCAQMD Staff
Laki Tisopulos	SCAQMD Staff
Kurt Wiese	SCAQMD Staff
Jill Whynot	SCAQMD Staff
Kurt Wiese	SCAQMD Staff



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

Rule 2202 Summary Status Report Activity for January 1, 2017 to August 31, 2017

Employee Commute Reduction Program (ECRP)	
# of Submittals:	234

Emission Reduction Strategies (ERS)	
# of Submittals:	398

Air Quality Investment Program (AQIP) Exclusively		
County	# of Facilities	\$ Amount
Los Angeles	43	\$ 242,092
Orange	12	\$ 151,696
Riverside	2	\$ 30,702
San Bernardino	6	\$ 24,393
TOTAL:	63	\$ 448,882

ECRP w/AQIP Combination		
County	# of Facilities	\$ Amount
Los Angeles	9	\$ 39,954
Orange	3	\$ 20,701
Riverside	1	\$ 8,131
San Bernardino	2	\$ 10,982
TOTAL:	15	\$ 79,768

Total Active Sites as of August 31, 2017

ECRP (AVR Surveys)			TOTAL Submittals w/Surveys	AQIP	ERS	TOTAL
ECRP ¹	AQIP ²	ERS ³				
491	26	2	519	105	723	1,347
36.45%	1.93%	0.15%	38.53%	7.8%	53.67%	100% ⁴

Total Peak Window Employees as of August 31, 2017

ECRP (AVR Surveys)			TOTAL Submittals w/Surveys	AQIP	ERS	TOTAL
ECRP ¹	AQIP ²	ERS ³				
369,838	9,203	315	379,356	15,708	334,424	729,488
50.7%	1.26%	0.04%	52%	2.15%	45.84%	100% ⁴

- Notes:**
1. ECRP Compliance Option.
 2. ECRP Offset (combines ECRP w/AQIP). AQIP funds are used to supplement the ECRP AVR survey shortfall.
 3. ERS with Employee Survey to get Trip Reduction credits. Emission/Trip Reduction Strategies are used to supplement the ECRP AVR survey shortfall.
 4. Totals may vary slightly due to rounding.

BOARD MEETING DATE: October 6, 2017

AGENDA NO.

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 August 1, 2017 and August 31, 2017, and those projects for which the SCAQMD is acting as lead agency pursuant to CEQA.

COMMITTEE: Mobile Source, September 15, 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 August 1, 2017 through August 31, 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 91 CEQA documents were received during this reporting period and 22 comment letters were sent. A notable project in this report is the Los Angeles International Airport (LAX) Landside Access Modernization Program (LAMP).

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. 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; 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 at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>. Staff will continue compiling tables of mitigation measures for other emission sources, including airport ground support equipment and other sources.

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 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 staff testified at a hearing for the proposed project, a notation is provided under the "Comment Status." If there is no notation, then staff did not provide testimony at a hearing for the proposed project.

During the period August 1, 2017 through August 31, 2017, the SCAQMD received 91 CEQA documents. Of the total of 105 documents* listed in Attachments A and B:

- 22 comment letters were sent;
- 32 documents were reviewed, but no comments were made;
- 34 documents are currently under review;
- 0 documents did not require comments (e.g., public notices);
- 0 documents were not reviewed; and
- 17 documents were screened without additional review.

* These statistics are from August 1, 2017 to August 31, 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 five active projects during August.

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
August 01, 2017 to August 31, 2017

SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
Warehouse & Distribution Centers RVC170811-03 Space Center Industrial Project (Case No. MA 14126)	The proposed project consists of construction of two warehouses totaling 1,124,860 square feet on 53.1 acres. The project is located on the southwest corner of Etiwanda Avenue and Iberia Street. Reference RVC170321-05 and RVC150519-03 Comment Period: N/A Public Hearing: N/A	Final Environmental Impact Report	City of Jurupa Valley	Document reviewed - No comments sent
Warehouse & Distribution Centers RVC170825-01 Moreno Valley Logistics Center (SPA P-15-036, TPM PA 15-0018; PP PA 15-0014. Plot Plan PA15-0015, Plot Plan PA15-016, and Plot Plan PA15-0017)	The proposed project consists of construction of a 1,737,518-square-foot warehouse on 73.4 acres. The project is located on the southwest corner of Indian Street and Krameria Avenue. Reference RVC170614-01, RVC160727-05 and RVC150619-03 Comment Period: N/A Public Hearing: 9/5/2017	Notice of Public Hearing	City of Moreno Valley	Document reviewed - No comments sent
Warehouse & Distribution Centers RVC170829-02 Duke Warehouse at Perris Boulevard and Markham Street Project	The proposed project consists of construction of a 1,189,860-square-foot warehouse and two sanitary sewer connections on 35 acres. The project is located on the southeast corner of Markham Street and Perris Boulevard. Comment Period: 8/29/2017 - 9/27/2017 Public Hearing: 9/20/2017	Notice of Preparation	City of Perris	** Under review, may submit written comments
Warehouse & Distribution Centers SBC170815-01 Hill wood Gateway Building 5 Industrial Warehouse Project	The proposed project consists of construction of a 170,260-square-foot warehouse on 8.76 acres. The project is located at 24883 East Benedict Road on the southwest corner of East Benedict Road and Tippecanoe Avenue. Reference SBC170712-02 Comment Period: N/A Public Hearing: N/A	Response to Comments	City of San Bernardino	Document reviewed - No comments sent

**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.

**** Disposition may change prior to Governing Board Meeting**

Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
August 01, 2017 to August 31, 2017

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Warehouse & Distribution Centers SBC170816-01 Design Review DRC2016-00695	The proposed project consists of construction of two warehouses totaling 150,003 square feet on 7.52 acres. The project is located at 9500 and 9505 Feron Boulevard on the southeast corner of East 9th Street and Helms Avenue. Reference SBC170601-01 and SBC170310-03 <p style="text-align: center;">Comment Period: 8/24/2017 - 9/27/2017 Public Hearing: 9/27/2017</p>	Mitigated Negative Declaration	City of Rancho Cucamonga	** Under review, may submit written comments
Airports LAC170818-05 Los Angeles International Airport (LAX) Landside Access Modernization Program (LAMP)	The proposed project consists of construction of an automated people mover system, improvements to roadways, and modifications to existing terminals and facilities. The project is located on the southwest corner of Interstate 405 and Westchester Parkway/West Arbor Vitae Street in the Central Terminal Area. Reference LAC170216-06, LAC170127-03, LAC160915-13, and LAC150206-04 <p style="text-align: center;">Comment Period: 8/18/2017 - 9/26/2017 Public Hearing: 9/19/2017</p>	Draft Environmental Assessment and Draft General Conformity	Los Angeles World Airports	Document reviewed - No comments sent
Industrial and Commercial LAC170804-03 Modification 17-06	The proposed project consists of conversion of a portion of an existing warehouse to a paint booth on 10,150 square feet. The project is located at 8630 East Garvey Avenue on the southwest corner of Garvey Avenue and Burton Avenue. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/sp-modification1706-081017.pdf <p style="text-align: center;">Comment Period: 8/1/2017 - 8/16/2017 Public Hearing: N/A</p>	Site Plan	City of Rosemead	SCAQMD staff commented on 8/10/2017
Industrial and Commercial LAC170808-01 L.A. Valley Garden Plaza Project (9933 Valley Blvd.)	The proposed project consists of demolition of a 12,000-square-foot structure and construction of a 17,000-square-foot commercial building with subterranean parking on 0.52 acres. The project is located on the northwest corner of Valley Boulevard and Eunice Avenue. Reference LAC170629-07 <p style="text-align: center;">Comment Period: N/A Public Hearing: 8/8/2017</p>	Response to Comments	City of El Monte	Document reviewed - No comments sent

- Project has potential environmental justice concerns due to the nature and/or location of the project.

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ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
August 01, 2017 to August 31, 2017

SCAQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Industrial and Commercial LAC170824-08 8228 Sunset Boulevard Billboard Project	The proposed project consists of removal of an existing billboard and construction of a billboard that is up to 48 feet in height and up to 20 feet in width on 13,000 square feet. The project is located on the southeast corner of West Sunset Boulevard and North Harper Avenue. Comment Period: 8/24/2017 - 9/14/2017 Public Hearing: N/A	Negative Declaration	City of West Hollywood	** Under review, may submit written comments
Industrial and Commercial RVC170803-02 Plot Plan No. 26241, Amended No. 2 - EA43014	The proposed project consists of construction of a 14,000-square-foot truck maintenance building and a 9,600-square-foot fuel island on 17.7 acres. The project is located on the northwest corner of Water Street and Frontage Road in the community of Mead Valley. Reference RVC170622-01 and RVC170502-06 Comment Period: N/A Public Hearing: 8/10/2017	Site Plan	County of Riverside	Document reviewed - No comments sent
Industrial and Commercial RVC170829-04 Planning Cases: P16-0556 (SP), P15-1035 (PM), P16-0557 (DR), and P17-0227 (GE)	The proposed project consists of construction of eight industrial buildings ranging in size from 11,412 square feet to 33,335 square feet on 23.6 acres. The project is located on the northwest corner of East Alessandro Boulevard and Old 215 Frontage Road. Comment Period: 8/25/2017 - 9/13/2017 Public Hearing: 9/21/2017	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Riverside	** Under review, may submit written comments
Waste and Water-related ALL170808-04 Toxicity Criteria for Human Health Risk Assessments, Screening Levels and Remediation Goals Rule	The proposed project consists of adoption of California Code of Regulations, Title 22, Division 4.5, Sections 68400.5, 69020, 69021, and 69022 to set a cleanup performance standard and to adopt toxicity criteria for calculating health risk screening levels and remediation goals at hazardous substance release cleanup sites in California. Comment Period: 8/7/2017 - 9/20/2017 Public Hearing: 9/20/2017	Community Notice	Department of Toxic Substances Control	Document reviewed - No comments sent

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**ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
August 01, 2017 to August 31, 2017**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Waste and Water-related</i> LAC170801-07 Long Beach Municipal Urban Stormwater Treatment (MUST) Project	The proposed project consists of construction of a 10,000-square-foot treatment facility on 11.5 acres, 25,780 feet of underground pipelines, and open channel facilities along eight miles of the Los Angeles River between State Route 91 to the north and Ocean Boulevard to the south. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-longbeachmunicipal-082417.pdf Comment Period: 7/31/2017 - 8/29/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Long Beach	SCAQMD staff commented on 8/24/2017
<i>Waste and Water-related</i> LAC170801-09 Phillips 66 Los Angeles Refinery (Wilmington Plant) - Notice of Class 1 Permit Modification	The proposed project consists of modification to an existing permit to replace stormwater holding basin liner system with a new double liner system. The project is located at 1660 West Anaheim Street on the southeast corner of West Anaheim Street and North Gaffey Street in the community of Wilmington. Comment Period: N/A Public Hearing: N/A	Permit Modification	Department of Toxic Substances Control	Document reviewed - No comments sent
<i>Waste and Water-related</i> LAC170803-04 D/K Environmental - Notice of Class 1 Permit Modification	The proposed project consists of modification to an existing permit to reflect changes in the corporate organization and ownership. The project is located at 3650 East 26th Street on the southeast corner of East 26th Street and South Downey Road in the City of Vernon. Comment Period: N/A Public Hearing: N/A	Permit Modification	Department of Toxic Substances Control	Document reviewed - No comments sent
<i>Waste and Water-related</i> LAC170804-02 Amvac Chemical Corporation	The proposed project consists of utilization of soil covers, monitoring, and a land use covenant to remediate organochlorine pesticides on three acres. The project is located at 400 East Washington Boulevard on the northwest corner of Washington Boulevard and South 4th Street in the City of Commerce. Comment Period: 8/3/2017 - 9/5/2017 Public Hearing: N/A	Remediation Action Plan	Department of Toxic Substances Control	Document reviewed - No comments sent

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August 01, 2017 to August 31, 2017

SCAQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Waste and Water-related LAC170822-01 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 would also include ultraviolet disinfection at the Saugus and Valencia WRPs and advanced water treatment for chloride compliance and brine concentration at the Valencia WRP. The project is located at 26200 Springbrook Avenue on the southeast corner of Bouquet Canyon Road and Springbrook Avenue in the City of Santa Clarita and 28185 The Old Road on the northwest corner of The Old Road and Rye Canyon Road in the City of Valencia. Reference LAC170511-06, LAC170223-05, LAC130424-03, LAC151118-03 and LAC160315-04 Comment Period: N/A Public Hearing: 8/30/2017	Final Recirculated Environmental Impact Report	Santa Clarita Valley Sanitation District of Los Angeles County	Document reviewed - No comments sent
Waste and Water-related ORC170810-08 Former Raytheon Company Facility	The proposed project consists of extraction of contaminated groundwater from nine wells to remove volatile organic compounds. The project is located at 1901 West Malvern Avenue on the northeast corner of West Malvern Avenue and North Gilbert Street in the City of Fullerton. Comment Period: 8/10/2017 - 9/25/2017 Public Hearing: 8/30/2017	Draft Remediation Plan	Department of Toxic Substances Control	** Under review, may submit written comments
Waste and Water-related ORC170824-09 San Diego Creek Water Rights Change Petition Project	The proposed project consists of modifications to the existing water diversion and use permit to increase the maximum diversion rate from five cubic feet per second (cfs) to 13.3 cfs, and to include in the modified permit the entire San Joaquin Marsh and Wildlife Sanctuary and the neighboring Freshwater Marsh Reserve. The project is located on the southeast corner of Michelson Drive and Carlson Avenue in the City of Irvine. Comment Period: 8/24/2017 - 9/22/2017 Public Hearing: N/A	Negative Declaration	Irvine Ranch Water District	** Under review, may submit written comments

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August 01, 2017 to August 31, 2017

SCAQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Transportation LAC170809-04 Alamitos Bay Shoreline Trail Project	The proposed project consists of addition of five feet in width to existing walkways on East Sorrento Drive between East 2nd Street and Appian Way. Comment Period: 8/9/2017 - 9/8/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Long Beach	Document reviewed - No comments sent
Transportation LAC170809-07 West Santa Ana Branch (WSAB) Transit Corridor Project	The proposed project consists of construction of a 20-mile light rail transit line. The project is located within the cities of Los Angeles, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia, and within the communities of Arts District, Little Tokyo, and unincorporated Florence-Graham. Reference LAC170614-08, LAC170608-01 and LAC170606-04 Comment Period: 7/31/2017 - 8/31/2017 Public Hearing: N/A	Initial Project Consultation	Los Angeles County Metropolitan Transportation Authority	Document reviewed - No comments sent
Transportation LAC170811-01 Los Angeles Union Station - Forecourt and Esplanade Improvements	The proposed project consists of construction of an outdoor recreational area and roadway improvements. The project is located at 800 North Alameda Street on the southeast corner of East Cesar Chavez Avenue and Alameda Street. Comment Period: 8/11/2017 - 9/25/2017 Public Hearing: 9/13/2017	Notice of Availability of a Draft Environmental Impact Report	Los Angeles County Metropolitan Transportation Authority	** Under review, may submit written comments
Transportation LAC170815-04 Garfield Avenue Capacity Enhancement Project	The proposed project consists of construction of two lanes totaling 2.1 miles on Garfield Avenue from Howery Street to Meridian Drive. Comment Period: 8/14/2017 - 9/12/2017 Public Hearing: 10/3/2017	Mitigated Negative Declaration	City of Paramount	** Under review, may submit written comments

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SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
Transportation	The proposed project consists of construction of two trail segments totaling 7.9 miles. The western trail segment is located from the intersection of Goetz Road and Canyon Lake Drive to the intersection of Antelope Road and Aldergate Drive in the City of Menifee. The eastern trail segment is located from the intersection of Sanderson Avenue and Domenigoni Parkway to the intersection of State Street and Chambers Street in the City of Hemet. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-saltcreektrail-082317.pdf	Notice of Intent to Adopt a Mitigated Negative Declaration	County of Riverside	SCAQMD staff commented on 8/23/2017
RVC170810-07				
Salt Creek Trail Project				
	Comment Period: 8/9/2017 - 9/7/2017	Public Hearing: N/A		
Transportation	The proposed project consists of widening of 2.5 miles from four to six lanes on Van Buren Boulevard between King Avenue to Bountiful Street in the City of Riverside.	Notice of Intent to Adopt a Mitigated Negative Declaration	County of Riverside	** Under review, may submit written comments
RVC170822-08				
Van Buren Boulevard Widening Project				
	Comment Period: 8/18/2017 - 9/18/2017	Public Hearing: N/A		
Institutional (schools, government, etc.)	The proposed project consists of construction of a multi-purpose sports field on 3.85 acres. The project is located at 1221 Monterey Road on the southwest corner of Glenoaks Boulevard and Verdugo Road. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-wilsonmiddleschool-082317.pdf	Notice of Preparation	City of Glendale	SCAQMD staff commented on 8/23/2017
LAC170803-01				
Wilson Middle School Multi-Purpose Project				
	Comment Period: 8/1/2017 - 9/1/2017	Public Hearing: 8/17/2017		
Institutional (schools, government, etc.)	The proposed project consists of demolition of five buildings totaling 29,000 square feet on 6.56 acres. The project is located at 5717 Rudnick Avenue on the southwest corner of Miranda Street and Rudnick Avenue in the community of Woodland Hills.	Notice of Intent to Adopt a Mitigated Negative Declaration	Los Angeles Unified School District	Document reviewed - No comments sent
LAC170803-03				
Collins Street Elementary School Demolition Project				
	Comment Period: 8/1/2017 - 8/31/2017	Public Hearing: 8/9/2017		

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August 01, 2017 to August 31, 2017

<u>SCAQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Institutional (schools, government, etc.)</i> LAC170809-05 Rancho Los Amigos South Campus Project	The proposed project consists of demolition of 113 buildings and construction of three government buildings totaling 650,000 square feet on 74 acres. The project is located at the northeast corner of Gardendale Street and Dakota Avenue within the city of South Gate. Comment Period: 8/9/2017 - 9/11/2017 Public Hearing: 8/30/2017	Notice of Preparation	County of Los Angeles	** Under review, may submit written comments
<i>Institutional (schools, government, etc.)</i> LAC170823-01 Interim Housing at Charles F. Kettering Elementary School	The proposed project consists of construction of 12 temporary portable buildings and roadway improvements on 10.32 acres. The project is located at 550 Silvera Avenue on the northeast corner of Silvera Avenue and East 5th Street. Comment Period: 8/21/2017 - 9/21/2017 Public Hearing: N/A	Negative Declaration	Long Beach Unified School District	** Under review, may submit written comments
<i>Institutional (schools, government, etc.)</i> LAC170824-04 UCLA Long Range Development Plan Amendment (2017) and Student Housing Projects	The proposed project consists of construction of student housing facilities totaling 1,715,000 square feet with 6,900 beds. The project is located on the southeast corner of Sunset Boulevard and Veteran Avenue in the City of Los Angeles. Reference LAC170505-07 Comment Period: 8/24/2017 - 10/9/2017 Public Hearing: 9/20/2017	Draft Subsequent Environmental Impact Report	Regents of the University of California	** Under review, may submit written comments
<i>Institutional (schools, government, etc.)</i> LAC170824-06 Huntington Park High School Comprehensive Modernization Project	The proposed project consists of demolition of 12 buildings, and construction of four buildings totaling 89,436 square feet and recreational amenities on 22.5 acres. The project is located at 6020 Miles Avenue on the southeast corner of Miles Avenue and Belgrave Avenue in the City of Huntington Park. Comment Period: 8/23/2017 - 9/22/2017 Public Hearing: 9/6/2017	Notice of Preparation	Los Angeles Unified School District	** Under review, may submit written comments

- Project has potential environmental justice concerns due to the nature and/or location of the project.

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SCAQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Institutional (schools, government, etc.) LAC170829-01 UCLA Long Range Development Plan Amendment (2017) and Student Housing Projects	The document changes the public hearing date from September 20, 2017 to September 26, 2017 for the proposed project. The proposed project consists of construction of student housing facilities totaling 1,715,000 square feet with 6,900 beds. The project is located on the southeast corner of Sunset Boulevard and Veteran Avenue in the City of Los Angeles. Reference LAC170824-04 and LAC170505-07 Comment Period: 8/24/2017 - 10/9/2017 Public Hearing: 9/26/2017	Revised Notice of Public Hearing	Regents of the University of California	Document reviewed - No comments sent
Institutional (schools, government, etc.) ORC170815-02 Corona del Mar Middle and High School Sports Field Project	The proposed project consists of replacement of the existing natural-turf field and rubber track with synthetic turf. The project would include one of two options for reconfiguration. The first option would include construction of 664 seats and a 3,000-square-foot building on a six-acre portion of 37 acres. The second option would include construction of 664 seats and a second synthetic-turf field on a nine-acre portion of 37 acres. The project is located at 2101 Eastbluff Drive on the southwest corner of Eastbluff Drive and Vista Del Oro in the City of Newport Beach. Reference ORC170207-01 and ORC160329-02 Comment Period: 8/11/2017 - 9/25/2017 Public Hearing: 10/24/2017	Recirculated Draft Environmental Impact Report	Newport-Mesa Unified School District	** Under review, may submit written comments
Institutional (schools, government, etc.) ORC170822-07 Fullerton College Facilities Master Plan	The proposed project consists of demolition of existing buildings totaling 123,401 square feet and construction of 186,699 square feet of academic uses on 70 acres. The project is located at 321 East Chapman Avenue on the northeast corner of North Lemon Street and East Chapman Avenue in the City of Fullerton. Reference ORC161201-03 Comment Period: 8/18/2017 - 10/1/2017 Public Hearing: N/A	Draft Environmental Impact Report	North Orange County Community College District	** Under review, may submit written comments
Medical Facility LAC170817-06 Merrill Gardens Assisted Living and Memory Care Facility	The proposed project consists of construction of a 121,061-square-foot assisted living and care facility on 29,077 square feet. The project is located at 1400 West Covina Parkway on the southwest corner of West Covina Parkway and South Sunset Avenue. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-merrillgardens-082917.pdf Comment Period: 8/17/2017 - 9/7/2017 Public Hearing: 9/26/2017	Notice of Intent to Adopt a Mitigated Negative Declaration	City of West Covina	SCAQMD staff commented on 8/29/2017

- Project has potential environmental justice concerns due to the nature and/or location of the project.

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<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Medical Facility RVC170818-01 Murrieta Senior Living Facility (DP-2017-1333 and CUP-2017-1334)	The proposed project consists of construction of a 97,222-square-foot assisted living and care facility with 87 units on seven acres. The project is located on the northwest corner of Clinton Keith Road and Greer Ranch Road. <p style="text-align: center;">Comment Period: 8/16/2017 - 9/14/2017 Public Hearing: N/A</p>	Mitigated Negative Declaration	City of Murrieta	** Under review, may submit written comments
Medical Facility RVC170822-05 Plot Plan No. 26097 Fast Track No. 2016-06-EA42803	The proposed project consists of construction of a 96,352-square-foot medical facility on 12.5 acres. The project is located on the southeast corner of Knabe Road and Retreat Parkway in the community of Temescal Canyon. Reference RVC170124-04 <p style="text-align: center;">Comment Period: N/A Public Hearing: 9/12/2017</p>	Notice of Public Hearing	County of Riverside	Document reviewed - No comments sent
Retail LAC170801-04 South Bay Galleria Improvement Project	The proposed project consists of construction of 224,464 square feet of retail space on 29.85 acres. The project would also include construction of a hotel with 150 rooms and a 650,000-square-foot building with 650 apartment units. The project is located at 1815 Hawthorne Boulevard on the southeast corner of Artesia Boulevard and Kingsdale Avenue. Reference LAC151006-03 <p style="text-align: center;">Comment Period: 7/28/2017 - 9/11/2017 Public Hearing: N/A</p>	Draft Environmental Impact Report	City of Redondo Beach	Document reviewed - No comments sent
Retail LAC170802-01 Porto's Bakery and Café	The proposed project consists of demolition of a 17,500-square-foot building and construction of a 21,943-square-foot bakery on 2.3 acres. The project is located on the southeast corner of South Sunset Avenue and West Garvey Avenue. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-portoswestcovina-081517.pdf <p style="text-align: center;">Comment Period: 8/1/2017 - 8/30/2017 Public Hearing: 9/12/2017</p>	Mitigated Negative Declaration	City of West Covina	SCAQMD staff commented on 8/15/2017

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SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
Retail	The proposed project consists of construction of a 3,800-square-foot convenience store, a 1,152-square-foot gas station with four dual pumps, and a 3,200-square-foot restaurant on two acres. The project is located on the northeast corner of Goetz Road and Vista Way. Reference RVC170314-01 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/sp-goetzgasstation-081717.pdf Comment Period: 8/4/2017 - 8/24/2017 Public Hearing: N/A	Site Plan	City of Menifee	SCAQMD staff commented on 8/17/2017
RVC170808-03				
Goetz Gas Station and Commercial Center (CUP No. 2017-055)				
Retail	The proposed project consists of construction of a 6,164-square-foot canopy with eight fuel pumps, a 4,967-square-foot retail store, two restaurants totaling 4,350 square feet, and a 3,000-square-foot car wash service on 28.6 acres. The project is located on the northwest corner of Briggs Road and Pinacate Road. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/sp-harvestglen-082317.pdf Comment Period: 8/7/2017 - 8/28/2017 Public Hearing: N/A	Site Plan	City of Menifee	SCAQMD staff commented on 8/23/2017
RVC170809-03				
Harvest Glen Marketplace Revision (Plot Plan No. 2017-225)				
Retail	The proposed project consists of construction of a 14,023-square-foot building and two go-kart tracks on 49.63 acres. The project is located on the northeast corner of Grand Avenue and Patterson Avenue in the community of Harvest Valley. Comment Period: N/A Public Hearing: 8/29/2017	Notice of Public Hearing	County of Riverside	Document reviewed - No comments sent
RVC170810-06				
Change of Zone No. 7911 and Conditional Use Permit No. 3733 - EA 42850				
Retail	The proposed project consists of construction of a 67,634-square-foot commercial building on 8.41 acres. The project is located at 41430 Auto Mall Parkway on the southwest corner of Date Street and Auto Mall Parkway. Comment Period: 8/16/2017 - 9/5/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Murrieta	Document reviewed - No comments sent
RVC170818-02				
BMW of Murrieta (Planning Case #DP-2017-1328/CUP-2017-1329)				

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<u>SCAQMD LOG-IN NUMBER</u>	<u>PROJECT DESCRIPTION</u>	<u>TYPE OF DOC.</u>	<u>LEAD AGENCY</u>	<u>COMMENT STATUS</u>
PROJECT TITLE				
General Land Use (residential, etc.)	The proposed project consists of construction of three buildings with 248 residential units on a 5.71-acre portion of 24.68 acres. The project would also include 18.97 acres of open space. The project is located on the southwest corner of Hawthorne Boulevard and Via Valmonte. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-butchersolana-082317.pdf Comment Period: 7/27/2017 - 8/28/2017 Public Hearing: 8/10/2017	Notice of Preparation	City of Torrance	SCAQMD staff commented on 8/23/2017
LAC170801-05 Butcher-Solana Residential Development Project				
General Land Use (residential, etc.)	The proposed project consists of construction of 1,601,500 square feet of commercial uses, 1,250 residential units, and two hotels with a total of 350 rooms on 168 acres. The project is located on the southeast corner of East Del Amo Boulevard and Main Street. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-thedistrict-082317.pdf Comment Period: 8/1/2017 - 8/31/2017 Public Hearing: 8/23/2017	Notice of Preparation	City of Carson	SCAQMD staff commented on 8/23/2017
LAC170801-08 The District at South Bay				
General Land Use (residential, etc.)	The proposed project consists of repairs to sidewalks and curbs, removal and replacement of trees, improvements to curb ramps, and relocations of utilities throughout the City. Comment Period: 7/27/2017 - 9/15/2017 Public Hearing: 8/9/2017	Notice of Preparation	City of Los Angeles	** Under review, may submit written comments
LAC170802-02 Sidewalk Repair Program				
General Land Use (residential, etc.)	The proposed project consists of demolition of a 43,077-square-foot store and construction of a 230,987-square-foot building with 232 residential units and subterranean parking on 0.89 acres. The project is located on the southwest corner of Sunset Boulevard and Ivar Avenue in the community of Hollywood. Comment Period: 8/7/2017 - 9/7/2017 Public Hearing: 8/21/2017	Notice of Preparation	County of Los Angeles	** Under review, may submit written comments
LAC170809-06 6400 Sunset Boulevard Project				

- Project has potential environmental justice concerns due to the nature and/or location of the project.

**** Disposition may change prior to Governing Board Meeting**

Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
August 01, 2017 to August 31, 2017

<u>SCAQMD LOG-IN NUMBER</u>	<u>PROJECT DESCRIPTION</u>	<u>TYPE OF DOC.</u>	<u>LEAD AGENCY</u>	<u>COMMENT STATUS</u>
PROJECT TITLE				
<i>General Land Use (residential, etc.)</i>	The proposed project consists of demolition of 37 residential units and construction of a 174,082-square-foot building with 218 residential units on 46,148 square feet. The project is located on the northwest corner of Hartford Avenue and West 5th Street in the community of Westlake.	Mitigated Negative Declaration	City of Los Angeles	SCAQMD staff commented on 8/22/2017
LAC170810-03 ENV-2016-2475: 495 S. Hartford Ave. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-495shartford-082217.pdf Comment Period: 8/10/2017 - 8/30/2017 Public Hearing: N/A				
<i>General Land Use (residential, etc.)</i>	The proposed project consists of construction of a 90,000-square-foot building with 122 residential units and subterranean parking on 0.41 acres. The project is located on the southeast corner of Wilshire Boulevard and South Coronado Street in the community of Westlake.	Mitigated Negative Declaration	City of Los Angeles	SCAQMD staff commented on 8/29/2017
LAC170810-04 ENV-2016-3755: 668 S. Coronado St. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-668coronadost-082917.pdf Comment Period: 8/10/2017 - 8/30/2017 Public Hearing: N/A				
<i>General Land Use (residential, etc.)</i>	The proposed project consists of demolition of two commercial buildings and construction of a 181,893-square-foot building with 205 residential units on 1.44 acres. The project is located on the southeast corner of Vanowen Street and Reseda Boulevard in the community of Reseda-West Van Nuys.	Mitigated Negative Declaration	City of Los Angeles	Document reviewed - No comments sent
LAC170817-01 ENV-2016-3546: 6648-6670 N. Reseda Blvd. Comment Period: 8/17/2017 - 9/6/2017 Public Hearing: N/A				
<i>General Land Use (residential, etc.)</i>	The proposed project consists of construction of a 36-inch-high fence and improvements to the 6,300-square-foot Via Dolce park. The project is located at 3503 and 3507 Via Dolce on the southwest corner of Via Dolce and Dell Alley in the community of Venice.	Notice of Public Hearing	City of Los Angeles	Document reviewed - No comments sent
LAC170817-08 Coastal Permit Application No. 5-16-0352 & A-5-VEN-17-0012 Comment Period: N/A Public Hearing: 8/11/2017				

- Project has potential environmental justice concerns due to the nature and/or location of the project.

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SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
General Land Use (residential, etc.)	The proposed project consists of demolition of 61,816 square feet of commercial buildings, and construction of a 237,159-square-foot building with 276 residential units, up to 27,000 square feet of retail uses, and subterranean parking on 1.1 acres. The project is located at 1546 North Argyle Avenue and 6224 West Selma Avenue on the southeast corner of Selma Avenue and Argyle Avenue in the community of Hollywood.	Recirculated Notice of Preparation	City of Los Angeles	** Under review, may submit written comments
LAC170818-04 Modera Argyle				
	Comment Period: 8/18/2017 - 9/18/2017 Public Hearing: 9/5/2017			
General Land Use (residential, etc.)	The proposed project consists of demolition of an existing 54,661-square-foot building and construction of a seven-story building with 231 residential units and subterranean parking on 1.67 acres. The project is located on the northwest corner of Santa Monica Boulevard and North Orange Drive in the community of Hollywood. Reference LAC170307-01 and LAC160211-03	Response to Comments	City of Los Angeles	Document reviewed - No comments sent
LAC170822-04 6901 Santa Monica Boulevard Mixed-Use Project (ENV-2015-4612-EIR)				
	Comment Period: N/A Public Hearing: N/A			
General Land Use (residential, etc.)	The proposed project consists of demolition of a 238,000-square-foot hotel and construction of a 245,000-square-foot commercial center on 10.77 acres. The project is located at 6400 East Pacific Coast Highway on the southwest corner of Pacific Coast Highway and East 2nd Street. Reference LAC170421-06, LAC161117-10, LAC140319-09 and LAC100427-01	Response to Comments	City of Long Beach	Document reviewed - No comments sent
LAC170822-06 2nd and PCH				
	Comment Period: N/A Public Hearing: N/A			
General Land Use (residential, etc.)	The proposed project consists of demolition of existing structures and construction of a 155,673-square-foot building with 165 residential units and subterranean parking on 46,582 square feet. The project is located on the northeast corner of Bassett Street and Reseda Boulevard in the community of Reseda. Reference LAC150806-02	Mitigated Negative Declaration	City of Los Angeles	** Under review, may submit written comments
LAC170824-01 ENV-2014-4227: 6912-6938 N. Reseda Blvd				
	Comment Period: 8/24/2017 - 9/13/2017 Public Hearing: N/A			

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ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
August 01, 2017 to August 31, 2017

SCAQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>General Land Use (residential, etc.)</i> LAC170824-03 Modera Argyle	The document consists of a correction to the scoping meeting from Monday to Tuesday, September 5, 2017 for the proposed project. The proposed project consists of demolition of 61,816 square feet of commercial buildings, and construction of a 237,159-square-foot building with 276 residential units, up to 27,000 square feet of retail space, and subterranean parking on 1.1 acres. The project is located at 1546 North Argyle Avenue and 6224 West Selma Avenue on the southeast corner of Selma Avenue and Argyle Avenue in the community of Hollywood. Reference LAC170818-04 Comment Period: 8/18/2017 - 9/18/2017 Public Hearing: 9/5/2017	Recirculated Notice of Preparation	City of Los Angeles	Document reviewed - No comments sent
<i>General Land Use (residential, etc.)</i> LAC170824-05 MFA 8th Grand and Hope LLC (ENV- 2017-506-EIR)	The proposed project consists of demolition of existing parking facilities, and construction of a 403,316-square-foot building with 409 residential units and subterranean parking on 34,694 square feet. The project is located on the northwest corner of West 8th Street and South Grand Avenue in the community of Central City. Comment Period: 8/23/2017 - 9/25/2017 Public Hearing: N/A	Notice of Preparation	City of Los Angeles	** Under review, may submit written comments
<i>General Land Use (residential, etc.)</i> LAC170824-07 The Premier on First Mixed-Use Project	The proposed project consists of demolition of a 47,000-square-foot building and construction of one mixed-use building with 154 apartment units. The project would also include construction of a hotel with 230 rooms or a 158,000-square-foot office building on 1.8 acres. The project is located at 103 East Verdugo Avenue on the northwest corner of East Verdugo Avenue and South First Street. Reference LAC170720-05 and LAC160216-01 Comment Period: 8/22/2017 - 10/6/2017 Public Hearing: N/A	Recirculated Draft Environmental Impact Report	City of Burbank	** Under review, may submit written comments
<i>General Land Use (residential, etc.)</i> LAC170824-10 Sunset and Gordon Mixed-Use Project	The proposed project consists of construction of a 324,693-square-foot building with 299 residential units and subterranean parking on 1.65 acres. The project is located on the northeast corner of Sunset Boulevard and Gordon Street in the community of Hollywood. Comment Period: 8/24/2017 - 10/9/2017 Public Hearing: N/A	Draft Supplemental Environmental Impact Report	City 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.

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SCAQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
General Land Use (residential, etc.) LAC170829-05 Raznick Mixed Use Project, File No. 150000964	The proposed project consists of demolition of an existing office building and construction of a 44,000-square-foot building with 42 residential units on two acres. The project is located at 23480 Park Sorrento on the southeast corner of Park Sorrento and Palm Drive. Comment Period: 8/25/2017 - 9/25/2017 Public Hearing: N/A	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Calabasas	** Under review, may submit written comments
General Land Use (residential, etc.) ORC170801-03 Cielo Vista Project	The proposed project consists of construction of 80 single-family residences on 42.1 acres. The project would also include 42.7 acres of open space. The project is located on the northwest corner of Via Del Agua and Yorba Linda Boulevard in the City of Yorba Linda. Reference ORC161202-04, ORC160504-04, ORC160429-06, ORC151120-03, ORC151006-10, ORC131108-05 and ORC120629-02 Comment Period: N/A Public Hearing: 8/9/2017	Notice of Public Hearing	County of Orange	Document reviewed - No comments sent
General Land Use (residential, etc.) ORC170804-01 Sausalito Street Condominiums	The proposed project consists of demolition of a 27,401-square-foot church and construction of 11 buildings with 50 condominium units on 2.44 acres. The project is located at 3311 Sausalito Street on the northeast corner of Sausalito Court and Sausalito Street. Comment Period: 8/2/2017 - 9/1/2017 Public Hearing: 9/27/2017	Mitigated Negative Declaration	City of Los Alamitos	Document reviewed - No comments sent
General Land Use (residential, etc.) RVC170801-02 Conditional Use Permit No. 2886 (Revision No. 2) Change of Zone No. 7994	The proposed project consists of expansion of four existing buildings and construction of four buildings totaling 1,265,508 square feet on 39.72 acres. The project is located at 35510 Pathfinder Road on the northeast corner of Pathfinder Road and Devils Ladder Road in the community of Mountain Center. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/sp-cupno2886-081017.pdf Comment Period: N/A Public Hearing: 8/10/2017	Site Plan	County of Riverside	SCAQMD staff commented on 8/10/2017

- Project has potential environmental justice concerns due to the nature and/or location of the project.

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ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
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<u>SCAQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>General Land Use (residential, etc.)</i>	The proposed project consists of subdivision of 10.6 acres for future development of 46 residential units. The project is located on the northwest corner of East Wilson Street and North Florida Street.	Mitigated Negative Declaration	City of Banning	Document reviewed - No comments sent
RVC170815-05 Tentative Tract Map No. 36710 (TTM 15-4502)	Comment Period: 8/11/2017 - 8/31/2017 Public Hearing: 9/6/2017			
<i>General Land Use (residential, etc.)</i>	The proposed project consists of construction of 11,350 residential units and 70.5 acres of commercial uses on 2,883 acres. The project is located on the southwest corner of Princess Ann Road and Ramona Expressway in the community of Lakeview/Nuevo.	Notice of Public Hearing	County of Riverside	Document reviewed - No comments sent
RVC170815-07 Villages of Lakeview Specific Plan	Reference RVC170809-01, RVC160930-03 and RVC130725-01 Comment Period: N/A Public Hearing: 9/6/2017			
<i>General Land Use (residential, etc.)</i>	The proposed project consists of construction of 130 bungalows, a hotel with 130 rooms, and 33,770 square feet of commercial uses on 35 acres. The project is located on the southeast corner of Avenue 48 and Van Buren Street.	Mitigated Negative Declaration	City of Coachella	** Under review, may submit written comments
RVC170825-02 Glenroy Resort Project	Comment Period: 8/24/2017 - 9/13/2017 Public Hearing: N/A			
<i>General Land Use (residential, etc.)</i>	The proposed project consists of construction of 54 single-family residences on 6.85 acres. The project is located at 9170 Indiana Avenue on the southeast corner of Indiana Avenue and Gibson Street.	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Riverside	** Under review, may submit written comments
RVC170825-03 Planning Cases: P16-0112 (GPA), P16-0113 (RZ), P16-0114 (TM), P16-0111 (PRD), and P16-0883 (VR)	Comment Period: 8/25/2017 - 9/13/2017 Public Hearing: 9/21/2017			

- Project has potential environmental justice concerns due to the nature and/or location of the project.

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**ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
August 01, 2017 to August 31, 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> SBC170808-02 Roquet Ranch Specific Plan Project	The proposed project consists of construction of 874 residential units, a 10.3-acre school, a 0.8-acre fire station, 1.2 acres of commercial uses, 219 acres of open space, and 16.5 acres of roadways on 336.2 acres. The project is located on the southwest corner of South Rosedale Avenue and Barton Road. Reference SBC160624-01 Comment Period: 8/7/2017 - 9/21/2017 Public Hearing: N/A	Draft Environmental Impact Report	City of Colton	** Under review, may submit written comments
<i>General Land Use (residential, etc.)</i> SBC170822-03 Bella Villagio	The proposed project consists of subdivision of 4.65 acres for construction of 29 single-family residences. The project is located on the southeast corner of West Mariposa Drive and North Cactus Avenue. Comment Period: 8/19/2017 - 9/7/2017 Public Hearing: 9/27/2017	Mitigated Negative Declaration	City of Rialto	** Under review, may submit written comments
<i>Plans and Regulations</i> LAC170811-02 Local Coastal Program (LCP) Amendment No. LCP-4-MMT-17-0038-1	The proposed project consists of land use designation for 61 parcels as open space and change of land use designation for 34 parcels from open space to residential or coastal recreation within the Santa Monica Mountains Local Coastal Program in the County of Los Angeles. Comment Period: N/A Public Hearing: 8/10/2017	Notice of Public Hearing	California Coastal Commission	Document reviewed - No comments sent
<i>Plans and Regulations</i> LAC170815-03 San Fernando Corridor Specific Plan Amendment	The proposed project consists of development of planning principles, land use policies, development standards, and design guidelines for future development of 759 residential units, 96,307 square feet of retail uses, and 285,907 square feet of office uses. The project is located on the northeast corner of Fox Street and Pico Street. Reference LAC151223-02 Comment Period: 8/10/2017 - 9/25/2017 Public Hearing: 8/28/2017	Draft Environmental Impact Report	City of San Fernando	** Under review, may submit written comments

- Project has potential environmental justice concerns due to the nature and/or location of the project.

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ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
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<u>SCAQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Plans and Regulations</i>	The proposed project consists of development of land use policies, development standards, and design guidelines for two community plan areas (CPAs) over 30 square miles. The project will also include amendments to land use maps and zoning ordinances. The South Los Angeles CPA is bounded by Pico Boulevard to the north, Figueroa Street and Broadway to the east, 120th Street to the south, and Arlington Avenue and Van Ness Avenue to the west. The Southeast Los Angeles CPA is bounded by Interstate 10 to the north, the Alameda Corridor and Central Avenue to the east, 120th Street and Interstate 105 to the south, and Figueroa Street and Broadway to the west. Reference LAC161110-01	Final Environmental Impact Report	City of Los Angeles	Document reviewed - No comments sent
LAC170822-09 South Los Angeles and Southeast Los Angeles Community Plans				
	Comment Period: N/A Public Hearing: N/A			
<i>Plans and Regulations</i>	The proposed project consists of amendments to Title 13, Chapter III of the Costa Mesa Municipal Code to extend the approval time for planning applications and to clarify the approval process for granting time extensions.	Notice of Public Hearing	City of Costa Mesa	Document reviewed - No comments sent
ORC170829-03 Costa Mesa Municipal Code Title 13, Chapter III Planning Applications				
	Comment Period: N/A Public Hearing: 9/5/2017			
<i>Plans and Regulations</i>	The proposed project consists of construction of 11,350 residential units, 500,000 square feet of commercial uses, three schools, 150 acres of parks, and 1,000 acres of open space on 2,800 acres. The project is located on the southwest corner of Princess Ann Road and Ramona Expressway in the community of Lakeview/Nuevo. Reference RVC160930-03 and RVC130725-01	Response to Comments	County of Riverside	Document reviewed - No comments sent
RVC170809-01 Villages of Lakeview Specific Plan				
	Comment Period: N/A Public Hearing: N/A			

- Project has potential environmental justice concerns due to the nature and/or location of the project.

** Disposition may change prior to Governing Board Meeting

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

SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Goods Movement</i>	This document extends the public review period from July 31 to September 29, 2017. The proposed project consists of modifications to ten of 52 mitigation measures that were previously approved in the 2008 EIS/EIR, and six of ten modified mitigation measures are related to air quality. The project would also include an increase in the cargo throughput by 147,504 twenty-foot equivalent units (TEUs) from 1,551,000 to 1,698,504 TEUs in 2045. The project is located at the Port of Los Angeles on the northeast corner of State Route 47 and Interstate 110 in the communities of San Pedro and Wilmington. Reference LAC170616-02, LAC150918-02, LAC081218-01, LAC080501-01 and LAC060822-02	Notice of Extension	City of Los Angeles Harbor Department	**Under review, may submit written comments
LAC170725-01 Berths 97-109 [China Shipping] Container Terminal Project				
	Comment Period: 6/16/2017 - 9/29/2017 Public Hearing: 7/18/2017			
<i>Airports</i>	The proposed project consists of the demolition of a vacant office building, and the construction of a new Secured Area Access Post with two canopy structures and two, 350-square-foot guard stations on 4.1 acres. The project is located on the southeast corner of World Way West and Pershing Drive. Reference LAC170421-04	Draft Environmental Impact Report	Los Angeles World Airports	**Under review, may submit written comments
LAC170727-07 Los Angeles International Airport (LAX) Secured Area Access Post Project				
	Comment Period: 7/27/2017 - 9/11/2017 Public Hearing: N/A			
<i>Waste and Water-related</i>	The proposed project consists of the consolidation and relocation of existing oil operations, and the implementation of wetlands habitat restoration on 195 acres. The project would also include the construction of a 5,200-square-foot office building, a 9,725-square-foot warehouse, and a 169-foot public trail. The project is located near the southwest corner of the Los Cerritos Channel and Studebaker Road. Reference LAC160429-05	Notice of Availability of a Draft Environmental Impact Report	City of Long Beach	**Under review, may submit written comments
LAC170727-01 Los Cerritos Wetlands Oil Consolidation and Restoration Project				
	Comment Period: 7/24/2017 - 9/6/2017 Public Hearing: N/A			
<i>Transportation</i>	The proposed project consists of two new alternatives that were developed in response to public comments on the 2012 Draft EIS/EIR for the proposed project. The new alternatives would include a zero emission and near zero emission truck deployment program, expanded transit services, and a community health benefit program. The project is located along Interstate 710 between Ocean Boulevard and State Route 60 in the County of Los Angeles. Reference LAC150625-10, LAC151013-01, LAC130326-01, LAC120626-01, LAC110429-01, LAC110426-02, LAC110325-03 and LAC100831-06	Recirculated Draft Environmental Impact Report/ Supplemental Draft Environmental Impact Statement	California Department of Transportation	**Under review, may submit written comments
LAC170721-01 I-710 Corridor Project				
	Comment Period: 7/21/2017 - 9/22/2017 Public Hearing: 8/23/2017			

**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

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
<i>Institutional (schools, government, etc.)</i> LAC170728-02 Mt. San Antonio College West Parcel Solar Parcel	The proposed project consists of the construction of a 2.2-megawatt solar panel system on 27.65 acres. The project is located on the southwest corner of Grand Avenue and Temple Avenue in the City of Walnut. Reference LAC170616-04, LAC170526-01 and LAC151229-13 Comment Period: 7/28/2017 - 9/12/2017 Public Hearing: N/A	Notice of Availability of a Draft Environmental Impact Report	Mt. San Antonio College District	**Under review, may submit written comments
<i>Warehouse & Distribution Centers</i> RVC170620-10 Meridian West Campus-Lower Plateau Project	The proposed project consists of the construction of two warehouse buildings totaling 1,845,000 square feet, three industrial buildings totaling 362,000 square feet, and 66,000 square feet of retail and office uses on 130 acres. The project is located on the southwest corner of Alessandro Boulevard and Meridian Parkway. Reference RVC160610-01 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/dei-meridianwestcampus-080317.pdf Comment Period: 6/19/2017 - 8/3/2017 Public Hearing: N/A	Draft Environmental Impact Report	March Joint Powers Authority	SCAQMD staff commented on 8/3/2017
<i>Warehouse & Distribution Centers</i> RVC170718-08 Agua Mansa Commerce Park Specific Plan - MA16170 (GPA16003, CZ16008, SP16002, and SDP17070)	The proposed project consists of the development of 4,541,000 square feet of industrial uses and 67 acres of open space on 291.5 acres. The project is located at 1500 Rubidoux Boulevard on the southeast corner of El Rivino Road and Rubidoux Boulevard. Reference RVC170705-15, RVC161216-03 and RVC161006-06 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-ma16170-081017.pdf Comment Period: 7/19/2017 - 8/17/2017 Public Hearing: 7/27/2017	Notice of Preparation	City of Jurupa Valley	SCAQMD staff commented on 8/10/2017
<i>Industrial and Commercial</i> RVC170726-03 Muhlhauser Steel Project	The proposed project consists of the construction of a 39,000-square-foot commercial building on 8.06 acres. The project is located on the northeast corner of Adams Avenue and Fig Street. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-muhlhausersteel-081217.pdf Comment Period: 7/24/2017 - 8/23/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Murrieta	SCAQMD staff commented on 8/12/2017
<i>Industrial and Commercial</i> SBC170725-04 CR England Trucking Yard Expansion	The proposed project consists of the construction of a 1,206-square-foot office building and an 8,720-square-foot fueling station on 9.79 acres. The project is located at 2200 South Riverside Avenue on the southeast corner of Agua Mansa Road and South Riverside Avenue. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-crenglandyard-081017.pdf Comment Period: 7/24/2017 - 8/14/2017 Public Hearing: 8/22/2017	Mitigated Negative Declaration	City of Colton	SCAQMD staff commented on 8/10/2017

- Project has potential environmental justice concerns due to the nature and/or location of the project.

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ATTACHMENT B
ONGOING ACTIVE PROJECTS FOR WHICH SCAQMD HAS
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SCAQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Waste and Water-related ORC170718-05 Biosolids Master Plan (Project No. PS15-01)	The proposed project consists of the improvements to 18 biosolid handling digesters and supporting facilities. The project is located at 22212 Brookhurst Street on the southeast corner of Bushard Street and Brookhurst Street in the City of Huntington Beach. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-biosolidsmaster-081017.pdf Comment Period: 7/14/2017 - 8/13/2017 Public Hearing: 7/31/2017	Notice of Preparation	Orange County Sanitation District	SCAQMD staff commented on 8/10/2017
General Land Use (residential, etc.) LAC170707-04 8555 Santa Monica Boulevard Mixed-Use Project	The proposed project consists of the demolition of three buildings totaling 27,338 square feet and three single-family homes, and the construction of a mixed-use building with 97 apartment units and subterranean parking on 1.27 acres. The project is located on the northwest corner of Santa Monica Boulevard and Knoll Drive. Reference LAC130416-08 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/deir-8555santamonica-081617.pdf Comment Period: 7/6/2017 - 8/21/2017 Public Hearing: N/A	Notice of Availability of a Draft Environmental Impact Report	City of West Hollywood	SCAQMD staff commented on 8/16/2017
General Land Use (residential, etc.) LAC170714-01 Figueroa Centre	The proposed project consists of the construction of a 984,940-square-foot building with 200 residential units, 220 hotel rooms and subterranean parking on 85,317 square feet. The project is located on the southwest corner of South Figueroa Street and West 9th Street in the community of Central City. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-figueroacentre-081017.pdf Comment Period: 7/14/2017 - 8/14/2017 Public Hearing: 8/1/2017	Notice of Preparation	City of Los Angeles	SCAQMD staff commented on 8/10/2017
General Land Use (residential, etc.) LAC170720-05 The Premier on First Mixed-Use Project	The proposed project consists of the demolition of a 47,000-square-foot building and the construction of two buildings with 154 apartment units, a hotel with 230 with rooms, and subterranean parking on 1.8 acres. The project is located at 103 East Verdugo Avenue on the northwest corner of East Verdugo Avenue and South First Street. Reference LAC160216-01 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/deir-premieronfirst-081817.pdf Comment Period: 7/19/2017 - 9/4/2017 Public Hearing: 8/14/2017	Draft Environmental Impact Report	City of Burbank	SCAQMD staff commented on 8/18/2017
General Land Use (residential, etc.) SBC170727-04 Parkford Drive Project	The proposed project consists of the construction of a 5,000-square-foot retail building, a 9,900-square-foot child care center, and a 120-foot freeway-oriented sign on 6.13 acres. The project is located at 1035-1045 Parkford Drive on the northeast corner of Parkford Drive and Marshall Street. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-parkforddrive-081717.pdf Comment Period: 7/25/2017 - 8/24/2017 Public Hearing: 9/12/2017	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Redlands	SCAQMD staff commented on 8/17/2017

- 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 AUGUST 31, 2017

PROJECT DESCRIPTION	PROPONENT	TYPE OF DOCUMENT	STATUS	CONSULTANT
Edgington Oil Company (Edgington) is proposing the following modifications at its existing Edgington Refinery site to allow for additional flexibility in using the site for terminalling operations: 1) add 18 offloading arms at its existing rail tank car loading facility to allow for the offloading of distillates, biodiesel, and renewables (diesel and jet fuels), ethanol, naphtha, alkylates, reformate, and isooctane; 2) modify seven truck loading racks to allow distillates, biodiesel, and renewables to be loaded; 3) modify one rack (two arms) to allow unloading of crude oil from trucks; and 4) modify 16 existing fixed-roof asphalt storage tanks to allow storage of distillates, biodiesel, and renewables.	Edgington Oil Company	Initial Study (IS)	An Initial Study has been prepared by the consultant and is under review by SCAQMD staff.	InterAct
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.	Phillips 66 (formerly ConocoPhillips), Los Angeles Refinery	Environmental Impact Report (EIR)	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.	Environmental Audit, Inc.
Quemetco is proposing an increase in the daily furnace feed rate.	Quemetco	Environmental Impact Report (EIR)	A Notice of Preparation/Initial Study (NOP/IS) has been prepared by the consultant and SCAQMD staff has provided comments. The consultant is in the process of revising the NOP/IS.	Trinity Consultants

ATTACHMENT C
ACTIVE SCAQMD LEAD AGENCY PROJECTS
THROUGH AUGUST 31, 2017

PROJECT DESCRIPTION	PROPONENT	TYPE OF DOCUMENT	STATUS	CONSULTANT
Southern California Edison (SCE) is proposing to modify the air pollution control system for the Barre 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% 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 net), 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 Barre Peaker Project in Stanton	A draft Addendum has been prepared by the consultant and is under review by SCAQMD staff.	Yorke Engineering, LLC
Southern California Edison (SCE) is proposing to modify the air pollution control system for the Mira Loma 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% 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 net), 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 Mira Loma Peaker Project in Ontario	A draft Addendum has been prepared by the consultant and is under review by SCAQMD staff.	Yorke Engineering, LLC

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 28

REPORT: Stationary Source Committee

SYNOPSIS: The Stationary Source Committee held a meeting on Friday, September 15, 2017. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Ben Benoit, Chair
Stationary Source Committee

LT:eb

Committee Members

Present: Mayor Pro Tem Ben Benoit/Chair, Dr. Joseph Lyou/Vice Chair,
Supervisor Sheila Kuehl, Supervisor Shawn Nelson (videoconference)

Absent: Council Member Judith Mitchell and Supervisor Janice Rutherford

Call to Order

Chair Benoit called the meeting to order at 10:30 a.m.

ACTION ITEMS:

Dr. Lyou announced his abstention on Item No. 1 because the University of California Riverside CCERT is a potential source of income. Dr. Lyou then left the room.

1. Recognize Revenue, Transfer and Appropriate Funds, Purchase Equipment, Execute Contracts and Issue Purchase Orders to Address Science and Technology Advancement's Operational Needs for Metals Monitoring and Analysis

Dr. Jason Low, Assistant Deputy Executive Officer/Science and Technology Advancement, presented an overview of SCAQMD's Paramount and air toxics hexavalent chromium monitoring efforts. He described advanced technologies that staff want to use for near-real-time metals analysis on a mobile platform, and also noted that additional information on furnace emissions would benefit the

investigation. Recommended actions included: recognize, transfer and appropriate funds for the purchase of air monitoring and lab equipment, executing a contract for mobile metals analyses, executing a contract with CE-CERT to conduct research on hexavalent chromium emissions from furnaces, and issuing purchase orders for instrument support gases.

Supervisor Kuehl asked how air monitors help identify a facility or process. Dr. Low responded that air monitoring is one of the tools that is used, but that other information gathered from inspections, rulemaking efforts and on-site measurements are combined together to identify emission sources from a particular facility or process. He added that it is important to identify processes that emit high levels of pollutants so that mitigation measures can be considered as part of Orders for Abatement and longer-term rule development efforts.

Less than a quorum was present; the Committee Members concurred that this item be approved by the Board.

2. Home Rule Advisory Group Membership

Based on the Blue Ribbon Panel Recommendations approved by the Board, Western States Petroleum Association submitted a request to appoint Bridget McCann as their representative and Patty Senecal as their alternate for the Home Rule Advisory Group, for the concurrence of this Committee.

Moved by Lyou; seconded by Kuehl; unanimously approved.

Ayes: Benoit, Kuehl, Lyou, Nelson

Noes: None

Absent: Mitchell, Rutherford

INFORMATIONAL ITEMS:

3. Summary of Proposed Amended Rule 1168 – Adhesive and Sealant Applications

Michael Krause, Planning and Rules Manager, gave a presentation on Proposed Amended Rule 1168 including background, public process, and applicability, as well as proposed amendments to the rule; specifically, changes in VOC content limit, definition language clarification, and reporting requirements. Staff highlighted key concerns raised by stakeholders during the rulemaking process, and staff's responses.

Supervisor Nelson expressed concern regarding the current availability of PVC welding cements meeting the proposed VOC limit. Staff stated that two products were available in the marketplace and would include that information in materials prepared for the public hearing. Dr. Lyou asked about proposed recordkeeping and reporting requirements for UV/EB products. Staff responded that the end users are currently subject to the recordkeeping requirements and there is no proposal to change those requirements. The proposed reporting requirements will be required only for the manufacturer and not the end user. Dr. Lyou was also concerned when multiple valid test methods are available to demonstrate compliance and the decision is left to the Executive Officer. Staff is proposing a guidance document to further clarify the process to determine the appropriate test method for a product when more than one valid test method may be used to verify compliance. Dr. Lyou expressed an interest in putting the commitment to develop a guidance document into the rule.

Public comments were received on this topic. Rita Loof from RadTech International provided a handout. She expressed concern that medical devices, which are exempt from the rule requirements, will now be subject to the reporting requirements. She believed this would affect both the end-user and the manufacturer, and requested those products be exempted from reporting and recordkeeping. She asked to have a specific test method included in the enforcement section of the rule and is opposed to the development of the proposed guidance document for test method determination.

Stephen Wierony from the American Chemistry Council opined that insulating foams are not sealants and thus not subject to this rule. Staff noted that the definition of “sealant” would be modified to clarify applicability in response to their comment letter and to align with the definition found in the CARB Consumer Products Regulation and the Ozone Transport Commission’s Consumer Product Model rule.

Curt Coleman from Southern California Air Quality Alliance disagreed with the use-through timeframe proposed in the sell-through provision, which allows the end-user to use a product three years after the reduced VOC limit goes into effect. Staff responded that the proposal is consistent with the sell-through/use-through provision found in other SCAQMD rules. Staff further explained that if enforcement staff finds noncompliant product on the retail shelf, a request would be made to the retailer to remove the product.

Bill Pierce from The Boeing Company asked for clarification if language previously proposed in the exemption (referencing consumer products used for maintenance and repair at an establishment) had been modified. Staff explained that although the language had been modified, the intent of the exemption did not change.

Gene Lopez from Seidner's Collision Centers questioned the emissions inventory increase from 4 tons/day (tpd) to 10.5 tpd, and asked if there was an overlap in the emissions inventory between the architectural coatings and the adhesives and sealants. Staff replied that the Architectural Coatings emissions are compiled as a separate inventory under Rule 314.

Bill LaMarr from California Small Business Alliance opposed VOC limits being determined through technology-forcing approaches and on manufacturer claims that products are available in the market that comply with the proposed lower VOC limits. He encouraged staff to focus on the end-user buying the product. Staff responded that the proposed lower VOC limits were based on available products.

Howard Berman, speaking on behalf of Tremco, shared appreciation for staff's efforts since 2013 to satisfy stakeholders throughout this rule amendment process, and visiting sites to gain more knowledge of the industry.

4. Proposed Rule 415 - Odors from Rendering Facilities

Tracy Goss, Planning and Rules Manager, presented a summary of Proposed Rule 415 providing background information and outlining the rulemaking process, proposed requirements, revisions made through the public process, and key issues.

Hector Garcia, representing Farmer John, commented that they are looking forward to seeing the cost analysis. Jimmy Andreolli, representing Baker Commodities (Baker), commented that Baker still has substantial issues with the rule as currently proposed and would need to spend tens of millions of dollars at a time when the market price of commodities are low. Baker questions the need for this rule, given the lack of NOV's issued for nuisance odors – only 1 in the last 15 years. Baker has not had adequate time to review the new rule language, the Fire Department may not approve construction, and they have not seen responses to the CEQA comments. Mr. Andreolli commented on the need for economically viable rendering facilities. Baker would prefer to have an Odor Management Plan with Best Management Practices as a first option and a building enclosure if needed. Dr. Philip Fine, Deputy Executive Officer/Planning, Rule Development & Area Sources, said that the comments on CEQA are currently being responded to as a part of the Board package. Dr. Lyou asked whether there may be issues with the 1-hr time limit to move raw material into enclosures. Staff responded that the 1-hour time limit is to recognize space limitations at Baker for their receiving area; and allows a reasonable amount of time to move the raw material into the enclosure. Dr. Lyou also asked if staff believes that implementation of Proposed Rule 415 will cost Baker Commodities tens of millions of dollars. Staff responded that implementation should not cost tens of millions of dollars, but staff will look at their cost estimates. Dr. Lyou expressed concern about companies going out of business, but also recognized the community concern about rendering odors.

5. Proposed Amended Rule 1420 Emissions Standard for Lead

Susan Nakamura, Assistant Deputy Executive Officer/Planning, Rule Development and Area Sources, presented a summary of Proposed Rule 1420. Proposed Rule 1420 would lower the ambient lead concentration limit, require enclosures for lead processing areas, revise point source lead emission limits, and require additional source testing, conditional ambient air monitoring, and enhanced housekeeping. There were no questions or comments.

6. Proposed Rule 1180 Petroleum Refinery Fenceline and Community Air Monitoring

Dr. Fine presented a summary of Proposed Rule (PR) 1180. PR 1180 requires that petroleum refineries install and operate continuous, real-time fenceline and community air monitoring systems to monitor various criteria pollutants, VOCs, metals and other compounds. The proposed rule will require an approved plan that provides detailed information about the fenceline and community air monitoring systems such as siting, wind data collection, maintenance procedures, measures in case of failures, auditing, and data reporting methods. Further, the proposed rule will set forth requirements for the plan review process, notifications, recordkeeping and consistency with fenceline and community air monitoring guidelines.

Dr. Lyou asked staff to explain why PR 1180 requires community air monitoring for PM_{2.5} and PM₁₀ but not fenceline air monitoring for same. Dr. Fine responded that the primary objective of fenceline air monitoring is to provide real-time information about major events or accidental releases of emissions from refinery operations and to notify the community, facility operators, and the District of these events; whereas, community air monitoring is about providing community members with information about exposure to pollutants that are associated with health impacts, such as PM. Planning and Rules Manager Mike Krause added that PM emissions are not associated with most refinery processes.

Dr. Lyou asked about the intended use of the results from fenceline and community air monitoring. Dr. Fine responded that the results are not for emissions estimation purposes. He stated that fenceline air monitoring results would provide real-time information to help determine if a refinery is the source of elevated emission levels. He also stated that community air monitoring is designed to provide real-time information about community exposure.

Dr. Lyou commented that the details of the proposed fenceline and community air monitoring are not finalized and the guidelines are still being worked on, suggesting that additional time may be necessary to finalize details of the guidelines. Dr. Fine responded that staff is not opposed to a delay and that there have been active discussions to refine some of the technical details of the guidelines following many comments, which staff is going to incorporate in the next revision.

Supervisor Kuehl commented that there have been numerous inquiries about how the community can help with air monitoring. Ms. Kuehl also stated concern about capabilities for data interpretation among community members. Dr. Fine responded that the objective of this proposed rule is to provide information to the public in as real-time a manner as possible and in a user-friendly manner, providing context to the disseminated data. Dr. Low added that the District was awarded a U.S. EPA STAR grant to engage and educate the community on air quality data, low-cost sensors, and promote awareness, understanding and interpretation of the data collected by community members. Chief Operating Officer Jill Whynot mentioned the upcoming “Making Sense of Sensors” conference scheduled for September 26-28. Dr. Fine noted that fence line air monitoring is going to be installed at the Torrance refinery through a separate program prior to implementation of PR 1180 and it will help us better understand how to handle data collected from fence line and community air monitoring systems.

Bridget McCann, representing Western States Petroleum Association (WSPA), commented that they appreciate staff efforts on developing PR 1180; however, they were concerned about the short timeline of the rule development. She also stated that stakeholders do not have sufficient time to review the guidelines, considering the significant revisions expected from the next draft. She requested additional time to complete the collaborative rule development process.

Curt Coleman, representing Southern California Air Quality Alliance also stated concerns about the short timeline of the proposed rule, especially, considering the need for additional technical guidance, and he requested to move this rule to the December Board Meeting.

Florence Pierson, representing Del Amo Action Committee, commented that PR 1180 is one of the most significant rules that the District is working on and encouraged the District to continue this work as one of the most meaningful programs that is being done to protect air quality in this basin; she agreed that a brief postponement was acceptable to make sure it was ready.

Mayor Pro Tem Benoit raised concerns about finalizing the rule on time and making sure that it is done right. He also stated a desire to balance the numerous rules being considered in the November and December Board meetings, and, with the concurrence of the other committee members, directed staff to hold the public hearing for the proposed rule in December 2017.

7. Permit Application Backlog Reduction Report

Due to time constraints, this item was moved to the October 20, 2017 meeting.

8. RECLAIM Quarterly Report

Due to time constraints, this item was moved to the October 20, 2017 meeting.

9. Proposed Amended Rule 1148.3 Requirements for Natural Gas Underground Storage Facilities

Due to time constraints, this item was moved to the October 20, 2017 meeting.

10. Update on the Draft Assessment of tertiary-Butyl Acetate (tBAc)

Due to time constraints, this item was moved to the October 20, 2017 meeting.

WRITTEN REPORTS:

11. Home Rule Advisory Group – Bi-Monthly Report for July 2017

The report was acknowledged by the Committee.

12. Notice of Violation Penalty Summary

The report was acknowledged by the Committee.

OTHER MATTERS:

13. Other Business

There was no other business.

14. Public Comments

There were no public comments.

15. Next Meeting Date

The next regular Stationary Source Committee meeting is scheduled for Friday, October 20, 2017 at 10:30 a.m.

Adjournment

The meeting was adjourned at 12:00 p.m.

Attachments

1. Attendance Record
2. Home Rule Advisory Group – Bi-Monthly Report for May 2017
3. Notice of Violation Penalty Summary

ATTACHMENT 1

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT STATIONARY SOURCE COMMITTEE

Attendance – September 15, 2017

Mayor Pro Tem Ben Benoit	SCAQMD Governing Board
Dr. Joseph Lyou.....	SCAQMD Governing Board
Supervisor Sheila Kuehl	SCAQMD Governing Board
Supervisor Nelson (videoconference)	SCAQMD Governing Board
David Czamanske	Board Consultant (Cacciotti)
Andrew Silva	Board Consultant (Rutherford)
Chirag Amin	Creative Adhesive Inc.
Jimmy Andreolli	Baker Commodities
Howard Berman.....	E4 Strategic
Curt Coleman.....	Southern Calif. Air Quality Alliance
Hector Garcia.....	Farmer John
Charles Humphrey	SoCalGas
Bill LaMarr	California Small Business Alliance
Rita Loof.....	RadTech
Gene Lopez.....	Seidner's Collision Centers
Bridget McCann	Western States Petroleum Association
Daniel McGivney	SoCalGas
Bill Pierce	Boeing
Florence Pierson	Del Amo Action Committee
David Rothbart	L.A. County Sanitation Districts
Andreas Schneider	Weld – On Inc.
Erin Sheehy.....	Env. Compliance Solutions, Inc.
Rashid Siddiqi.....	Spears Manufacturing
Susan Stark	Andeavor
Stephen Wierony	American Chemistry Council
Amir Dejbakhsh.....	SCAQMD staff
Philip Fine.....	SCAQMD staff
Bayron Gilchrist	SCAQMD staff
Tracy Goss	SCAQMD staff

ATTACHMENT 1

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
STATIONARY SOURCE COMMITTEE**

Attendance – September 15, 2017

Michael Krause	SCAQMD staff
Jason Low	SCAQMD staff
Susan Nakamura	SCAQMD staff
Laki Tisopulos	SCAQMD staff
Jill Whynot	SCAQMD staff
Kurt Wiese	SCAQMD staff



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, July 12, 2017

MEETING MINUTES

CHAIR:

Dr. Joseph Lyou, Governing Board member

MEMBERS PRESENT:

Curt Coleman (Southern California Air Quality Alliance); Mike Carroll (Regulatory Flexibility Group); Bill LaMarr (California Small Business Alliance); Terry Roberts (American Lung Association of California); David Rothbart (Los Angeles County Sanitation District); TyRon Turner (Dakota Communications); and Amy Zimpfer (EPA).

The following members participated by conference call: Jayne Joy (Eastern Municipal Water District); Rongsheng Luo (SCAG); and Bill Quinn (California Council for Environmental & Economic Balance).

MEMBERS ABSENT:

Micah Ali (Compton Unified School District Board of Trustees); Michael Downs (Downs Energy); Jaclyn Ferlita (Air Quality Consultants); Chris Gallenstein (CARB); Art Montez (AMA International); Penny Newman (Center for Community Action and Environmental Justice); Mark Olson (Gerdau Rancho Cucamonga Mill); Larry Rubio (Riverside Transit Agency); Patty Senecal (Western States Petroleum Association); Larry Smith (Cal Portland Cement); and Morgan Wyenn (Natural Resources Defense Council).

OTHER ATTENDEES:

Mark Abramowitz (Board Consultant to Dr. Lyou); Rita Loof (RadTech), Lauren Nevitt (SoCalGas), and Susan Stark (Tesoro)

SCAQMD STAFF:

Philip Fine	Deputy Executive Officer
Barbara Baird	Chief Deputy Counsel
Philip Crabbe	Community Relations Manager
Ian MacMillican	Planning & Rules 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 JANUARY 11, 2017 MEETING MINUTES

Dr. Lyou asked for comments on the May 10, 2017 meeting minutes. Hearing none, the minutes were approved.

EPA AND FEDERAL ACTIVITIES

Amy Zimpfer provided an update on recent U.S. EPA and federal activities.

- At the July 7, 2017 South Coast Air Quality Management District (SCAQMD) Governing Board meeting, the RECLAIM Reasonably Available Control Measures (RACM)/Reasonably Available Control Technologies (RACT) demonstration was adopted. EPA has proposed full approval, with the comment period to close on July 17, 2017.
- A Concurrent action was the SCAQMD modification of RECLAIM rules and incorporation of the rules into the State Implementation Plan (SIP). EPA has proposed full approval, with the comment period closed on July 6, 2017. A comment letter was received from EARTHJUSTICE, which contains substantive comments on the RECLAIM RACT. Comments letters will be evaluated and final action should occur in the next month.
- RECLAIM rule modifications will be evaluated in relation to the previously identified 2006 State Implementation Plan RACT deficiency and EPA will propose final action in September 2017.
- Review of the SCAQMD 2016 Air Quality Management Plan, submitted earlier this year, will begin soon. Review will likely be pollutant-by-pollutant.
- Diesel Emission Reduction Act (DERA) funding competitive grant request for proposal period closed July 5, 2017. EPA staff will review submittals and award grants in the fall of 2017.
- The next round in the DERA School Bus Rebate Program will be announced soon.
- Tribal DERA request for proposal period will begin this summer.
- In 2016, DERA grants were issued to the Port of Los Angeles, City of Long Beach Harbor, and the South Coast Air Quality Management District.
- Targeted Air Shed Grants requests for proposals for 2017 will be announced soon.
- EPA continues to work collectively on the Clean Air Technology Initiative with SCAQMD, San Joaquin Valley Air Pollution Control District, the Energy Commission, and California Air Resources Board to focus efforts on how to advance technology.
- Volkswagen Diesel Settlement mitigation trust fund agreements are being finalized.
- National updates - Executive Orders from President (Regulatory Reform and Two-for-One Regulation), no political appointees yet for Region 9 Regional Administrator and related offices, the 2015 National Ambient Air Quality Standards for Ozone and extended deadline, moving forward on SIP rule for Particulate Matter, and Administrator Pruitt still needs to be briefed on the District's and State's petition to move forward on a Low NOx Standard for Heavy-Duty Trucks.

Discussion

Curt Coleman inquired if the RECLAIM rules modification included the recent shave and the amendments on how to handle shutdowns. Amy Zimpfer replied yes.

Barbara Baird requested a copy of the EARTHJUSTICE comment letter received by EPA. Amy Zimpfer indicated that she could provide a copy for the advisory group members.

Dr. Lyou requested that staff reach out to tribes within the District to make sure they are aware of EPA's Tribal DERA, for potential emission reductions.

Bill LaMarr inquired about the infusion of new available funding and if the District has the authority to allocate this funding for the 2016 AQMP incentives. Staff commented that we are continually working to allocate existing and new funding for AQMP incentives.

CARB REGULATORY ACTIVITIES

There was no update provided.

LEGISLATIVE UPDATE

Philip Crabbe reported on the May 12, 2017 Legislative Committee, at which SCAQMD's federal legislative consultants reported on President Donald Trump's cabinet appointments, stating that the United States Senate confirmed Robert Lighthizer to be the United States Trade Representative, thus completing the filling of the 13 cabinet level appointee positions. It was also reported that President Trump named a couple of people to the Federal Energy Regulatory Commission (FERC), including Neil Chatterjee, who was the main energy and environment staffer for Senator Mitch McConnell. SCAQMD staffers and officials have met with Mr. Chatterjee several times over the past couple of years in Washington, D.C.

Mr. Crabbe stated that the Legislative Committee considered the following four state bills for positions:

AB 378 (C. Garcia) - Greenhouse Gases, Criteria Air Pollutants and Toxic Air Contaminants.

This bill would extend the California Air Resources Board's (CARB) cap-and-trade authority to 2030, prohibit a facility from increasing its annual greenhouse gas (GHG) emissions compared to its 2014-2016 average, authorize CARB to adopt "no-trade zones" or facility-specific declining GHG limits, and require CARB to adopt air pollutant emissions that industrial facilities must meet to receive free allowances after 2020. Mr. Crabbe stated that this bill is essentially dead, however the concept of matching cap-and-trade program reauthorization with legislative language relating to criteria pollutant and toxic emissions reduction has continued on as a concept in current cap and trade-related legislation. The Legislative Committee adopted staff's recommended position of WORK WITH AUTHOR on this bill.

AB 890 (Medina) - Local Land Use Initiatives: Environmental Review. This bill would require the city attorney or county counsel, within 15 days after a proposed initiative measure is filed, to determine whether the measure constitutes a project proposing specific activity that would eliminate discretionary land use approval for future development. If the city attorney or county counsel makes the determination that the measure constitutes such a project, the bill would require the city or county to comply with the requirements of CEQA. Within 5 days of completing the CEQA process, the bill would require the election officials to furnish to the proponents of the proposed measure an environmental summary of the measure. The bill would establish that the provision of the environmental summary to the proponent of the proposed measure constitutes approval of the project for purposes of CEQA. The bill would then require the governing body to submit the proposed ordinance, without alteration, to the voters at a special election. Mr. Crabbe reported that SCAQMD staff recommended a position of SUPPORT on this bill, however the Legislative Committee approved a WATCH position.

AB 1073 (E. Garcia) - California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. This bill would extend the statutory sunset of January 1, 2018 to January 1, 2023 requiring CARB to allocate no less than 20 percent of available funding of the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program to support the early commercial deployment of existing zero and near-zero-emission heavy-duty truck technology. The Legislative Committee adopted staff's recommended position of SUPPORT on this bill.

AB 1647 (Muratsuchi) - Petroleum Refineries: Air Monitoring Systems. This bill would, among other things, require an air district to require a petroleum refinery owner or operator to

install monitoring systems, which would include a community air monitoring system and a fence line monitoring system.

SCAQMD staff expressed concerns that this bill, as a state-wide approach to refineries, could impede the work currently being done by SCAQMD on local rulemaking regarding this issue. The Legislative Committee adopted staff's recommended position of WORK WITH AUTHOR on this bill.

Next, Mr. Crabbe reported on the June 9, 2017 Legislative Committee meeting, at which SCAQMD's federal legislative consultants reported that the White House is currently holding an "infrastructure summit" with mayors and governors in attendance. It was also stated that President Trump was at the United States Department of Transportation to discuss infrastructure. An update on U.S. EPA and the status of the ozone rule was also given: U.S. EPA will extend the implementation of the ozone rule for one year, and it is expected that they will review the rule and have another rulemaking in a year reflecting their final decisions.

In addition, SCAQMD's federal consultants mentioned President Trump's proposed budget and highlighted concerns regarding the proposed cuts in the U.S. EPA budget. The first hearing with U.S. EPA Administrator Scott Pruitt has been scheduled for June 15, in the House Appropriations Interior, Environment, and Related Agencies Subcommittee and SCAQMD consultants made sure that SCAQMD's concerns were made known.

The Legislative Committee was also updated on the results of the special election for the 34th congressional district, with now Congressional Member Jimmy Gomez winning that seat.

On the state side, Mr. Crabbe reported on the California Legislature's house of origin deadline and stated that the deadline applies to all bills except urgency bills. Bills that did not meet the house of origin deadline are now considered two-year bills.

An update was also given on the status of cap and trade and noted that while AB 378 did fail in the Assembly, the Senate's version, SB 775, also essentially has stalled. It was reported that Governor Brown and the legislative leadership have a new cap and trade program legislative package that has two parts; the first being an extension of the existing cap and trade program, and the second companion bill that focuses more on criteria pollutants and air toxic emission reduction from stationary sources. SCAQMD's strong concerns about this legislative package is that it imposes a large unfunded mandate related to local stationary source emissions monitoring and remediation and does not include new needed funding for reducing mobile source criteria pollutant and toxic emissions reduction.

Mr. Crabbe also reported that SCAQMD's sponsored bill AB 1132 (C. Garcia), regarding authority for orders for abatement in response to an imminent and substantial endangerment to public health, welfare or the environment, passed out of the Senate Environmental Quality Committee with minor amendments. AB 1132 was reported to be eligible to be taken up for consideration on the Senate Floor in the near future.

SCAQMD's other sponsored bill, AB 1274 (O'Donnell), regarding a smog abatement fee that would provide for additional Carl Moyer Program funding, passed out of the Senate Transportation Committee and the Senate Environmental Quality Committee and is now headed to the Senate Appropriations Committee. The bill will likely be placed on the Appropriations Committee's suspense file for later consideration in August.

Mr. Crabbe stated that the Legislative Committee considered the following proposed policy regarding Cap and Trade Program reauthorization for approval and five state bills for positions:

SCAQMD Policy Regarding the Reauthorization of the California Greenhouse Gas Cap-and-Trade Program. The California Greenhouse Gas Cap-and-Trade Program improves air quality and provides a potential source of funding for reduction of emissions from mobile and stationary sources of air pollution. Staff recommended adopting a support position regarding reauthorization of the California Greenhouse Gas Cap-and-Trade Program beyond the year 2020.

The Legislative Committee approved staff's recommendation that the Committee adopt the Proposed Policy Regarding the Reauthorization of the California Greenhouse Gas Cap-and-Trade Program. However, at the July Governing Board meeting, this position was amended so that SCAQMD supports reauthorization of the cap-and-trade program, provided that sufficient and sustained funding is provided for any additional criteria and toxic pollution reduction efforts that might be required by the cap-and-trade legislative package.

AB 739 (Chau) - State vehicle fleet: purchases. This bill would require at least 15% of specified heavy-duty vehicles purchased by state agencies to be zero-emission (ZEV) by 2025 and at least 30% of those vehicles to be ZEV by 2030. The Legislative Committee adopted staff's recommended position of SUPPORT on this bill.

AB 797 (Irwin) - Solar thermal systems. This bill seeks to extend, from August 1, 2018 to August 1, 2020, and modify an existing incentive program for solar water heating systems administered by investor-owned utilities under the supervision of the California Public Utilities Commission. The Legislative Committee adopted staff's recommended position of SUPPORT on this bill.

AB 1239 (Holden) - Building standards: electric vehicle charging infrastructure. This bill would require the Department of Housing and Community Development (HCD) and the California Building Standards Commission (CBSC) to research, propose and adopt mandatory building standards regarding electric vehicle (EV) capable parking spaces. The Legislative Committee adopted staff's recommended position of SUPPORT on this bill.

SB 100 (De León) - California Renewables Portfolio Standard Program: emissions of greenhouse gases. This bill would establish a target of generating 100% of California's retail sales of electricity from renewable energy resources by 2045. In addition, the bill would accelerate and expand the existing Renewable Portfolio Standard (RPS) and require state agencies to incorporate into existing climate programs the planning goal and regulatory requirement of achieving 100-percent reliance on renewable energy resources or zero-carbon resources by the end of 2045. The Legislative Committee adopted staff's recommended position of SUPPORT on this bill.

SB 518 (De León) - Clean Energy Job Creation Program and citizen oversight board. This bill would establish the Clean Energy Job Creation Program to fund, through annual budget appropriations, energy efficiency and clean energy projects in public schools and community colleges (K-14). The bill would also appropriate unallocated Proposition 39 monies, including \$75 million for school bus retrofit and replacements. The Legislative Committee adopted staff's recommended position of SUPPORT on this bill.

Discussion

David Rothbart asked about SCAQMD's position on AB 617. Staff explained how SCAQMD's position changed at the July 2017 Board meeting to oppose, unless amended to cover funding for the new mandates.

TyRon Turner inquired about SCAQMD's position on AB 1647 (Muratsuchi). Staff indicated that we support the bill's goals in concept, but we do not want the bill requirements to preclude our public process. SCAQMD is currently working on our own rule with essentially the same requirements, and we want fully flexibility in our rulemaking process.

TyRon Turner further inquired if the petroleum companies would be responsible for paying SCAQMD for the monitoring. Staff indicated that the Bay Area AQMD already has a rule that requires refineries to do their own fenceline monitoring and then pay the District for community based monitoring, and we are looking at their rule and considering what aspects will or will not work for SCAQMD.

Bill La Marr expressed concern about the affordability of fenceline monitoring for small businesses, as outlined in the current rulemaking process for Rules 1469 and 1426. Staff indicated that SCAQMD is considering the costs and benefits of monitoring, and mentioned proposed AB 617 which will require monitoring in many communities.

District Counsel indicated that the District has objected to unfunded mandates, and in our comment letter to the California Legislature, we indicated that one has to consider the legal ability to raise fees and the practical ability to implement them. Staff added that monitoring is an invaluable tool in finding out information that we were not aware of previously. Bill La Marr asked if the Advisory Group could be provided with a copy of the District's AB 617 comment letter.

Lauren Nevitt inquired if the recent changes to the Greenhouse Gas Reduction Fund (GGRF) cap-and-trade bill which included GGRF funding for mobile and stationary source air pollution reduction was seen as beneficial for the District's quest for funding. Staff indicated that we would like to see more specific dollar amounts involved in actual allocation, rather than just expressions of priority without funding being specified.

UPDATE REGARDING LITIGATION ITEMS AND RELATED EPA ACTIONS

Barbara Baird proved an update to the litigation status report handout.

- Case #9 –this case is now set for oral argument on September 15, 2017 in Washington, D.C.
- There are two new SCAQMD litigation cases:
 - ✓ Communities for a Better Environment (CBE) vs SCAQMD, Case No. BS169841
 - ✓ Safe Fuel and Energy Resources California (SAFER) vs SCAQMD, Case No. BS169923

UPDATE ON FACILITY-BASED MOBILE SOURCE MEASURES

Mr. Ian MacMillan presented a summary of recent and upcoming activities with the Facility-Based Mobile Source Measures (FBMSM).

Discussion

Dr. Lyou asked if EPA had any comments on the proposed approach. Ms. Zimpfer responded that they are continuing to work productively with staff on how to get credit in the State Implementation Plan (SIP) for these measures. She also provided an example in Plumas County of a wood stove change-out program that EPA is reviewing now to determine if it is SIP creditable. Dr. Lyou asked how any voluntary emission reductions obtained through FBMSM could get us to attainment, regardless if they can get credit in the SIP. Staff replied that these measures can be used to reduce the amount of emission reductions that rely on Clean Air Act 182 (e)(5) flexibility and that by reducing that undefined commitment, it reduces the amount of emission reductions that would need to be sought in any later regulations, such as indirect source rules if they should need to be pursued.

Dr. Lyou asked if the Health and Safety Code states that Districts ‘may’ or ‘shall’ require indirect sources to reduce emissions. District counsel replied that Health and Safety Code section 40716 states that Districts ‘may’ adopt indirect source rules, but that section 40440 includes a ‘shall’ provision, with some caveats.

Dr. Lyou inquired about the process for FBMSM. Staff replied that working groups are ongoing, and that by March 2018 staff will return to the Governing Board with a recommended approach, including potential voluntary approaches, SIP crediting mechanisms, and rule concepts including credit generation or indirect source rules. Ms. Zimpfer noted that technology advancement is key. Staff commented that the approach for each Facility Based Measure may be very different, and will likely be tailored to each sector.

Curt Coleman inquired about a people mover at LAX. Staff replied that there are projects underway on this.

Dr. Lyou inquired about any particular challenges staff foresees in getting SIP credit. Staff replied that timing will be a challenge as financial incentives and regulations at the state and federal level are not yet fully identified, and the number of stakeholders involved may affect how each measure moves forward.

Dr. Lyou asked how CEQA plays a role in FBMSM. Staff replied that CEQA may provide opportunities, however additional pieces may need to be added to get SIP credit.

Dr. Lyou asked if feasible mitigation is implemented, would it automatically be SIP creditable. Staff indicated that it depends, for example requiring Tier 4 off-road equipment may be feasible, but the SIP inventory already assumes some level of Tier 4 utilization and determining surplus reductions is key. Staff also replied that there may be an ability to use CEQA and develop standard guidance to encourage lead agencies to reduce emissions.

Curt Coleman asked when working groups are joined together or kept apart. Staff replied that groups are brought together depending on topic.

Lauren Nevitt inquired about a fee based indirect source rule like San Joaquin Valley Air Pollution Control District’s Rule 9510. Staff replied that a fee based approach is possible, but that a fee or plan based program also has a large administrative component that poses some challenges with a large District like South Coast with potentially thousands of projects.

CONSENSUS BUILDING

There was no report.

SUBCOMMITTEE STATUS REPORTS

A. Freight Sustainability (Lauren Nevitt)

There is no report.

Discussion

Dr. Lyou reported that the Ports of Los Angeles and Long Beach are schedule to release their draft Clean Air Action Plan on July 19, 2017.

B. Small Business Considerations (Bill LaMarr)

There was no report.

C. Environmental Justice (Curt Coleman)

Curt Coleman reported that the OEHHA Calenviroscreen 3.0 webpage is up, with maps to download.

D. Climate Change (David Rothbart)

David Rothbart reported on legislation to extend California's cap-and-trade program, AB 398.

Public Comments

Rita Loof expressed concerns about the Rule 1168 recordkeeping requirements. Ms. Loof also inquired about the low VOC materials (LVM) form, presented at the Rule 219 hearing, and wanted to follow-up with staff on the draft LVM form and the public outreach mentioned at the Board meeting.

REPORT FROM AND TO THE STATIONARY SOURCE COMMITTEE

Philip Fine reported on items on July 2017 meeting agenda.

- Home Rule Advisory Group new membership appointees.
- Proposed Amendments to Rule 1401.
- Proposed Rules 1304.2 and 1304.3.
- Status report on New Source Review (NSR).

OTHER BUSINESS

There was no discussion.

PUBLIC COMMENT

Rita Loof inquired about the comment period on the potential change to the Public Comment Procedure. Barbara Baird suggest that Ms. Loof contact Derrick Alatorre, who is overseeing the public workshop.

ADJOURNMENT

The meeting was adjourned at 12:22 p.m. The next meeting of the Home Rule Advisory Group is scheduled for 10:00 a.m. on September 13, 2017, and will be held at SCAQMD in Conference Room CC-8.

DRAFT
DISTRICT RULES AND REGULATIONS INDEX
FOR JULY AND AUGUST 30, 2017 PENALTY REPORTS

REGULATION II – PERMITS

- Rule 201 Permit to Construct (*Amended 1/5/90*)
Rule 202 Temporary Permit to Operate (*Amended 5/7/76*)
Rule 203 Permit to Operate (*Amended 1/5/90*)
Rule 222 Filing Requirements for Specific Emission Sources Not Requiring a Written permit Pursuant to Regulation II

REGULATION IV - PROHIBITIONS

- Rule 401 Visible Emissions (*Amended 9/11/98*)
Rule 402 Nuisance (*Adopted 5/7/76*)
Rule 403.1 Wind Entrainment of Fugitive Dust (*Amended 6/16/00*)
Rule 442 Usage of Solvents (*Amended 12/15/00*)
Rule 461 Gasoline Transfer and Dispensing (*Amended 6/15/01*)

REGULATION XI - SOURCE SPECIFIC STANDARDS

- Rule 1110.2 Emissions from Gaseous- and Liquid-Fueled Internal Combustion Engines (*Amended 11/14/97*)
Rule 1118 Emissions From Refinery Flares (*Adopted 2/13/98*)
Rule 1146 Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters (*Amended 11/17/00*)
Rule 1146.1 Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and
Rule 1146.2 Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers (*Adopted 1/9/98*)
Rule 1147 Nox Reductions From Miscellaneous Sources (9/08)
Rule 1155 Particulate Matter Control Devices (10-08)

REGULATION XIV – TOXICS

- Rule 1403 Asbestos Emissions from Demolition/Renovation Activities (*Amended 4/8/94*)
Rule 1415 Reduction of Refrigerant Emissions from Stationary Refrigeration and Air Conditioning Systems
Rule 1421 Control of Perchloroethylene Emissions from Dry Cleaning Operations (*Amended 6/13/97*)
Rule 1470 Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines

REGULATION XX - REGIONAL CLEAN AIR INCENTIVES MARKET (RECLAIM)

- Rule 2004 Requirements (*Amended 5/11/01*)
Rule 2012 Requirements for Monitoring, Reporting, and Recordkeeping for Oxides of Nitrogen (NO_x) Emissions
 (*Amended 5/11/01*)

REGULATION XXX - TITLE V PERMITS

- Rule 3002 Requirements (*Amended 11/14/97*)
Rule 3003 Applications (*Amended 3/16/01*)

CALIFORNIA HEALTH AND SAFETY CODE § 41700

- 41700 Violation of General Limitations
41954 Compliance for Control of Gasoline Vapor Emissions
41960.2 Gasoline Vapor Recovery

DRAFT

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
General Counsel's Office**

July 2017 Settlement Penalty Report

Total Penalties

Civil Settlements:	\$1,595,650.97	(includes \$50,000 cash SEP)
SEP Value:	\$50,000.00	
MSPAP Settlements:	\$33,650.00	

Total Cash Settlements:	\$1,679,300.97
Total SEP Value:	\$50,000.00

Fiscal Year through 7 / 2017 Cash Total:	\$1,679,300.97
Fiscal Year through 7 / 2017 SEP Value Only Total:	\$50,000.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
Civil						
178452	888 HILGARD	1403	7/26/2017	ML	P60161	\$1,500.00
800196	AMERICAN AIRLINES INC	2012	7/18/2017	TRB	P54983	\$500.00
49111	BROWNING-FERRIS IND, SUNSHINE CANYON LANDFILL Hearing Board Case No. 3448-14	402, 41700	7/19/2017	NAS	P57748	\$1,344,000.97
		402, 41700			P57749	
		402, 41700			P60159	
		402, 41700			P61360	
		402, 41700			P61361	
		402, 41700			P61362	
		402, 41700			P61363	
		402, 41700			P61364	
		402, 41700			P61365	
		402, 41700			P61366	
		402, 41700			P61369	
		402, 41700			P61370	
		402, 41700			P61371	
		402, 41700			P61372	
		402, 41700			P61373	
		402, 41700			P61374	
		402, 41700			P61375	
		402, 41700			P61376	
		402, 41700			P61377	
		402, 41700			P61378	
		402, 41700			P61381	
		402, 41700			P61382	

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
Civil						
		402, 41700			P61383	
		402, 41700			P61385	
		402, 41700			P61386	
		402, 41700			P61387	
		402, 41700			P61388	
		402, 41700			P61389	
		402, 41700			P61390	
		402, 41700			P61393	
		402, 41700			P61394	
		402, 41700			P61395	
		402, 41700			P61396	
		402, 41700			P61397	
		402, 41700			P61398	
		402, 41700			P61399	
		402, 41700			P62600	
		402, 41700			P62601	
		402, 41700			P62602	
		402, 41700			P62603	
		402, 41700			P62604	
		402, 41700			P62605	
		402, 41700			P62606	
		402, 41700			P62607	
		402, 41700			P62608	
		402, 41700			P62609	
		402, 41700			P62610	
		402, 41700			P62611	
		402, 41700			P62613	

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
Civil						
		402, 41700			P62614	
		402, 41700			P62615	
		402, 41700			P62616	
		402, 41700			P62617	
		402, 41700			P62619	
		402, 41700			P62620	
		402, 41700			P62621	
		402, 41700			P62622	
		402, 41700			P62623	
		402, 41700			P62626	
		402, 41700			P62627	
		402, 41700			P62628	
		402, 41700			P62629	
		402, 41700			P62630	
		402, 41700			P62631	
		402, 41700			P62632	
		402, 41700			P62633	
		402, 41700			P62634	
		402, 41700			P62635	
		402, 41700			P62636	
		402, 41700			P62637	
		402, 41700			P62638	
		402, 41700			P62639	
		402, 41700			P62640	
		402, 41700			P62641	
		402, 41700			P62642	
		402, 41700			P62643	

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
Civil						
		402, 41700			P62647	
		402, 41700			P62648	
		402, 41700			P62649	
		402, 41700			P63350	
		402, 41700			P63356	
		402, 41700			P63357	
		402, 41700			P63358	
		402, 41700			P63361	
		402, 41700			P63362	
		402, 41700			P63363	
		402, 41700			P63364	
		402, 41700			P64565	
		402, 41700			P64702	
		402, 41700			P64703	
		402, 41700			P64704	
		402, 41700			P64705	
		402, 41700			P64706	
		402, 41700			P64707	
		402, 41700			P64708	
		402, 41700			P64709	
		402, 41700			P64710	
		402, 41700			P64711	
		402, 41700			P64712	
		402, 41700			P64713	
		402, 41700			P64714	
		402, 41700			P64716	
		402, 41700			P64718	

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
Civil						
		402, 41700			P64719	
		402, 41700			P64720	
		402, 41700			P64721	
		402, 41700			P64722	
		402, 41700			P64723	
		402, 41700			P64724	
		402, 41700			P64725	
		402, 41700			P64726	
		402, 41700			P64727	
		402, 41700			P64728	
		402, 41700			P64729	
		402, 41700			P64730	
		402, 41700			P64731	
		402, 41700			P64732	
		402, 41700			P64733	
		402, 41700			P64734	
		402, 41700			P64735	
		402, 41700			P64736	
		402, 41700			P64737	
		402, 41700			P64738	
		402, 41700			P64739	
		402, 41700			P64741	
		402, 41700			P64742	
		402, 41700			P64743	
		402, 41700			P64744	
		402, 41700			P64745	
		402, 41700			P64746	

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
Civil						
		402, 41700			P64747	
		402, 41700			P64748	
63180	DARLING INGREDIENTS INC.	2004(f)(1)	7/5/2017	TRB	P56339	\$7,500.00
		2004(f)(1)			P56340	
178692	DISCOVERY CUBE LOS ANGELES	203 (a), 222, 1415	7/5/2017	NSF	P60868	\$3,000.00
		203 (a), 222, 1415			P60871	
153033	GEORGIA-PACIFIC CORRUGATED LLC	2004	7/5/2017	VKT	P62057	\$3,000.00
171204	HASHIM SAYEED	203 (b)	7/11/2017	TRB	P58292	\$21,000.00
		203 (b)			P58296	
122744	HELO CHEVRON Small Claims	461, 461(e)(2)(C)	7/12/2017	JS	P60077	\$900.00
		461, 461(e)(2)(C)			P60082	
131554	J2 GLOBAL COMMUNICATIONS INC. Los Angeles Superior Court Case No. BC657755	1470	7/24/2017	NAS	P59370	\$5,000.00
800429	KAISER FOUNDATION HOSPITAL	1146, 3002(c)(1)	7/25/2017	KCM	P62492	\$3,050.00
		3002(c)(1)			P62498	
170208	KND DEVELOPMENT 55, LLC DBA KINDRED HOSPITAL	1146.2	7/20/2017	NSF	P62018	\$84,000.00
		222, 1146.2			P64150	

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
Civil						
176952	MERCEDES_BENZ WEST COAST CAMPUS	2004	7/5/2017	SH	P60555	\$500.00
178222	OP TECH	1403	7/26/2017	ML	P60160	\$250.00
136	PRESS FORGE CO	2004(f)(1)	7/25/2017	TRB	P57867	\$10,000.00
158460	PRISTINE CLEANERS	203 (a)	7/20/2017	NSF	P60872	\$750.00
		203 (a)			P61306	
		203 (a)			P61307	
174342	SANTA FE LOFTS	203(a), 1470	7/13/2017	MJR	P59363	\$4,000.00
		203(a), 1470			P59364	
89731	SANTOSHI CORP, ALUM-A-COAT	1146.2	7/17/2017	TRB	P60523	\$2,500.00
105719	SNOW WHITE CLEANERS	203 (a), 1421	7/20/2017	JS	P62910	\$200.00
92231	SOUTH GATE CITY	461	7/19/2017	MJR	P63504	\$2,000.00
174655	TESORO REFINING & MARKETING CO, LLC	3002(c)(1)	7/26/2017	NSF	P45972	\$80,000.00
800436	TESORO REFINING AND MARKETING CO	401(b)(1)(B), 1118			P58227	
		3002(c)(1)				
181943	THE PAVILION AT SUNNY HILLS	203 (a), 222		NAS	P60680	\$13,000.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
Civil						
		203 (a), 222			P60681	
3337	UNION PACIFIC RAILROAD	1155, 1470 203 (b), 401, 461	7/17/2017	TRB	P62372	\$9,000.00

Total Civil Settlements: \$1,595,650.97

Settlements Including SEP:

99119	INTERPLASTIC CORP Cash \$50,000; SEP: \$50,000 Voluntary VOC emission reduction project to connect the facility's dicyclopentadiene (DCPD) tank and unloading facilities to a vapor control system.	203(b), 1147	7/24/2017	NAS	P60264	\$100,000.00
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Total Settlements including SEP: \$100,000.00

MSPAP Settlements:

147767	AG SEAL BEACH, LLC	203	7/6/2017	JS	P64216	\$1,650.00
158101	ALFITRANO CLEANERS	203 (a)	7/26/2017	JS	P63756	\$750.00
175151	BILABOB, INC.	461, 41960.2	7/13/2017	JS	P65705	\$550.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
Civil						
96962	BRAGG INVESTMENT CO INC,BRAGG CRANE SVC.	461	7/13/2017	JS	P64018	\$825.00
75320	BURBANK GLENDALE PAS. AIRPORT AUTHORITY	203 (b), 461 461 (e) (2)	7/26/2017	JS	P62499	\$3,300.00
184271	C G LANDSCAPE INC	203(a)	7/6/2017	JS	P65651	\$550.00
140400	CITY OF RANCHO CUCAMONGA	1470	7/6/2017	TF	P63958	\$450.00
87998	DYE TECHNIQUE/ST. JOHN KNITS DBA	1146		GV	P64070	\$1,900.00
94998	GAGE CANAL COMPANY	1110.2	7/6/2017	GC	P64161	\$1,225.00
170730	LYON'S SERVICE	203	7/6/2017	TCF	P64911	\$400.00
171863	NIKKU ENTERPRISES	461	7/13/2017	TF	P64966	\$275.00
184122	ONESTOP SHOPPE	203	7/13/2017	TF	P63223	\$1,000.00
180446	PASEA HOTEL AND SPA	222, 1415	7/13/2017	TF	P63860	\$1,400.00
172998	PASSPORT FOOD GROUP, LLC	202(a)	7/13/2017	TF	P59538	\$550.00
183953	S & L FOOTHILL GAS	461 (e) (2)	7/6/2017	GV	P65015	\$800.00
148736	SONU AND TONY CORPORATION, INC.	203(a), 203 (b), 461	7/6/2017	GV	P64667	\$1,100.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
Civil						
181526	STATE OF CALIFORNIA	203 (a)	7/26/2017	GV	P64170	\$5,000.00
152044	TESORO SO COAST CO LLC, S KIM MAIN ST	461, 41960.2	7/13/2017	TF	P65701	\$550.00
94997	THE GAGE CANAL COMPANY	1110.2	7/6/2017	GC	P62036	\$2,600.00
95000	THE GAGE CANAL COMPANY	1110.2	7/6/2017	GC	P64162	\$1,225.00
94999	THE GAGE CANAL COMPANY	1110.2	7/6/2017	GC	P62037	\$1,225.00
94996	THE GAGE CANAL COMPANY	1110.2	7/6/2017	GC	P62038	\$1,225.00
183928	UPPER SAN GABRIEL VALLEY MUNICIPAL WATER	201, 203 (a), 1470	7/6/2017	GV	P64127	\$2,100.00
178589	WOODLAND HILLS 76	461, 41960	7/6/2017	GV	P64908	\$2,000.00
178589	WOODLAND HILLS 76	203(a), 461(c)(2)(B), 41954 41960.2	7/13/2017	GV	P61284	\$1,000.00
Total MSPAP Settlements: \$33,650.00						

DRAFT

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
General Counsel's Office**

August 2017 Settlement Penalty Report

Total Penalties

Civil Settlements:	\$271,275.00 (includes \$23,000 cash SEP)
SEP Value:	\$1,000,000.00
Self-Reported Settlements:	\$2,350.00
MSPAP Settlements:	\$33,575.00
 Total Cash Settlements:	 \$307,200.00
Total SEP Value:	\$1,000,000.00
 Fiscal Year through 8 / 2017 Cash Total:	 \$1,986,500.97
Fiscal Year through 8 / 2017 SEP Value Only Total:	\$1,050,000.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
Civil Settlements						
173008	AMERICAN PREMIUM GASOLINE	203 (b) 41954, 41960.2 461(e)(2), 461(c), 461(c)(2)(B)	8/16/2017	TRB	P64269	\$1,925.00
800205	BANK OF AMERICA NT & SA, BREA CENTER	2012	8/10/2017	SH	P59270	\$750.00
138689	CALTRANS DISTRICT 7 HEADQUARTERS	203(b), 1146.1	8/17/2017	DH	P64119	\$6,100.00
1744	KIRKHILL - TA COMPANY	2004(f)(1) 3002(c)(1), 3003 3002(c)(1)	8/16/2017	DH	P64459 P64462	\$16,000.00
182503	MSE TECHNOLOGIES, LLC	442	8/15/2017	NSF	P62909	\$150,000.00
12428	NEW NGC, INC.	2004 3002(c)(1) 2012	8/17/2017	SH	P14152 P59272 P60268	\$3,500.00
160499	NIETO'S STATION LA Superior Court Case No. BC662815	203(b), 461(c)(2)(B) 203 (b) 461(c)(2)(B)	8/10/2017	NAS	P59344 P60808	\$4,200.00
113329	ONE HUNDRED TOWERS LLC, CENTURY PLAZA	1415, 1146, 1470 1146	8/10/2017	SH	P60661 P60664	\$12,500.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
173108	SILVER CREEK INDUSTRIES, INC	3002(c)(1)	8/17/2017	MJR	P64151	\$2,500.00
		3002(c)(1)	8/10/2017		P64166	
43201	SNOW SUMMIT INC	2004(f)(1)	8/7/2017	NAS	P59271	\$5,000.00
		3002(c)(1)				
		2004, 3002			P64355	
120801	STARR SURGICAL CO	203(b), 1470	8/7/2017	NSF	P60526	\$30,000.00
19390	SULLY-MILLER CONTRACTING CO.	2004	8/8/2017	TRB	P52199	\$6,000.00
		2004			P60565	
129497	THUMS LONG BEACH CO	2004	8/1/2017	TRB	P57076	\$5,000.00
14966	U S GOV'T, V A MEDICAL CENTER, WEST L A	3003	8/2/2017	DH	P62914	\$500.00
14966	VA GREATER LOS ANGELES HEALTHCARE SYS	3002	8/2/2017	DH	P62915	\$4,300.00

Total Civil Settlements: \$248,275.00

Settlements including SEP

346	FRITO-LAY, INC.	2004	8/23/2017	BTG	P57646	\$1,023,000.00
	Cash: \$23,000; SEP: \$1,000,000.00	2004(f)(1)				
	Facility shall remove six heavy diesel powered tractors	2012				
	and acquire ten heavy duty tractors powered with	3002(c)(1)				
	compressed tractors.					

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
Total Settlements including SEP: \$1,023,000.00						
Self-Reported Settlements						
52879	EASTERN MUNICIPAL WATER DISTRICT		8/10/2017	KCM		\$2,350.00
Total Self-Reported Settlements: \$2,350.00						
MSPAP Settlements						
117466	3 SISTERS TRUCK STOP	461, 461 (e) (1) 461, 461 (e) (1)	8/10/2017	GV	P63134	\$1,800.00
117466	3 SISTERS TRUCK STOP	461, 461 (e) (1)	8/10/2017	GV	P63134	\$1,700.00
139314	ABACUS POWDER COATING	1147 201	8/2/2017	JS	P60536	\$2,200.00
170052	AL ZAHRAA GAS & MART	461, 41960.2	8/16/2017	JS	P65453	\$900.00
149405	ANDERSON CHARNEKY STRUCTURAL STEEL, INC	203	8/2/2017	JS	P64364	\$1,600.00
173011	ARMORCAST PRODUCTS CO	203 (a) 203 (b)	8/10/2017	JS	P65508	\$1,260.00
32619	BANNING CITY	461	8/2/2017	JS	P64361	\$450.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
184189	BERNARDS	403.1 403.1	8/10/2017	JS	P64754 P64755	\$1,100.00
45063	BIG BEAR AREA REGIONAL WASTEWATER	1110.2	8/10/2017	JS	P63252	\$825.00
180736	BILLION AIR AVIATION	461 (e) (1)	8/10/2017	JS	P60537	\$330.00
181506	BROOKDALE CHERRY HILLS	203 (a) 222	8/2/2017	JS	P59682	\$2,000.00
168982	CITY OF BUENA PARK, POLICE FUELS	461	8/2/2017	JS	P63911	\$410.00
137244	CLEMENT- PAPPAS CA INC	1146	8/2/2017	JS	P59541	\$675.00
96326	COUNTY OF RIVERSIDE REGIONAL MEDICAL CTR	1146	8/2/2017	TF	P64359	\$3,000.00
163177	FLEETWOOD HOMES, INC.	3002(c)(1) 3003	8/10/2017	GC	P64168	\$1,275.00
145966	G&M OIL COMPANY #144	461	8/16/2017	GC	P65010	\$2,300.00
155202	GORDON RHYS TILLEY, DBA RHYS TILLEY'S 76	203	8/16/2017	GV	P64912	\$400.00
180250	MARTINA MOBIL/EN&M GROUP INC	461, 41960.2	8/2/2017	GC	P64333	\$600.00
184081	NEW LIFE AUTO COLLISION	203	8/16/2017	TF	P64230	\$250.00
135904	ORANGE COUNTY FIRE AUTHORITY-RFOTC	203 (b)	8/10/2017	TF	P63606	\$6,300.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
85943	SIERRA ALUMINUM COMPANY	2012(e)(2)(B)	8/10/2017	GV	P61736	\$1,800.00
9720	STILES ANIMAL REMOVAL INC	402 41700	8/16/2017	GV	P59540	\$2,000.00
32315	USDA FOREST SERVICE	461	8/10/2017	GV	P62175	\$400.00

Total MSPAP Settlements: \$33,575.00

 [Back to Agenda](#)

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 29

REPORT: Technology Committee

SYNOPSIS: The Technology Committee held a meeting on Friday, September 15, 2017. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Joe Buscaino, Chair
Technology Committee

MMM:pmk

Committee Members

Present: Council Member Joe Buscaino/Chair (videoconference),
Supervisor Sheila Kuehl/Vice Chair, Mayor Pro Tem Larry McCallon,
and Council Member Dwight Robinson

Absent: Council Member Judith Mitchell and Supervisor Janice Rutherford

Call to Order

Chair Buscaino called the meeting to order at 12:05 p.m.

ACTION ITEMS:

There being no objection, the Committee took Agenda Items #1, 2, 3, 5, and 7 on consent. On the motion of Kuehl, seconded by McCallon, the Committee unanimously approved Agenda Items #1, 2, 3, 5, and 7.

Ayes: Buscaino, Kuehl, McCallon, and Robinson
Noes: None
Absent: Mitchell and Rutherford

1. Execute Contracts to Implement Advanced Building Energy Management Projects

In November 2016, the CEC released two competitive solicitations to fund efficiency projects using pre-commercial technologies and advanced renewable energy coupled with battery storage. During CEC's open solicitation process, staff was approached by two firms, Willdan Energy Solutions and Advanced Microgrid Solutions, to utilize the SCAQMD building as a site for their proposed energy projects. CEC subsequently awarded Willdan Energy Solutions \$3,994,265 for pre-commercial efficiency projects; and Advanced Microgrid Solutions \$2,731,862 for advanced renewable energy with a battery storage project. This action is to execute contracts with Willdan Energy Solutions in an amount not to exceed \$2,293,645 from the Infrastructure Improvement Fund (02) and Advanced Microgrid Solutions for a 20-year power efficiency agreement.

On the motion of Robinson, seconded by McCallon, the Committee agreed to reconsider Item #1.

Ayes: Buscaino, Kuehl, McCallon, and Robinson
Noes: None
Absent: Mitchell and Rutherford

Staff explained that additional language needs to be included in the recommended action for Advanced Microgrid Solutions. This action is to execute a contract with Advanced Microgrid Solutions for a 20-year power efficiency agreement at a cost not to exceed 75 per cent of the shared savings from the annual reduction in utilities expense from District General Fund (01) and up to \$600,000 from the California Public Utility Commission's Self-Generation Incentive Program, if awarded to SCAQMD.

Mayor Pro Tem McCallon inquired why the utility cost savings from the Advanced MicroGrid project would not all go back to the SCAQMD. Staff responded that the project costs were higher than the CEC and SGIP award.

Moved by Kuehl; seconded by McCallon.

Ayes: Buscaino, Kuehl, McCallon, and Robinson
Noes: None
Absent: Mitchell and Rutherford

2. Recognize and Transfer Funds, Execute and Amend Agreements for Installation and Maintenance of Air Filtration Systems, and Reimburse General Fund for Administrative Costs

U.S. EPA Region 9 and Wal-Mart Transportation, LLC, as well as CARB and Murillo's Trucking are executing Supplemental Environmental Project (SEP) agreements to install and maintain air filtration systems in the South Coast region with SCAQMD to act as the SEP implementer. There are also unspent TraPac project funds that can be utilized towards replacement filters for schools. These actions are to recognize up to \$300,000 from Wal-Mart and \$27,000 from Murillo's Trucking into the Air Filtration Fund (75), transfer the same amount as a temporary loan from the Clean Fuels Fund (31) to the Air Filtration Fund (75), and execute agreements with Wal-Mart and Murillo Trucking. These actions are to also execute contracts with IQAir North America for installation of air filtration systems in amounts not to exceed \$285,000 and \$25,650 respectively, and reimburse the General Fund for administrative costs up to \$16,350 from the Air Filtration Fund (75), as well as to amend a contract with IQAir North America to add \$468,838 from the TraPac Air Filtration Fund (52).

3. Amend Award to Develop and Demonstrate Electric School Buses with Vehicle-to-Grid Capability

In March 2017, the Board approved an award to Blue Bird Body Company, Inc., (Blue Bird) to develop, manufacture and demonstrate electric school buses. Blue Bird had proposed to use a specific technology partner (TransPower) as their component supplier and integrator, but subsequent to Board approval, Blue Bird decided to use a different technology partner for the project. Blue Bird's component supplier and integrators will now be Efficient Drivetrain, Inc., and Adomani, Inc. DOE has approved this change. This action is to amend the award with Blue Bird noting the change in technology partners, for the development, manufacture and demonstration of electric school buses with vehicle-to-grid capability.

4. Execute Contract to Assess Air Quality and Greenhouse Gas Impacts of Microgrid-Based Electricity System

California has set a goal of installing 12,000 megawatts of distributed generation in the state by 2020 to reduce criteria pollutant and greenhouse gas emissions from the electricity and transportation sectors. Microgrids allow local management of energy resources and loads, which will more easily allow electrification of transportation. The University of California Irvine (UCI) through its Advanced Power and Energy Program proposes to perform three projects to evaluate air quality and greenhouse gas impacts. These projects will focus on potential fuel cell technology applications for industrial operations and petroleum refineries, assess impacts of renewable hydrogen blending in existing natural gas infrastructure and equipment, and compare economic performance of a fuel cell and battery-electric bus operating in a

microgrid. This action is to execute a contract with UCI in an amount not to exceed \$660,000 from the Clean Fuels Fund (31).

Moved by Robinson; seconded by McCallon; unanimously approved.

5. Issue Program Announcement for School Bus Replacements

Since 2001, the SCAQMD has replaced over 1,600 pre-1994 publicly owned school buses and retrofitted nearly 3,400 school buses. The Carl Moyer AB 923 funds can be utilized for replacement and retrofit of school buses. This action is to issue a Program Announcement to replace pre-1994 school buses owned by public school districts with new alternative fuel buses.

6. Recognize Revenue, Execute Contracts for Electric Yard Tractor Replacements, Transfer Funds, Reimburse General Fund for Administrative Costs, and Issue Program Announcement for Commercial Lawn and Garden Equipment Exchange Program

In March 2017, SCAQMD was awarded \$4,954,500 from U.S. EPA's 2016 Targeted Air Shed Program for electric yard tractor replacements and a Commercial Electric Lawn and Garden Equipment Exchange Program. This action is to recognize revenue up to \$4,954,500 from U.S. EPA for these two projects and issue a Program Announcement to solicit proposals from manufacturers or suppliers for replacement of older commercial lawn and garden equipment with zero emission, battery-electric commercial grade equipment. This action is also to recognize up to \$312,500 and \$187,500 from the Port of Los Angeles and Port of Long Beach, respectively, into the Advanced Technology, Outreach and Education Fund (17), transfer \$500,000 as a temporary loan and \$442,750 for SCAQMD's cost share from the Clean Fuels Program Fund (31) into the Advanced Technology, Outreach and Education Fund (17), and execute contracts for electric yard tractor replacements in an amount not to exceed \$3,360,000 from the Advanced Technology, Outreach and Education Fund (17). Finally, this action will also reimburse the General Fund for administrative costs up to \$60,000 for the electric yard tractor replacements project.

Council Member Buscaino asked how the SCAQMD will conduct outreach in Environmental Justice (EJ) areas. Staff responded that the outreach plan has not yet been developed, but at this time we require each award recipient to have at least one distribution center in each of the four counties within the SCAQMD jurisdiction and preferably in an EJ area. Staff will report back to the Committee as plans to promote these programs become more final.

Moved by McCallon; seconded by Robinson; unanimously approved.

7. Issue, and If Necessary Re-Issue, Program Announcement for the Replacement of Heavy-Duty Diesel Trucks and Authorize Execution of Contracts Under Proposition 1B-Goods Movement

Under the fifth year and final funding cycle of the Proposition 1B-Goods Movement Program, the SCAQMD has twice issued program announcements for the replacement of heavy-duty diesel trucks and transport refrigeration units with zero and near-zero emission technologies. Although the Program was initially oversubscribed, due to the commercial unavailability of some technologies, various award recipients have decided or may decide not to move forward with their project based on their evolving business needs. As a result, there are available funds that need to be committed. CARB has agreed that air districts solicit projects for heavy-duty trucks for the undersubscribed amount and execute contracts until funds are exhausted. This action is to issue, and if necessary re-issue, a Program Announcement for the replacement of heavy-duty diesel trucks and authorize the Executive Officer to execute contracts for eligible projects approved by CARB, until any returned and remaining funds under the “Year 5” grant of the Proposition 1B-Goods Movement Program Fund (81) are exhausted.

OTHER MATTERS:

8. Other Business

There was no other business.

9. Public Comments

There were no public comments.

10. Next Meeting Date

The next regular Technology Committee meeting is scheduled for Friday, October 20, 2017 at noon.

11. Adjournment

The meeting adjourned at 12:29 p.m.

Attachment

Attendance Record

ATTACHMENT

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT TECHNOLOGY COMMITTEE MEETING

Attendance – September 15, 2017

Council Member Joe Buscaino (via videoconference)	SCAQMD Board Member
Supervisor Sheila Kuehl	SCAQMD Board Member
Mayor ProTem Larry McCallon	SCAQMD Board Member
Council Member Dwight Robinson	SCAQMD Board Member
Mark Abramowitz	Board Consultant (Lyou)
David Czamanske	Board Consultant (Cacciotti)
Jacob Haik	Board Consultant (Buscaino)
Ron Ketcham	Board Consultant (McCallon)
Diane Moss	Board Consultant (Kuehl)
Andrew Silva	Board Consultant (Rutherford)
Susan Stark	Andeavor
Al Baez	SCAQMD Staff
Naveen Berry	SCAQMD Staff
Tribrina Brown	SCQAMD Staff
Brian Choe	SCAQMD Staff
Nancy Cole	SCAQMD Staff
Jennifer De La Loza	SCAQMD Staff
Kelly Trainor Gamino	SCAQMD Staff
Seungbum Ha	SCAQMD Staff
Joseph Impullitti	SCAQMD Staff
Aaron Katzenstein	SCAQMD Staff
Pat Krayser	SCAQMD Staff
Patricia Kwon	SCAQMD Staff
Joseph Lopat	SCAQMD Staff
Jason Low	SCAQMD Staff
Fred Minassian	SCAQMD Staff
Matt Miyasato	SCAQMD Staff
Mike O'Kelly	SCAQMD Staff
John Olvera	SCAQMD Staff
Robert Paud	SCAQMD Staff
Laki Tisopulos	SCAQMD Staff
Veera Tyagi	SCAQMD Staff
Donna Vernon	SCAQMD Staff
Mei Wang	SCAQMD Staff
Kim White	SCAQMD Staff
Vicki White	SCAQMD Staff
Jill Whynot	SCAQMD Staff
Vasken Yardemian	SCAQMD Staff

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 30

REPORT: Mobile Source Air Pollution Reduction Review Committee

SYNOPSIS: Below is a summary of key issues addressed at the MSRC's meeting on September 21, 2017. The next meeting is scheduled for Thursday, October 19, 2017, at 2:00 p.m., in Conference Room CC8.

RECOMMENDED ACTION:
Receive and file.

Fred Minassian
SCAQMD Liaison to MSRC

MMM:FM:psc

Meeting Minutes Approved

The MSRC unanimously approved the minutes of the June 15 and August 17, 2017 meetings. Those approved minutes are attached for your information (*Attachments 1 & 2*).

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 solicits applications from qualifying major event centers and/or transportation providers to provide transportation service for venues not currently served by sufficient transportation service. To date, the MSRC has awarded a total of \$1,437,494. The MSRC considered recommendations concerning two additional applications submitted by Southern California Regional Rail Authority (Metrolink).

Metrolink requested the MSRC to consider an award of \$351,186 to provide special train service to the Los Angeles Memorial Coliseum for the 2017-18 and 2018-19 professional football seasons. Service would be provided on the Orange County, San Bernardino, Antelope Valley and 91/Perris Valley Lines. In 2017, the service will utilize Tier 4 locomotives if available, but will utilize Tier 2 locomotives if the Tier 4 locomotives are not available. In 2018 and beyond, the service would be required to utilize Tier 4 locomotives. Metrolink and its participating member agencies would

contribute at least \$385,000 in marketing and advertising co-funding. The MSRC approved a contract award to Metrolink in an amount not to exceed \$351,186 as part of the FYs 2016-18 Work Program for the “Football Trains” service.

In addition, Metrolink requested the MSRC to consider an award of \$239,565 to provide special train service to the Festival of Lights in downtown Riverside. Service would be provided on the 91/Perris Valley (two routes) and Inland Empire/Orange County lines, Friday and Saturday nights from November 24 through December 16, 2017. The service will utilize Tier 4 locomotives if available, but will utilize Tier 2 locomotives if the Tier 4 locomotives are not available. Metrolink and its partners are committed to provide at least \$360,435 in operations, marketing, advertising and station support co-funding. The MSRC approved a contract award to Metrolink in an amount not to exceed \$239,565 as part of the FYs 2016-18 Work Program for the Festival of Lights special train service. These contract awards will be considered by the SCAQMD Board at its October 6, 2017 meeting.

FYs 2016-18 Natural Gas Infrastructure Program

The MSRC approved release of Program Announcement #PA2017-07 under the FYs 2016-18 Work Program. The Program Announcement, with a targeted funding level of \$4.0 million, provides funds for new and expanded natural gas stations, as well as for the upgrade of existing vehicle maintenance facilities and technician training. Stations will be eligible for up to 50 percent of station capital equipment, site construction, signage, and reasonable project management costs, not to exceed the specified maximum award amounts. The maximum MSRC funding per project varies from \$100,000 to \$275,000 depending upon whether the applicant is a public or private entity, the accessibility level of the proposed project, and the number of fuels offered. Additionally, projects may be eligible for a \$100,000 bonus if they commit to use at least 50% renewable natural gas for a minimum of five years. The RFP includes an open application period commencing with its release on June 2, 2017, and closing June 30, 2018. To date, the MSRC has awarded a total of \$82,500. The MSRC considered recommendations concerning an additional application submitted by the City of Hermosa Beach. The MSRC approved a contract award to the City of Hermosa Beach in an amount not to exceed \$36,000 for the installation of a new, limited-access slow-fill CNG station as part of the FYs 2016-18 Work Program. This contract award will be considered by the SCAQMD Board at its October 6, 2017 meeting.

FYs 2012-14 Local Government Partnership Program

In April 2014, the MSRC approved an award to the City of Duarte in an amount not to exceed \$60,000 for the purchase of two new CNG buses. The City has subsequently determined that they would prefer to purchase electric buses instead. The purchase of heavy-duty electric vehicles was an eligible project type under the FYs 2012-14 Local Government Match Program. There would be greater emissions reductions associated with the project, for the same funding amount. The MSRC considered and approved the

City's requested substitution of the purchase of two electric buses. This contract award will be considered by the SCAQMD Board at its October 6, 2017 meeting.

Contract Modification Requests

The MSRC considered four contract modification requests and took the following actions:

1. City of Newport Beach, Contract #ML11045, which provides \$30,000 to Purchase One Heavy-Duty Natural Gas Vehicle, a 7-month extension;
2. City of Corona, Contract #ML14019, which provides \$178,263 to Install Electric Vehicle Charging and Bicycle infrastructure, a 5-month term extension;
3. City of Duarte, Contract #ML14067, which provides \$60,000 to Purchase Two Heavy-Duty Natural Gas Vehicles, a modified statement of work and 17-month extension to substitute the purchase of electric buses for natural gas buses; and
4. City of Moreno Valley, Contract #ML14061, which provides \$20,000 to Install Electric Vehicle Charging, a 24-month extension.

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 July 27, 2017 through August 30, 2017 is attached (*Attachment 3*) for your information.

Attachments

Attachment 1 – Approved June 15, 2017 Meeting Minutes

Attachment 2 – Approved August 17, 2017 Meeting Minutes

Attachment 2 – July 27 through August 30, 2017 Contracts Administrator's Report



MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE
THURSDAY, JUNE 15, 2017 MEETING MINUTES
21865 Copley Drive, Diamond Bar, CA 91765 - Conference Room CC-8

MEMBERS PRESENT:

Ben Benoit, representing SCAQMD
Jack Kitowski, representing California Air Resources Board
Michele Martinez, representing SCAG
Adam Rush (Alt.), representing RCTC
Steve Veres, representing LA County MTA (via v/c)
Greg Winterbottom, representing OCTA

MEMBERS ABSENT:

(Chair) Greg Pettis, representing RCTC
(Vice Chair) Larry McCallon, representing SBCTA
Dolores Roybal Saltarelli, representing Regional Rideshare Agency

MSRC-TAC MEMBERS PRESENT:

MSRC-TAC Chair Gretchen Hardison, City of Los Angeles (via v/c)
Rongsheng Luo, SCAG
John Kato, CEC

OTHERS PRESENT:

Lauren Dunlap, SoCalGas
Ric Teano, OCTA

SCAQMD STAFF & CONTRACTORS

Leah Alfaro, MSRC Contracts Assistant
Penny Shaw Cedillo, MSRC Administrative Liaison
Ray Gorski, MSRC Technical Advisor-Contractor
John Kampa, Financial Analyst
Christina Kusnandar, Contracts Assistant
Megan Lorenz, Principal Deputy District Counsel
Matt MacKenzie, MSRC Contracts Assistant
Ana Ponce, Senior Administrative Secretary
Cynthia Ravenstein, MSRC Contracts Administrator
Veera Tyagi, Principal Deputy District Counsel
Donna Vernon, Secretary
Vicki White, Technology Implementation Manager

CALL TO ORDER

- Call to Order

MSRC Member Greg Winterbottom chaired the meeting in the absence of MSRC Chair Greg Pettis and MSRC Vice Chair Larry McCallon. Mr. Winterbottom called to order at 2:04 p.m.

Roll call was taken at the start of the meeting. The following members and alternates were present: BENOIT, MARTINEZ, RUSH, VERES, WINTERBOTTOM.

[MSRC Member Jack Kitowski arrived at 2:05 p.m.]

- Opening Comments

MSRC Member Michele Martinez announced that SCAG has received national recognition from the Federal Highway Administration for the Go Human Program including the local agency events that were generously supported through the partnership of the MSRC. Because we entered into this partnership, we were recognized by the FHWA for the Go Human Program.

STATUS REPORT

Copies of the Clean Transportation Policy Update were distributed at the meeting.

CONSENT CALENDAR (Items 1 through 7)**Receive and Approve Items****Agenda Item #1 – Minutes of the May 18, 2017 MSRC Meetings**

The minutes of the May 18, 2017 MSRC meeting were not yet ready and therefore, were pulled from the agenda.

Agenda Item #2 – Summary of Final Reports by MSRC Contractors

The MSRC received and approved four final report summaries this month, as follows:

1. Upland Unified School District, Contract #MS14053, which provided \$175,000 for the expansion of existing CNG infrastructure;
2. CR&R Inc., Contract #MS14080, which provided \$200,000 for the expansion of existing CNG infrastructure/maintenance facility modifications;
3. CR&R Inc., Contract #MS14081, which provided \$175,000 for the expansion of existing CNG infrastructure/maintenance facility modifications; and
4. Riverside Transit Agency, Contract #MS16116, which provided \$10,000 to repower one transit bus.

MSRC Member Jack Kitowski indicated that he was interested in having discussion on Item #2 - CR&R Inc. project. I'm supportive but I'm interested in getting more information. It looks like we were expanding CNG infrastructure which is a pretty conventional thing but it was part of an

RNG project, in which renewable natural gas is not that common in the state. Is there any information on how we get more of those? Are there ways to encourage more of those? When we say renewable natural gas most of that is renewable natural gas made out of state and we're buying a credit but not actually making it but here's one where it is actually happening and that's a good thing. Ray Gorski, MSRC Technical Advisor, stated that the MSRC has worked with CR&R as well as with our partner, the South Coast AQMD, to help pull together the necessary monies to get the biodigester for the CR&R station completed and now it's pumping, mostly into their own fleet. What the MSRC has done recently is offer additional money for stations that utilize renewable natural gas, but if you'd like us to do an investigation of other opportunities to have renewable natural gas generated within the geographic region of the South Coast District, we can certainly find out who's intending to do it and find out if any barriers exist from a cost perspective to help expedite that process. There is still a fairly significant amount of money in your overall Work Program.

Mr. Kitowski stated this is not my area at the Air Resources Board but I certainly know the CEC has a strong interest in that; there's effort going on at the statewide level. There's a short-lived climate pollutants plan which talks about capturing some of these methane emissions and having in-state generation. There's an active interest in making sure we have ability to monetize the low carbon fuel standard credit and make sure folks take advantage of that and figuring out ways, as well, to streamline the injection into the pipeline. All of those things are kind of going on but I don't know enough to know whether the MSRC funds might be strategic in filling some gaps and help these programs along. MSRC Member Ben Benoit added our Chair is actually working on another project in the LA area that he has brought up a couple of times at the Board meetings, another renewable natural gas program. I believe it's more of a waste recovery/sewage recovery type of plant and I've heard from CR&R that there are at least 3 or 4 of the waste haulers looking to replicate what CR&R has done. I've heard there is a lot of activity in that front. I think a lot of those are within the District.

Mr. Gorski asked Vicki White, the Implementation Manager, if she was aware of any of the other efforts within the South Coast Technology Advancement arena that would increase renewable natural gas generation within the South Coast Air District. Ms. White responded not under any of the major incentive programs, namely Moyer or Prop 1B. They have not made that a requirement but, of course, you know a condition of any GGRF funds coming our way will probably have that requirement in it. Veera Tyagi, Principal Deputy District Counsel, added there is a settlement fund that has a program. SoCalGas handled it.

Mr. Gorski added that staff will put together that information and make sure to report back; it can be at your next meeting. At the end of today's meeting, there's going to be a recommendation to not have a July meeting because the SCAQMD Governing Board is dark in August. Items that the MSRC would take as an action in July would have to wait until September anyway.

ON MOTION BY MSRC MEMBER JACK KITOWSKI AND SECONDED BY MSRC MEMBER BEN BENOIT, UNDER APPROVAL OF CONSENT CALENDAR ITEM #2, THE MSRC APPROVED THE FINAL REPORTS LISTED ABOVE.

AYES: BENOIT, KITOWSKI, MARTINEZ, VERES, WINTERBOTTOM, RUSH.

NOES: NONE

ACTION: MSRC staff will file the final reports and release any retention on the contracts.

Receive and File Items**Agenda Item #3 – MSRC Contracts Administrator’s Report**

The MSRC AB 2766 Contracts Administrator’s Report for March 30 through May 31, 2017 was included in the agenda package.

ON MOTION BY MSRC MEMBER BEN BENOIT AND SECONDED BY MSRC ALTERNATE ADAM RUSH, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #3 THROUGH #7, THE MSRC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE CONTRACTS ADMINISTRATOR’S REPORT FOR MARCH 30 THROUGH MAY 31, 2017.

AYES: BENOIT, KITOWSKI, MARTINEZ, VERES, WINTERBOTTOM, RUSH.

NOES: NONE.

ACTION: Staff will include the MSRC Contracts Administrator’s Report in the MSRC Committee Report for the July 7, 2017 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 May 31, 2017 was included in the agenda package.

ON MOTION BY MSRC MEMBER BEN BENOIT AND SECONDED BY MSRC ALTERNATE ADAM RUSH, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #3 THROUGH #7, THE MSRC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE FINANCIAL REPORT FOR MAY, 2017.

AYES: BENOIT, KITOWSKI, MARTINEZ, VERES, WINTERBOTTOM, RUSH.

NOES: NONE.

ACTION: No further action is required.

For Approval – As Recommended**Agenda Item #5 – Consider Seven-Month Term Extension to City of South Pasadena, Contract #ML14066 (\$142,096 – Bicycle Trail Improvements)**

The City requests a seven-month term extension due to delays involved in identifying additional funding. The City has now identified sufficient funding. The MSRC-TAC unanimously recommended approval.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC ALTERNATE ADAM RUSH, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #3 THROUGH #7, THE MSRC UNANIMOUSLY VOTED TO APPROVE A 7-MONTH TERM EXTENSION TO THE CITY OF SOUTH PASADENA, CONTRACT #ML14066.

AYES: BENOIT, KITOWSKI, MARTINEZ, VERES, WINTERBOTTOM, RUSH.

NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

Agenda Item #6 – Consider Reduced Scope and Value and One-Year Term Extension to City of Indio, Contract #ML11020 (\$30,000 – Retrofit On-Road Vehicle and Repower Off-Road Vehicle)

The City requests a one-year term extension due to delays associated with obtaining verification data for the retrofit device. Additionally, the City has reported that they are unable to complete the repower portion of the project. This modification would remove tasks and funding associated with the repower. The MSRC-TAC unanimously recommended approval.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC ALTERNATE ADAM RUSH, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #3 THROUGH #7, THE MSRC UNANIMOUSLY VOTED TO APPROVE A ONE-YEAR TERM EXTENSION TO CITY OF INDIO, CONTRACT #ML11020, AS WELL AS TO REMOVE TASKS AND FUNDING ASSOCIATED WITH THE REPOWER PORTION OF THE PROJECT.

AYES: BENOIT, KITOWSKI, MARTINEZ, VERES, WINTERBOTTOM, RUSH.

NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

Agenda Item #7 – Consider Modified Statement of Work and Reallocation of Costs Between Tasks to City of Cathedral City, Contract #ML14072 (\$136,000 – Purchase Vehicles, Install Electric Vehicle Charging & Bike Racks, and Conduct Bicycle Education Campaign)

The City of Cathedral City realized cost savings in the implementation of their bicycle education campaign by partnering with other agencies. The City requests to utilize the savings to purchase bikes and bike safety kits to be given away at events as part of a bicycle incentive program. Additionally, Contract #ML14072 allocated \$23,000 for bicycle education and \$18,000 for bike racks, while the City had proposed \$21,000 for education and \$20,000 for racks. This modification would also correct those allocations in the contract, with no change to the overall contract value. The MSRC-TAC unanimously recommended approval.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC ALTERNATE ADAM RUSH, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #3 THROUGH #7, THE MSRC UNANIMOUSLY VOTED TO APPROVE THE MODIFIED STATEMENT OF WORK FOR THE CITY OF CATHEDRAL CITY, CONTRACT # ML14072, AND TO CORRECT THE ALLOCATIONS IN THE CONTRACT, WITH NO CHANGE TO THE OVERALL CONTRACT VALUE. AYES: BENOIT, KITOWSKI, MARTINEZ, VERES, WINTERBOTTOM, RUSH.

NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

ACTION CALENDAR (Items 8 and 9)**Agenda Item #8 – Consider FY 2017-18 Administrative Budget**

John Kampa, Financial Analyst, reported on this item. For just a little background on the Administrative Budget, it is capped at 6.25% of revenues received within a fiscal year. Unspent administrative expenditures are not rolled into the next fiscal year. Based on current trends, revenue is projected to be \$16.25M in 2017-18, which gives a projected cap of \$1,012,500. The estimated administrative expenditures for 2017-18, which is in the handout, is \$743,886, which is approximately \$268,614 under the cap. This request is nearly the same as it's been in previous years. There is a slight increase, due to staffing costs, of \$24,756. This can be attributed to increased retirement costs and salary increases based on the current labor agreement. The service and supply portion has not changed, but as we point out every year, 25% of the Technical Advisor's contract is included in the Administrative Budget; so when that comes forward in the next couple of months, any changes will be reflected at that point in time. This item has been unanimously recommended for approval by the TAC and the TAC Administrative Subcommittee.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC MEMBER MICHELE MARTINEZ, THE MSRC UNANIMOUSLY VOTED TO APPROVE THE FY 2017-18 ADMINISTRATIVE BUDGET.
AYES: BENOIT, KITOWSKI, MARTINEZ, RUSH, VERES, WINTERBOTTOM.
NOES: NONE.

ACTION: This item will be considered by the SCAQMD Board at its meeting on July 7, 2017.

FYs 2016-18 WORK PROGRAM**Agenda Item #9 – Consider Application Received under the Major Event Center Transportation Program**

Ray Gorski, MSRC Technical Advisor, presented this item. Under the MSRC Major Event Center Transportation Program, there are two separate applications that I would like to take separately because these are some issues that will need to be addressed on the second one from the City of Laguna Beach. The Anaheim Transportation Network (ATN) is proposing to offer shuttle service between five pickup locations within the Center City area of Anaheim and Anaheim Regional Transportation Intermodal Center. The major event center served is the Honda Center and the Angel Stadium. ATN is requesting funding for a total of two seasons in the amount of \$219,564. The pickup locations are listed on superpage 58. The vehicles that they will deploy to implement this service are BYD full-size transit buses, which are zero emission. They operate on battery electric power and are owned by ATN. They have committed to utilizing only these buses for this service. The number of events includes the National Hockey League season, as well as Angels Baseball. There will also be up to 15 other additional major events which could include concerts and other events that are held at those two stadium venues. This went through the Subcommittee and the TAC process. There were some questions asked regarding the overall cost of the program and all issues regarding cost, co-funding and some other outstanding issues have been fully resolved. The recommendation from the TAC is to approve this program in the amount of \$219,564.

MSRC Member Jack Kitowski thanked the MSRC for whatever role they had in making these the BYD buses. They will send a good image and impression and we'll get important information on how they're utilized there.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC ALTERNATE ADAM RUSH, THE MSRC UNANIMOUSLY VOTED TO APPROVE THE AWARD OF \$219,564 TO ANAHEIM TRANSPORTATION NETWORK FOR ADDITIONAL SHUTTLE SERVICE. AYES: BENOIT, KITOWSKI, MARTINEZ, RUSH, VERES, WINTERBOTTOM. NOES: NONE.

MSRC Alternate Adam Rush stated that Chair Pettis sent him an email with a letter he received from the City of Laguna Beach. Mr. Rush wanted to make sure it was received and on the record.

Mr. Gorski reported on this item. This was a proposal that was submitted by the City of Laguna Beach to implement the Summer Breeze service. This would provide shuttle service from a pickup location which is located near the intersection of State Highway 133 in Laguna Canyon Road; this is by the 405/133 interchange. This will provide shuttle service to the Festival of the Arts which is comprised of multiple venues within the City of Laguna Beach, specifically the Sawdust Festival, the Festival of the Arts, and the Pageant of the Masters. This would operate as a shuttle service. It would offer pick up at this location and then have pick up locations that would bring people back to the parking lot. The vehicles which are being recommended to implement the service are being supplied by OCTA. They're the 40-foot Cummins equipped natural gas transit buses. The City is requesting \$79,444 to implement this project. This went through the Subcommittee process, as well as the TAC deliberative process, and there are several issues that were identified in this project.

Some of the issues relate to meeting the minimum requirements that are stipulated in the Program Announcement, and the City was given the benefit of the doubt. The Program Announcement does have limits as to the requirement to have dedicated parking, which these venues technically do not have. There were also requirements to have a specific capacity at each of the venues, individually, and also have an average attendance at each of the venues that meet a minimum threshold. It was staff's belief that in some areas the project did fall short. However, the City requested that we view this, not as individual discrete venues, but as the Festival of Arts, combining all the venue capacity and attendance. It is important to say that your TAC members, during their deliberative process, did that. They gave the benefit of the doubt to the City of Laguna Beach that they did in fact meet the minimum requirement stipulated in the Program Announcement as it pertains to venue capacity and attendance. Where the issues came to light was when we went through the quantitative assessment of what the projected air quality benefits were for their project.

The project was implemented last year by the City of Laguna Beach and they were able to provide data on what the utilization of the service was. Last year the total number of boardings on their service was approximately 5,600. For the purpose of our quantitative of analysis we did assume an increase of approximately 50% because we understand that the City will be doing additional outreach and marketing to ensure that patrons for the Festival of Arts are aware of this shuttle service. The issue was that even with the projected increase in ridership, the air quality benefits were not a positive value, meaning that by implementing the service you will have potentially a net negative air quality benefit. It really comes down to two factors; one primary factor is that given the number of automobile trips that you are eliminating, the bus emissions tend to overwhelm that. There are too few cars offset to account for the emissions from the transit buses. These are 0.02 grams certified natural gas transit buses but they're operating approximately 10,000 miles during this service. If you look at the average occupancy of a vehicle which is attending one of these art festival events, very few will have a single occupant, most will carpool

when they go to the Pageant of the Masters. When you balance the number of actual automobile trips and the empty vehicle miles traveled eliminated in the context of the emissions generated by the transit buses which are implementing the service, the balance is such that it's difficult for me, given the data I have, to suggest that there would be a positive air pollutant reduction. For that reason, both the MSRC-TAC Subcommittee and the MSRC-TAC deliberated the project merits at length but were unable to give you a recommendation today to suggest funding the award. We have representatives present from the City of Laguna Beach, who will want to share some additional information, but utilizing the data that has been provided based upon actual ridership and their projections, we were unable to suggest that this is an air quality strategy.

PUBLIC COMMENT: Paula Faust, Deputy Director of Public Works in charge of Transit & Parking for the City of Laguna Beach, thanked the Committee for allowing her the opportunity for making this speech on behalf of the City of Laguna Beach. As Mr. Gorski was saying, the main reason that the MSRC-TAC Subcommittee did not recommend approval is the projected lack of emission benefits from the operation of the service. In staff's report, it went on to say that the project would offer positive air quality benefits if zero or near zero-emission vehicles were used to perform the service. However, the projected number of patrons utilizing the service from a relative prospective is low as compared to other Event Center projects, thus, it's not suggested that substituting zero or near zero vehicles, in it of itself, would yield a cost-effective air pollution reduction project. I'd like to offer some comments from the City and rebuttals to staff's report. The City would like to offer the following: at a projected 10,600 patrons, if only 10% of those patrons were to use the Summer Breeze parking lot using the factors they did of 2.5 occupancy per vehicle, that will remove 424 cars on Saturday and Sunday from traveling the 19 miles round-trip and then circling the downtown area of Laguna Beach. I need to underscore that part about the circling because that was one thing that there was not any ability for us to quantify in the application. But, based on our parking studies, cars will circle up to a half an hour in trying to find parking in Laguna Beach when it comes to our summer season. While I understand that the report only looked at actual miles traveled from the parking lot to the event center, I believe that the factor of all of those cars circling for available parking create additional substantial negative impact on emissions. Another factor that I would like to bring to your attention is that the Summer Breeze parking lot also makes more parking available for beach goers, which again we weren't able to quantify in this application. They typically travel the 19-round trip miles into town off Laguna Canyon Road. This parking lot also takes these vehicles off the road that are traveling to our beaches. These vehicles were not able to be included in the event center; however, with the City's main beach being located a few blocks from the event centers, removing vehicles from circling to find parking will also have a positive emissions benefit. As Mr. Gorski said, the criteria called for is a minimum of 7,500 occupancy. Our Event Center includes occupancy of 10,600. We believe this occupancy, along with the unaccounted-for occupancy of our beach goers, which are using the same parking lot, is sufficient to meet the occupancy criteria. When the beach occupancy is added to the Event Center occupancy, the opportunity for emissions reduction is significant.

Regarding the City's use of zero or near zero emission buses, which was quite a discussion at the TAC meeting, the City partners with OCTA to deliver this service. At this time there are no zero or near zero-emission buses available for this service. The service is using New Flyer 40-foot buses, all of which are equipped with Cummins ISL-G engines meeting the 2010 emission standards and these are the same vehicles that OCTA is using for their MSRC Event Center funded project.

Regarding the occupancy capacity, the criteria of meeting the minimum occupancy of 7,500, our Event Center has a capacity of 10,600, exceeding the minimum. Staff also questioned whether our combined festivals would be considered as a single Event Center. Mr. Gorski has given the

statement, that was not necessarily considered at the TAC, but I would like to offer the distance from the Pageant of the Masters to the Art-A-Fair, which has been omitted from being part of our Event Center, is only 350 yards. The distance from the Art-A-Fair to the Sawdust Festival is only 175 additional yards. They are within walking distance of each other and the locations consider themselves an Artist Center. Additionally, the City has partnered with Supervisor Lisa Bartlett's office on this project. I have a copy of the letter from the Supervisor's office voicing her full support of the City's MSRC application.

Mr. Gorski stated, just to make sure that it's clear, that when the TAC deliberated this project, every benefit of the doubt was given and the factor which weighed most heavily was the potential to achieve air quality benefits and it was deemed that this project under the conditions--which did include the beach goes--at this point in time would not yield a quantifiable air quality benefit. For all the factors relative to venue size and the number of patrons, the TAC gave the benefit of the doubt to the City, so it did not negatively impact their proposal evaluation at all. Mr. Kitowski added that he wasn't at the TAC meeting but heard a similar message that the TAC was very sympathetic towards the project and really tried to make the numbers work but couldn't make them come out positive and at the end of the day. Fundamentally, this is an air quality program, despite the other social benefits. The numbers did not work in this case. MSRC Member Greg Winterbottom commented the TAC just couldn't see its way to make this work with the information that was given to us and because the low-emission buses were not available. Mr. Gorski added, when the TAC deliberated, there was a lot of thoughtful deliberation put in, as well, concerning what would make the project better. There's really two factors: 1) ridership; and 2) the technology which is used to transport the patrons. We understand that Laguna Beach is going to be embarking upon a robust marketing and outreach campaign to advertise this service. We are under the impression that the service will, in fact, be implemented this year, irrespective of MSRC funding. What we have suggested is if the City is able to implement its outreach and marketing and is able to demonstrate that they have significantly higher ridership, coupled with the future availability of cleaner technology vehicles, the project could at some point be brought back for MSRC consideration for a following year. It's important to recognize the MSRC Event Center Program is open for a considerable length of time and there will be an opportunity to have the data collected for this year brought back within this Work Program for future consideration in 2018. It's not like the MSRC-TAC suggested that the door was completely shut. It was suggesting that, given the circumstances today, the technology which is available to perform the service and the past ridership, some work still needed to be done.

MSRC Member Michele Martinez asked if it is really the bus technology that doesn't benefit their application? Mr. Gorski replied, under their circumstances, absolutely. To reiterate, the number of patrons is significantly lower than other "Major Event Centers." To date, the types of major event centers that the MSRC has funded include the major stadiums, major events within the Inland Empire, such as the Auto Club NASCAR Race and fairs. From a scale perspective, this is a smaller project. Because it's a smaller project, you're not having as many trips eliminated. Therefore, it's important to utilize the cleanest technologies available, considering it's a circular service and those buses are incurring miles even if no one's on them.

Mr. Winterbottom asked if in the future there may be something that will work to help this process. Mr. Gorski responded that the MSRC-TAC always prefers to defer to the MSRC from a policy perspective and certainly didn't want to do anything which would shut the door or limit your ability to reach the conclusion that you deem is appropriate.

Ms. Martinez commented that our main objective is to reduce greenhouse gas emissions, and that's why we're actually funding service to these events, but there are a lot of social benefits and co-benefits. Maybe we should re-look at our policies. We're doing large scale events, the

awareness and education components, specifically in a very car-centric city like South Canyon Laguna. Starting to inform and provide awareness to those residents that we're trying to move in a direction that we want to provide other options of transportation for you to get to events, whether it's using a bus, Uber or Lyft, there are other co-benefits. Is it mandatory that we are forced to just look at the reduction of gas emissions or are there other co-benefits that we can make suggestions about that would help an applicant like this? Mr. Gorski replied the MSRC has in the past done outreach campaigns/other programs which are educational in nature. For this specific work program category, there really is a test and that is in keeping with the Health and Safety Code. This project really has been designed and the evaluation criteria set up to have a positive benefit for criteria air pollutants and that is in accordance with the South Coast Air Quality Management District's Air Quality Management Plan. If there is a litmus test, we'll usually use oxides of nitrogen because that is the pollutant which is of most concern to the South Coast District. Natural gas buses produce a lot of carbon monoxide, that's just a fact of life; but then again we did not count that against them like we have not counted it against another projects. We're really looking at this as an ability to reduce criteria pollutants, specifically NOx and PM, and for those pollutants that's where we were unable to demonstrate a positive air quality benefit.

MSRC Alternate Adam Rush asked what else can be done in this queuing aspect? Because I've been down there and you do circle and circle and circle. You mentioned in your comments that there was no ability to quantify that. Are there any other examples out there of that type of study? Is there a physical survey; if it's going to meters or things of that nature. What would we accept as a quantification study? Does that have any benefit to the overall project? Mr. Gorski responded it's relatively straight forward to include those types of additional VMT into an air quality study. We can't apply that 20-minute factor to everybody because some people find parking right away. There are lots within a reasonable walking distance from those events and people do utilize those lots. Your point is well taken that we do need to account for all of the emissions generated from those automobiles. In this case, the circling would not change the bottom line dramatically because there was a relatively sizable net negative.

Mr. Kitowski reiterated that the two key factors are: 1) the ridership, which it sounds like you have significant efforts going on to increase that ridership, which is great; and 2) the emissions of the bus itself, which half the time it's probably going back empty one way or the other but you have to make sure your reductions are greater than that. This Committee approved funding for low-NOx engines and I understand at this point OCTA may not have any of the zero emission buses but recognizing low-NOx engines are out there and they're more relatively available and transits are using those in repower applications. I was wondering if OCTA was one of those that took advantage of this funding so next year if they used those low-NOx OCTA buses and calculated their emission, it should be 90% less, that would make a huge difference in the calculation. Mr. Gorski responded it would be up to the MSRC to determine, based on cost-effectiveness, if the project is something you wanted to look at, but there is no question a 90% reduction in the emissions generated from buses would benefit the program dramatically. I'm not trying to suggest that the buses with in it of itself would yield a cost-effective project, that's only a decision that the MSRC can reach.

Ric Teano, of OCTA, stated that he believes half of OCTA's fleet is being repowered now, to 0.02 gram near zero engines. They would be able to assist the cities as well any other transportation service that the other 33 cities within Orange County area would want to do. They are also expecting the delivery of 10 fuel-cell buses and we are hoping to get a grant for an additional 10 battery electric buses.

Mr. Winterbottom stated the TAC's recommendation was opposed to the request but we definitely can review it next year to see if there are any changes in either the type of buses or number of riders we're going to get.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC ALTERNATE ADAM RUSH, THE MSRC UNANIMOUSLY VOTED NOT TO MAKE AN AWARD TO THE CITY OF LAGUNA BEACH, AT THIS TIME.

AYES: BENOIT, KITOWSKI, MARTINEZ, RUSH, VERES, WINTERBOTTOM.

NOES: NONE.

Mr. Winterbottom added that we will look at this again next year the best we can to hope that we can do some ridership increase or something like that because it is a very worthwhile cause.

Ms. Martinez added that the City of Laguna Beach is very unique. These programs would be very beneficial.. It would be greatly beneficial specifically because the south county is very car centric and we need to move forward to educate and provide more awareness. If we're able to give the City an opportunity moving forward and they also contribute to providing more education opportunities and awareness, then there can be other modes of transportation to get around Laguna, that would be very beneficial.

OTHER BUSINESS

Cynthia Ravenstein added that staff is recommending there not be a July MSRC meeting based on the lack of an SCAQMD Board Meeting in August, unless something really critical comes up that only requires MSRC approval. No objections were raised.

PUBLIC COMMENT PERIOD

- Public comments were allowed during the discussion of each agenda item. No comments were made on non-agenda items.

ADJOURNMENT

THERE BEING NO FURTHER BUSINESS, THE MSRC MEETING
ADJOURNED AT 2:47 P.M.

NEXT MEETING

Thursday, August 17, 2017, at 2 p.m., Room CC-8.

[Prepared by Penny Shaw Cedillo]



MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE
THURSDAY, AUGUST 17, 2017 MEETING MINUTES
21865 Copley Drive, Diamond, Bar, CA 91765- Conference Room CC-8

MEMBERS PRESENT:

Ben Benoit, representing SCAQMD
Jack Kitowski, representing California Air Resources Board
(Vice-Chair) Larry McCallon, representing SBCTA
(Chair) Greg Pettis, representing RCTC
Mark Yamarone (Alt.), representing Los Angeles County MTA (via v/c)

MEMBERS ABSENT:

Michele Martinez, representing SCAG
Dolores Roybal Saltarelli, representing Regional Rideshare Agency
Steve Veres, representing LA County MTA
Greg Winterbottom, representing OCTA

MSRC-TAC MEMBERS PRESENT:

MSRC-TAC Chair Gretchen Hardison, City of Los Angeles
John Kato, CEC
Stephen Patchan, SCAG

OTHERS PRESENT:

David Czomouske, Board Consultant (Cacciotti)
Lauren Dunlap, SoCalGas
Ric Teano, OCTA

SCAQMD STAFF & CONTRACTORS

Leah Alfaro, MSRC Contracts Assistant
Penny Shaw Cedillo, MSRC Administrative Liaison
Ray Gorski, MSRC Technical Advisor-Contractor
John Kampa, Financial Analyst
Megan Lorenz, Principal Deputy District Counsel
Matt MacKenzie, MSRC Contracts Assistant
Fred Minassian, Asst. Deputy Executive Officer
Cynthia Ravenstein, MSRC Contracts Administrator
Paul Wright, Audio Visual Specialist

CALL TO ORDER

- Call to Order

MSRC Chair Greg Pettis called to order at 2:02p.m.

Roll call was taken at the start of the meeting. The following members and alternates were present: BENOIT, KITOWSKI, MCCALLON, PETTIS YAMARONE.

- Opening Comments

There were no opening comments.

STATUS REPORT

Copies of the Clean Transportation Policy Update were distributed at the meeting.

CONSENT CALENDAR (Items 1 through 9)**Receive and Approve Items**

MSRC Chair Gregg Pettis and MSRC Member Ben Benoit stated that they do not have any financial interest in Item #2, but disclosed for the record that they are on the Board of Directors for Riverside County Transportation Commission, which is involved in this item.

MSRC Vice-Chair Larry McCallon stated that they do not have any financial interest in Item #8, but disclosed for the record he is an Alternate for OmniTrans, which is involved in this item.

Agenda Item #1 – Minutes of the May 18, 2017 MSRC Meetings

The minutes of the May 18, 2017 MSRC meeting were distributed at the meeting.

ON MOTION BY MSRC MEMBER BEN BENOIT AND SECONDED BY MSRC VICE-CHAIR LARRY MCCALLON, UNDER OF APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #9, THE MSRC UNANIMOUSLY APPROVED THE MAY 18, 2017 MSRC MEETING MINUTES.

AYES: BENOIT, KITOWSKI, MCCALLON, PETTIS, YAMARONE.

NOES: NONE.

ACTION: Staff will include the May 18, 2017 MSRC meeting minutes in the MSRC Committee Report for the September 1, 2017 SCAQMD Board meeting and will place a copy on the MSRC's website.

Agenda Item #2 – Summary of Final Reports by MSRC Contractors

The MSRC received and approved four final report summaries this month, as follows:

1. Mike Diamond/Phace Management Services LLC, Contract #MS12033, which provided \$500,000 for the purchase of 20 medium heavy-duty CNG vehicles;
2. CR&R Inc., Contract #MS12075, which provided \$100,000 for the expansion of existing CNG infrastructure;
3. Riverside County Transportation Commission, Contract #MS12089, which provided \$249,136 to implement rideshare incentives program;
4. Foothill Transit, Contract #MS16099 which provided \$50,000 to implement special bus service to Los Angeles County Fair;
5. Riverside Transit Agency, Contract #MS16116 which provided \$10,000 to repower one transit bus; and
6. Southern California Gas Company, Contract #MS12011 which provided \$150,000 to purchase one transit bus.

ON MOTION BY MSRC MEMBER BEN BENOIT AND SECONDED BY MSRC VICE-CHAIR LARRY MCCALLON, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #9, THE MSRC UNANIMOUSLY APPROVED THE FINAL REPORTS LISTED ABOVE.
AYES: BENOIT, KITOWSKI, MCCALLON, PETTIS, YAMARONE.
NOES: NONE.

ACTION: MSRC staff will file the final reports and release any retention on the contracts.

Receive and File Items**Agenda Item #3 – MSRC Contracts Administrator's Report**

The MSRC AB 2766 Contracts Administrator's Report for June 1 through July 26, 2017 was included in the agenda package.

ON MOTION BY MSRC MEMBER BEN BENOIT AND SECONDED BY MSRC VICE-CHAIR LARRY MCCALLON, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #9, THE MSRC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE CONTRACTS ADMINISTRATOR'S REPORT FOR JUNE 1 THROUGH JULY 26, 2017.
AYES: BENOIT, KITOWSKI, MCCALLON, PETTIS, YAMARONE.
NOES: NONE.

ACTION: Staff will include the MSRC Contracts Administrator's Report in the MSRC Committee Report for the September 1, 2017 SCAQMD Board meeting.

Agenda Item #4 – Financial Report on AB 2766 Discretionary Fund

A financial report on the AB 2766 Discretionary Fund for the July 2017 was included in the agenda package.

ON MOTION BY MSRC MEMBER BEN BENOIT AND SECONDED BY MSRC VICE-CHAIR LARRY MCCALLON, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #9, THE MSRC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE FINANCIAL REPORT FOR THE PERIOD ENDING JULY 2017.

AYES: BENOIT, KITOWSKI, MCCALLON, PETTIS, YAMARONE.

NOES: NONE.

ACTION: No further action is required.

For Approval – As Recommended**Agenda Item #5 – Consider 19-Month Term Extension to City of West Covina, Contract #ML12018 (\$300,000 – Expand CNG Station)**

The City requests a 19-month term extension due to the design contractor taking longer than anticipated.

ON MOTION BY MSRC MEMBER BEN BENOIT AND SECONDED BY MSRC VICE-CHAIR LARRY MCCALLON, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #9, MSRC UNANIMOUSLY VOTED TO APPROVE A 19-MONTH TERM EXTENSION TO CITY OF WEST COVINA, CONTRACT #ML12018.

AYES: BENOIT, KITOWSKI, MCCALLON, PETTIS, YAMARONE.

NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

Agenda Item #6 – Consider 24-Month Term Extension to City of El Monte, Contract #ML16046 (\$20,160 – Install EV Charging Stations, Downtown Parking Lot)

The City requests a 24-month term extension because existing staff levels cannot provide adequate support to complete the work, but an additional staff member has been approved for FY 17-18.

ON MOTION BY MSRC MEMBER BEN BENOIT AND SECONDED BY MSRC VICE-CHAIR LARRY MCCALLON, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #9, MSRC UNANIMOUSLY VOTED TO APPROVE A 19-MONTH TERM EXTENSION TO CITY OF EL MONTE, CONTRACT #ML16046.

AYES: BENOIT, KITOWSKI, MCCALLON, PETTIS, YAMARONE.

NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

Agenda Item #7 – Consider 24-Month Term Extension to City of El Monte, Contract #ML16083 (\$57,210 – Install EV Charging Stations, City Hall and Metrolink)

The City requests a 24-month term extension because existing staff levels cannot provide adequate support to complete the work, but an additional staff member has been approved for FY 17-18.

ON MOTION BY MSRC MEMBER BEN BENOIT AND SECONDED BY MSRC VICE-CHAIR LARRY MCCALLON, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #9, MSRC UNANIMOUSLY VOTED TO APPROVE A 24-MONTH TERM EXTENSION TO CITY OF EL MONTE, CONTRACT #ML16083.

AYES: BENOIT, KITOWSKI, MCCALLON, PETTIS, YAMARONE.

NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

Agenda Item #8 – Consider Modified Statement of Work to Omnitrans, Contract #MS16120 (\$945,000 – Purchase 39 and Repower 24 Near-Zero CNG Vehicles)

Omnitrans requests to modify the contract to repower 63 vehicles, rather than purchase 39 and repower 24, as this would be more cost effective and efficient for Omnitrans.

ON MOTION BY MSRC MEMBER BEN BENOIT AND SECONDED BY MSRC VICE-CHAIR LARRY MCCALLON, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #9, THE MSRC UNANIMOUSLY VOTED TO APPROVE THE MODIFIED SCOPE TO OMNITANS, CONTRACT #ML16120.

AYES: BENOIT, KITOWSKI, MCCALLON, PETTIS, YAMARONE.

NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

Agenda Item #9 – Consider Modified Statement of Work to the City of Redlands, Contract #ML14056 (\$125,000 – Install Bicycle Lanes)

The City has revised its cost estimate downwards for the original specified scope of five streets. The City requests to utilize the savings to install approximately 4,000 feet of bicycle lanes on an additional street, as well as adding green conflict zone paint to three of the five streets in the original scope, with no change to the overall contract value.

ON MOTION BY MSRC MEMBER BEN BENOIT AND SECONDED BY MSRC VICE-CHAIR LARRY MCCALLON, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #9, THE MSRC UNANIMOUSLY VOTED TO APPROVE THE MODIFIED SCOPE TO THE CITY OF REDLANDS, CONTRACT #MS14056.

AYES: BENOIT, KITOWSKI, MCCALLON, PETTIS, YAMARONE.

NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

ACTION CALENDAR

FYs 2016-18 WORK PROGRAM

MSRC Chair Greg Pettis and MSRC Member Ben Benoit noted for Agenda Item #10, that they have no financial interest however, they are on the Regional Council for Southern California Association of Governments (SCAG) and needs to disclose that for public record.

MSRC Vice-Chair Larry McCallon noted for Agenda Item #10, that he has no financial interest however, he is on the Transportation Committee for Southern California Association of Governments (SCAG) and needs to disclose that for public record.

Agenda Item #10 – Consider Selection of Specific Project Elements to Southern California Association of Governments (SCAG), Contract #MS18002 (\$2,500,000 – “Go Human” Partnership Program)

Cynthia Ravenstein, MSRC Contracts Administrator, reported on this item. The MSRC allocated \$2.5 million to partner with SCAG on their Broad-Based Regional Active Transportation Program that they dubbed “Go Human”. The allocation was contingent on SCAG’s commitment to provide matching funds of at least an equal amount. The specifications were that 80% of MSRC’s contribution was to be split equally amongst projects in Los Angeles, Orange, Riverside and San Bernardino counties, with the remainder of the funding awarded competitively. The projects election was not available at that time, the MSRC authorized the contract was effectuated to complete the award but with the first task for SCAG to select the specific projects and bring it back to the MSRC for approval. SCAG has submitted a proposed project list, that are according to MSRC specifications, \$500,000 in projects in Orange, Riverside and San Bernardino counties. As it turned out that was all of the projects that had applied for in those counties, the remaining projects do fall within Los Angeles County and the total program value is \$5,001,187. The MSRC-TAC reviewed the proposed list and recommend approval.

MSRC Member Jack Kitowski stated I like the concept and the abilities for the communities to be able to figure out what works for them and to be able to apply for that funding. How much assistance does SCAG or MSRC provides especially in some of the poorer communities and the areas that may have difficulty even knowing where to start with this. Is there assistance for those folks and do they have the ability to learn with others what other people have done and be able to duplicate that in their own communities. MSRC-TAC Alternate Stephan Patchan replied I am the project manager for the “Go Human” events. We work with the County Transportation

Commission staff to identify communities that are interested and in need. For disadvantaged communities that could be both in need and interested. We've worked with communities that are identified disadvantaged communities throughout the region. We've prioritized getting the word out to them working with the County Transportation Commission staff. It's a maturing and sort of emerging marketing roll, the more we do the more that are out there. We invite elected officials adjacent to the cities that we work in to come in and see it as well, so we can try to spread the word because the proof is in the products. When they see what we do, it's better than reading about it or even watching the videos. We also have videos online that we send out to the communities so that they can see the event and how it looks and interviews with electives and residents and community stakeholders and that sort of thing but if you have any ideas as well for us to do that we're all open.

Mr. Kitwoski replied from the state prospective there's a couple of things going on, certainly continue an increase effort and interest getting community involvement and certainly extending that to disadvantaged communities. We have an effort with regard to SB 350 that looks at zero-emission transportation options and disadvantaged and low income communities. We have a draft report right now, an active transportation is part of that and community assessment is part of that. What does the community need and what tools do they need to figure out what they need sometimes it's even at that point. There's a lot of interest at the state level both at the Air Resources Board and at Caltrans to provide assistance here and figure out how to intercept. We've done a number of community meetings to try to help them and understand what their needs are and how to figure out a path forward. It sounds like the efforts you guys are doing are really good and there's an opportunity for us to wake up in some of these areas. I would just encourage that and go back and tell my team as well. Mr. Patchan replied we tried to do a nexus with the state funding program as well not just to go in and do an event and leave and nothing happens. It's setting the community up to tap into the ATP and the SB 1 funding that's coming downstream.

MSRC Vice-Chair Larry McCallon added the County Transportation Commission is involved in promoting the program and trying to get some of the cities to get involved. It's really a good program, we just need to continue to push it at all of the county levels and the cities too. Mr. Patchan added the partnership with SBCTA took those projects to another level of success, working with the counties are really good. Vice-Chair McCallon added we will get more people and communities involved.

MSRC Member Ben Benoit disclosed for Agenda Item #10, that he has no financial interest however, he is on the City Council for the City of Wildomar, which is involved in this item and needs to disclose that for public record.

ON MOTION BY MSRC VICE-CHAIR LARRY MCCALLON AND
SECONDED BY MSRC MEMBER BEN BENOIT THE MSRC
UNANIMOUSLY VOTED TO APPROVE THE PARTNERSHIP WITH
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)
ON THEIR BROAD-BASED REGIONAL ACTIVE TRANSPORTATION
OUTREACH, EDUCATION AND DEMONSTRATION PROGRAM DUBBED
"GO HUMAN".

AYES: BENOIT, KITOWSKI, MCCALLON, PETTIS, YAMARONE.

NOES: NONE.

ACTION: This item will be considered by the SCAQMD Board at its meeting on September 1, 2017 meeting.

Agenda Item #11 – Consider Funding for Application Received under the Natural Gas Infrastructure Program

Cynthia Ravenstein, MSRC Contracts Administrator, reported on this item. As a part of the FYs 2016-18 Work Program, the MSRC allocated \$4 million for implementation of fund new and expanded CNG and LNG refueling stations, as well as modifications of vehicle maintenance facilities and technician training. A Program Announcement was developed and released on June 2, 2017 and open until June 29, 2018. To date, the MSRC has received one application from Penske Truck Leasing Company for modifications to their maintenance facility and technician training. The MSRC-TAC reviewed the request and are recommending approval of an award in an amount not to exceed \$82,500.

ON MOTION BY MSRC MEMBER BEN BENOIT AND SECONDED BY
MSRC VICE-CHAIR LARRY MCCALLON THE MSRC UNANIMOUSLY
VOTED TO APPROVE AN AWARD TO PENSKE TRUCK LEASING
COMPANY IN AN AMOUNT NOT TO EXCEED \$82,500.
AYES: BENOIT, KITOWSKI, MCCALLON, PETTIS, YAMARONE.
NOES: NONE.

ACTION: This item will be considered by the SCAQMD Board at its meeting on September 1, 2017 meeting.

Agenda Item #12 – Consider Funding for Application Received under the Major Event Center Transportation Program

Ray Gorski, MSRC Technical Advisor, presented this item. This is an application that has been received under the Major Event Center Transportation Program. This is to implement additional transit service for the Los Angeles County Fair which is held at the Pomona Fairplex. This project was started last year and the MSRC did provide some incentive monies. There were quite a few lessons learned. They are seeking \$100,000 to implement this expanded transit service for both the 2017 and 2018 Los Angeles County Fairs. The way this program works, they have existing transit lines but what they will do for line 197 which connects the Azusa Downtown Gold Line Station to the Fairplex is extend it to weekend service and also align the hours of operation with those of the County Fair. This went to both the TCM subcommittee as well as your MSRC-TAC and there was a fairly substantial amount of discussion and deliberation. We had representatives from Foothill Transit attend the MSRC-TAC meeting to provide clarification and to answer questions from the membership. The issue was the last time that the MSRC funded this and the utilization of the service was relatively low and we wanted to understand why the utilization service was low and what Foothill Transit and their partner, the Fairplex we're going to do to improve that for the 2017 and 2018 Fair seasons. What we learn from the representatives from Foothill Transit is that it is in their opinion that last year they simply got off to a much later start than they are this year. They did not provide the level of outreach and marketing last year because they had a time crunch last year. They have given assurances that they are doing ample outreach and marketing to make sure that the potential users are familiar with this service and the

conductivity that provides other forms of public transit. There is a discount on your Fair admission if you utilize this service and it has a lot of very positive attributes. We felt that the outreach was a lacking component last year and led to having a relatively low ridership because of that the MSRC-TAC is recommending the following that you award funding in the amount of \$100,000, \$50,000 per year but the 2018 award be contingent on providing an interim report which demonstrates the utilization of the service and the marketing that they've done to show that they are in fact having an increase in the ridership. There was quite a bit of discussion and information brought to the subcommittee and the committee relative to other Fair transit services and what their ridership was at the initiation of the service and how it did overtime.

MSRC Member Jack Kitowski asked just for clarification, if this board doesn't see it again that means? Mr. Gorski replied it's in the opinion of your TAC that substantial progress has been made. Mr. Kitowski stated I think we would be interested in hearing about the results regardless but I am supportive of the structure. Mr. Gorski replied we will make sure that when they provide the data we will put it in a presentation format for your consideration.

ON MOTION BY MSRC VICE-CHAIR LARRY MCCALLON AND
SECONDED BY MEMBER BEN BENOIT THE MSRC UNANIMOUSLY
VOTED TO APPROVE AN AWARD OF \$100,000 TO FOOTHILL TRANSIT
FOR THE 2017 AND 2018 LOS ANGELES COUNTY FAIRS. \$50,000 FOR
THE 2017 FAIR AND \$50,000 FOR THE 2018 FAIR WILL BE CONTINGENT
UPON FOOTHILL TRANSIT PROVIDING RIDERSHIP DATA AT PROJECT
MIDPOINT TO THE MSRC-TAC TCM SUBCOMMITTEE FOR
EVALUATION.

AYES: BENOIT, KITOWSKI, MCCALLON, PETTIS, YAMARONE.

NOES: NONE.

ACTION: This item will be considered by the SCAQMD Board at its meeting on September 1, 2017 meeting.

Agenda Item #13 – Consider MSRC-TAC Evaluation Panel's Recommendation for Technical Advisor Services for the MSRC

MSRC-TAC Chair Gretchen Hardison reported on this item. As you know the MSRC retains an independent contractor Ray Gorski to provide technical assistance and support of the 2766 discretionary fund program. That task generally includes preparing work program RFPs, evaluating discretionary fund projects, monitoring contractor performance, viewing final reports and keeping MSRC and MSRC-TAC apprised of the latest technologies and scientific developments in motor vehicle emission reductions. Since the current technical advisory contract ends on September 30th of 2017 the MSRC-TAC Administrative Subcommittee developed an RFP to rebid for technical advisor services for a new two-year term with an option for a second two year term extension. The RFP was released with your approval on June 2nd and applications were due on July 13th. We followed the SCAQMD procurement policy and procedure in terms of advertising the availability of this RFP. Two proposals were received and response to that RFP. The TAC impaneled an evaluation panel reviewed and scored the proposals and the results are in your packet. I am very pleased to bring an unanimous recommendation from the MSRC-TAC to you to award the contract for technical advisor services to Mr. Raymond Gorski.

ON MOTION BY MSRC VICE-CHAIR LARRY MCCALLON AND SECONDED BY MEMBER BEN BENOIT THE MSRC UNANIMOUSLY VOTED TO APPROVE THE RFP FOR TECHNICAL ADVISOR SERVICES TO RAYMOND GORSKI FOR A TWO-YEAR TERM WITH AN OPTION FOR ANOTHER TWO-YEAR TERM.
AYES: BENOIT, KITOWSKI, MCCALLON, PETTIS, YAMARONE.
NOES: NONE.

ACTION: This item will be considered by the SCAQMD Board at its meeting on September 1, 2017 meeting.

Agenda Item #14 – Consider Program Opportunity Notice for Local Government Partnership Program

Ray Gorski, MSRC Technical Advisor, presented this item. Started by acknowledging Mr. Stephen Patchen who was the Subcommittee Chairman, he oversaw the development of this program. This is something new, here's a brief presentation to hit the high points of this new program. This went through an almost unprecedented amount of discussion and deliberation. When the Local Government Match Subcommittee started this, we did a pretty thorough analysis of past programs, what is working what is not working. Instead of just coming up with discreet ideas, we really tried to do a analysis of where the benefits were of the Local Government Match Program, which this committee has implemented for greater than 17 years. It really isn't an institution, it's a program that cities and counties who have previously participated look forward to and we've gotten historically very good feedback that it has value and it was beneficial to the participating cities and counties. That said, over the last few years there has been changes both in technologies which are available, strategies etc. We thought it was prudent to go back and do an assessment of where we've been and where we should go and to try to show up any deficiencies. It was a really discipline program. We laid out a matrix of different options, their pros and cons and then as the subcommittee members discussed it, we deliberated the different points. What we've come up with for your consideration today is something that is somewhat new and different. This is a new local government not a match program but we're calling it a Partnership Program and it really is a partnership not only between the MSRC and the counties and cities which are comprised of South Coast Air Quality Management District but it is also a partnership with the South Coast Air Quality Management District. The South Coast AQMD had recently approved their 2016 Air Quality Management Plan and it establishes the road map for how this region will meet their attainment obligations under the state implementation plan and the federal clean air requirements. It's a program which really has had it focus, a partnership with the AQMD which establishes the road map, the MSRC which has been a long standing funding partner and then the cities and counties which in large part implement the strategies that will help us achieve clean air. This came about through a deliberative process with the subcommittee and the TAC. Typically the MSRC discretionary fund program has been on a first-come first-served basis and there is a broad selection of categories to choose from. Those have been honed to a smaller set strategies which are the primary strategies which are included in the 2016 Air Quality Management Plan so that was more or less the guiding principles. Lessons learned were discussed and really there were three things that we were concerned with. Jurisdiction participation, in the past we have had relatively good participation however year-over-year you will notice that there is a trend, there are those jurisdictions that have participated and there are certain jurisdictions that simply do not participate and trying to understand why they do not participate. We wanted to make sure that all the project categories did achieve quantifiable air

quality benefits, and that leads to programs and projects that are cost-effective. This isn't something that just came to being, it took a fair amount of time to deliberate and there was a lot of discussion. Even when it went to your TAC two weeks ago there was a lot of discussion and some refinements have been made which are reflected in the draft document which has been provided for your consideration today.

This is a new approach and we feel that this reflects more of a true subvention fund match program. Almost harking back to the original subvention fund match program which was launched almost two decades ago. The theme is the AQMP Jump Start Program, recognizes that there is a new road map with in our region to help reach the clean air attainment obligations that we have to demonstrate by law. The approach we have taken is to make this to the extent possible as inclusive as we can, meaning there is going to be an opportunity for every single city and county that participates in the motor vehicle registration fee programs to participate in the MSRC program and there is in the order of 162 of those jurisdictions. This will provide a dollar for dollar match with some conditions on what each jurisdiction receives as their local annual subvention fund allocation but there is a plus up for very small jurisdictions. There is a point at which if they receive so small of amount of money, they really don't have the ability to do any projects. This is going to ensure that there is a meaningful amount of funding provided to each jurisdiction so that they can implement one of the air quality improvement strategies.

MSRC Vice-Chair Larry McCallon asked for a definition of small jurisdiction. Chair Greg Pettis asked would that be like Bradbury. Mr. Gorski replied Bradbury is actually one of the cities that chose not to opt-in to the program so they will not be participating in this program neither will cities like Avalon. There is only a handful within the South Coast District that do not participate in the motor vehicle registration programs. The definition of small is an entity which receives less than \$50,000 in subvention funds. There is a fairly significant number of cities within the region that do not receive \$6,000 in subvention funds. What staff is suggesting to the MSRC is those be bumped up so that they get a minimum allocation of \$50,000 from the MSRC.

Three overarching program goals: (1) to directly support the South Coast Air Quality Management District's Air Quality Management Plan mobile source strategies, yielding quantifiable air quality reductions; (2) to provide education to jurisdictions, one of the things you will note in the draft solicitation document is that there is a mandatory education requirement. Best cities and counties which opt-in to the program will receive a presentation that talks about what the goals of the AQMP and how they can be a party to achieving those skills; (3) emphasis on other incentive fund leveraging, in the solicitation there is a link to where additional funding sources can be reviewed by cities and hopefully taking advantage of the lowest funding sources in addition to the MSRC monies. It does require that participating jurisdictions to opt-in and to opt-in you have to have an action taken by the City Council or County Board of Supervisors. If they opt-in they have to submit a work plan to show how they're going to utilize that money and how it would be used to achieve the AQMP objectives. The proposed funding concept is if you are a small jurisdiction less than \$50,000 in subvention funds, you would receive an allocation of \$50,000 from the MSRC. If you are a jurisdiction that is above \$50,000, then you will receive a dollar per dollar match with your AB 2766 subvention fund allocation, and the total program would be capped at approximately \$21M. Note that there is a maximum funding award of \$2M which has been recommended. You have received a piece of correspondence drafted today regarding a request to increase that to \$3M but the numbers that are reflected here do reflect that \$2M threshold.

Attachment A will show you what the eligible funding amount is for each city and county are within the South Coast Air District that participate in the motor vehicle registration fee programs. On a countywide bases the allocation will be the Los Angeles County region will receive a little over \$10M, which is approximately 50% of the total, Riverside County will receive a little of \$3M, Orange County a little of \$4M and San Bernardino County will receive a little over \$2M. One thing that is important to note, just looking at the subvention fund allocation Riverside, San Bernardino, and Orange County would receive an MSRC allocation which is greater than their actual subvention fund program and LA County region has a reduction in what their program share would be approximately \$2.4M. The City of LA has an annual subvention fund allocation of approximately a little over \$5M. The eligible categories do track very closely with the AQMP priorities. There is a strong focus on zero and near-zero emission vehicles as well as the infrastructure, the EVSE and the alternative fuel infrastructure which will help enable those strategies to succeed. If you are a small entity meaning less than the \$50,000, there are additional categories that you are eligible to use MSRC money towards that would include traffic signal synchronization, bicycle ATP strategies as well as first mile/last mile strategies to coordinate with public transit for the benefit of the general public.

What we are seeking today is your commentary, revision, corrections and any additional guidance from the MSRC membership. The process for implementing the program has been put in place by the staff, we are ready to go once we receive your final recommendation on this program. This will be electronically submitted. We are putting together the material for the cities and the counties. We are trying to make this a very easy program to participate in. We are trying to remove all the barriers that would prevent some of the smaller jurisdictions from participating in. We will do targeted outreach meaning that each of the potential participants will receive personalized instructions as to how they can work with the MSRC on this program. Of course we are engaging the MSRC outreach coordinator to assist in that regard. This is a new way of doing business but it is being put forth for your consideration to do a couple of thing, most importantly, (1) increase the area of participation, (2) increase the quantifiable air pollution reduction we achieved from the program and (3) show that MSRC is working with the AQMD implement road map that has recently been adopted and approved.

Mr. McCallon asked about the rational for the \$3M for LA? Mr. Gorski replied we had set a benchmark at the subcommittee of about \$20M and during deliberations it was brought to our attention that the smaller jurisdictions needed some additional money to do a project that is meaningful and when we went and get the mathematics that's how it came out. The MSRC in your discretionary fund does have additional unallocated money at this time, Mr. John Kampa can give you the precise value, but I think your total unallocated balance at this moment is on the order of \$32M. Mr. John Kampa added prior to this it is actual \$37,000,996. Mr. Gorski stated that MRSC has ample resources. MSRC Chair Greg Pettis asked is LA is the only city that is not getting their subvention fund. Mr. Gorski replied, LA is the only city that is not getting at least there's subvention fund allocation, that is correct. Mr. Pettis commented and they would have the argument that they probably produce more pollution than any of the other cities. Mr. Kitowski added they probably have some large-scale projects going on that can use up that kind of money. Mr. McCallon I vote on increasing it as long as we have the money. Mr. Pettis replied I don't have a problem increasing it to \$5M.

MSRS TAC Chair Gretchen Hardison stated we have a very active electric vehicle task force now that's been working across fleets and with other organizations that are outside the City of Los Angeles. I would imagine we do have a pipeline of we could absorb five million dollars in

match but we did not want to appear greedy, so \$3M would be much appreciated. If the MSRC sees fit to award a higher allocation to the city it would be much appreciated. MSRC Member Jack Kitowski commented the City of Los Angeles' Sustainability Office, the things that they are doing to get in front have these issues and work through issues in the benefiting everybody else now the role and supporting leaders it's important. Mr. Pettis added they have challenges that some of us don't have but the ports and the airport. That would justify a higher dollar amount, if we have the resources to do that. MSRC Member Ben added I think they asked us for \$3M and it's probably a fair to assume that they have plans for \$3M, if we add an extra \$2M just to add it, is a little much but I would be more comfortable with \$3M.

Ms. Ravenstein stated please note we are looking at potentially changing the date for the webinar and it will probably be a webcast but with just with your understanding we will probably be redefining that detail.

ON MOTION BY MSRC MEMBER BEN BENOIT AND SECONDED BY
MSRC VICE-CHAIR LARRY MCCALLON THE MSRC UNANIMOUSLY
VOTED TO APPROVE THE LOCAL GOVERNMENT PARTNERSHIP
PROGRAM WITH AN ADDITIONAL \$3M FOR LOS ANGELES.
AYES: BENOIT, KITOWSKI, MARTINEZ, RUSH, VERES,
WINTERBOTTOM.
NOES: NONE.

ACTION: This item will be considered by the SCAQMD Board at its meeting on September 1, 2017 meeting.

OTHER BUSINESS

No other business was introduced.

PUBLICCOMMENTPERIOD

Public comments were allowed during the discussion of each agenda item. No comments were made on non-agenda items.

ADJOURNMENT

There being no further business, the MSRC meeting adjourned at 2:36 p.m.

NEXTMEETING

Thursday, September 21, 2017, at 2:00 p.m., Room CC8.



MSRC Agenda Item No. 2

DATE: September 21, 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 July 27 to August 30, 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 executed.

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 with the prospective contractor for signature or executed.

On January 6, 2017, the SCAQMD Governing Board approved an award for development, hosting and maintenance of a new MSRC website. This contract is executed.

On April 7, 2017, the SCAQMD Governing Board approved an award under the Event Center Transportation Program. This contract is executed.

On June 2, 2017, the SCAQMD Governing Board approved an award under the Event Center Transportation Program. This contract is with the prospective contractor for signature.

On July 7, 2017, the SCAQMD Governing Board approved an award under the Event Center Transportation Program. This contract is with the prospective contractor 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 executed.

On November 6, 2015, the SCAQMD Governing Board approved 37 awards under the Local Government Match Program. These contracts are with the prospective contractor 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 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 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 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, with the prospective contractor for signature, or executed. A letter has been sent to VNG requiring them to provide a copy of their Compression Services Tariff Agreement, or an attestation that they will not be entering into

such an agreement, by September 26, 2017 or negotiations may be terminated and \$300,000 reverted to the AB 2766 Discretionary Fund.

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 executed.

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 2 are in “Open/Complete” status.

FY 2006-07 Invoices Paid

No invoices were paid during this period.

FY 2007-08 Work Program Contracts

4 contracts from this work program year are open; and 4 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 9 are in “Open/Complete” status.

FY 2008-09 Invoices Paid

No invoices were paid during this period.

FY 2010-11 Work Program Contracts

10 contracts from this work program year are open; and 34 are in “Open/Complete” status.

FY 2010-11 Invoices Paid

No invoices were paid during this period.

FY 2011-12 Work Program Contracts

19 contracts from this work program year are open, and 29 are in “Open/Complete” status.

FY 2011-12 Invoices Paid

One invoice in the amount of \$15,000.00 was paid during this period.

FYs 2012-14 Work Program Contracts

43 contracts from this work program year are open, and 19 are in “Open/Complete” status. One contract moved into “Open/Complete” status during this period: City of Manhattan Beach, ML14041 – Installation of Electric Vehicle Charging Infrastructure.

FYs 2012-14 Invoices Paid

3 invoices totaling \$731,525.00 were paid during this period.

FYs 2014-16 Work Program Contracts

84 contracts from this work program year are open, and 11 are in “Open/Complete” status. Two contracts moved into “Open/Complete” status during this period: City of Claremont, Contract #ML16011 – Purchase Three Heavy-Duty Natural Gas Vehicles; and City of Banning, Contract #ML16023 – Purchase One Heavy-Duty Natural Gas Vehicle. Two contracts moved into Closed status during this period: City of Long Beach Public Works, Contract #ML16073 – Implement an “Open Streets” Event; and City of Downey, Contract ML16026 – Install Electric Vehicle Charging Infrastructure.

FYs 2014-16 Invoices Paid

10 invoices totaling \$348,519.88 were paid during this period.

FYs 2016-18 Work Program Contracts

4 contracts from this work program year are open.

FYs 2016-18 Invoices Paid

No invoices were paid during this period.

Administrative Scope Changes

One administrative scope change was initiated during the period of July 27 to August 30, 2017:

- City of Colton, Contract #ML16062 (Install EV Charging Stations) – \$3,996.18 value reduction to reflect actual cost

Attachments

- FY 2004-05 through FYs 2016-18 (except FY 2005-06 and FY 2009-10) Contract Status Reports



AB2766 Discretionary Fund Program Invoices

July 27, 2017 to August 30, 2017

Contract Admin.	MSRC Chair	MSRC Liaison	Finance	Contract #	Contractor	Invoice #	Amount
<i>2011-2012 Work Program</i>							
8/17/2017	8/31/2017	8/31/2017	9/5/2017	MS12011	Southern California Gas Company	2200-0309	\$15,000.00
Total: \$15,000.00							
<i>2012-2014 Work Program</i>							
8/15/2017	8/15/2017	8/16/2017	8/16/2017	MS14001	Los Angeles County MTA	800067525	\$691,525.00
8/15/2017	8/15/2017	8/16/2017	8/16/2017	ML14030	County of Los Angeles Internal Services Depart	153100A081	\$25,000.00
8/10/2017	8/15/2017	8/16/2017	8/16/2017	ML14049	City of Moreno Valley	2017-0129	\$15,000.00
Total: \$731,525.00							
<i>2014-2016 Work Program</i>							
8/1/2017	8/15/2017	8/16/2017	8/16/2017	ML16023	City of Banning	1	\$30,000.00
8/8/2017	8/15/2017	8/16/2017	8/16/2017	ML16026	City of Downey	1	\$40,000.00
8/10/2017	8/15/2017	8/16/2017	8/16/2017	ML16078	City of Moreno Valley	2017-0128	\$3,149.99
8/15/2017	8/15/2017	8/16/2017	8/16/2017	MS16088	Transit Systems Unlimited, Inc.	59184	\$15,300.00
8/10/2017	8/15/2017	8/16/2017	8/16/2017	ML16078	City of Moreno Valley	2017-0009	\$2,419.50
8/8/2017	8/15/2017	8/16/2017	8/16/2017	MS16004	Mineral LLC	103105	\$300.00
8/3/2017	8/15/2017	8/16/2017	8/16/2017	MS16092	San Bernardino County Transportation Authority	1	\$84,744.00
8/2/2017	8/15/2017	8/16/2017	8/16/2017	MS16086	San Bernardino County Transportation Authority	1	\$61,602.57
8/2/2017	8/15/2017	8/16/2017	8/16/2017	ML16011	City of Claremont	FINAL	\$90,000.00
8/17/2017	8/17/2017	8/18/2017	8/18/2017	ML16062	City of Colton	1866	\$21,003.82

Total: \$348,519.88

Total This Period: \$1,095,044.88

FYs 2004-05 Through 2014-16 AB2766 Contract Status Report

9/14/2017

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 2004-2005 Contracts									
Open Contracts									
ML05014	Los Angeles County Department of P	5/21/2007	11/20/2008	3/20/2018	\$204,221.00	\$0.00	Traffic Signal Synchronization	\$204,221.00	No
Total: 1									
Declined/Cancelled Contracts									
ML05005	City of Highland				\$20,000.00	\$0.00	2 Medium Duty CNG Vehicles	\$20,000.00	No
ML05008	Los Angeles County Department of P				\$140,000.00	\$0.00	7 Heavy Duty LPG Street Sweepers	\$140,000.00	No
ML05010	Los Angeles County Department of P				\$20,000.00	\$0.00	1 Heavy Duty CNG Bus	\$20,000.00	No
MS05030	City of Inglewood				\$31,662.00	\$0.00	2 CNG Street Sweepers	\$31,662.00	No
MS05032	H&C Disposal				\$34,068.00	\$0.00	2 CNG Waste Haulers	\$34,068.00	No
MS05044	City of Colton				\$78,720.00	\$0.00	CNG Station Upgrade	\$78,720.00	No
Total: 6									
Closed Contracts									
ML05006	City of Colton Public Works	7/27/2005	7/26/2006		\$30,000.00	\$30,000.00	3 Medium Duty CNG Vehicles	\$0.00	Yes
ML05011	Los Angeles County Department of P	8/10/2006	12/9/2007	6/9/2008	\$52,409.00	\$51,048.46	3 Heavy Duty LPG Shuttle Vans	\$1,360.54	Yes
ML05013	Los Angeles County Department of P	1/5/2007	7/4/2008	1/4/2013	\$313,000.00	\$313,000.00	Traffic Signal Synchronization	\$0.00	Yes
ML05015	City of Lawndale	7/27/2005	7/26/2006		\$10,000.00	\$10,000.00	1 Medium Duty CNG Vehicle	\$0.00	Yes
ML05016	City of Santa Monica	9/23/2005	9/22/2006	9/22/2007	\$350,000.00	\$350,000.00	6 MD CNG Vehicles, 1 LPG Sweep, 13 CNG	\$0.00	Yes
ML05017	City of Signal Hill	1/16/2006	7/15/2007		\$126,000.00	\$126,000.00	Traffic Signal Synchronization	\$0.00	Yes
ML05018	City of San Bernardino	4/19/2005	4/18/2006		\$40,000.00	\$40,000.00	4 M.D. CNG Vehicles	\$0.00	Yes
ML05019	City of Lakewood	5/6/2005	5/5/2006		\$10,000.00	\$10,000.00	1 M.D. CNG Vehicle	\$0.00	Yes
ML05020	City of Pomona	6/24/2005	6/23/2006		\$10,000.00	\$10,000.00	1 M.D. CNG Vehicle	\$0.00	Yes
ML05021	City of Whittier	7/7/2005	7/6/2006	4/6/2008	\$100,000.00	\$80,000.00	Sweeper, Aerial Truck, & 3 Refuse Trucks	\$20,000.00	Yes
ML05022	City of Claremont	9/23/2005	9/22/2006		\$20,000.00	\$20,000.00	2 M.D. CNG Vehicles	\$0.00	Yes
ML05024	City of Cerritos	4/18/2005	3/17/2006		\$10,000.00	\$10,000.00	1 M.D. CNG Vehicle	\$0.00	Yes
ML05025	City of Malibu	5/6/2005	3/5/2006		\$10,000.00	\$10,000.00	1 Medium-Duty CNG Vehicle	\$0.00	Yes
ML05026	City of Inglewood	1/6/2006	1/5/2007	2/5/2009	\$60,000.00	\$60,000.00	2 CNG Transit Buses, 1 CNG Pothole Patch	\$0.00	Yes
ML05027	City of Beaumont	2/23/2006	4/22/2007	6/22/2010	\$20,000.00	\$20,000.00	1 H.D. CNG Bus	\$0.00	Yes
ML05028	City of Anaheim	9/8/2006	9/7/2007	5/7/2008	\$85,331.00	\$85,331.00	Traffic signal coordination & synchronization	\$0.00	Yes
ML05029	Los Angeles World Airports	5/5/2006	9/4/2007		\$140,000.00	\$140,000.00	Seven CNG Buses	\$0.00	Yes
ML05071	City of La Canada Flintridge	1/30/2009	1/29/2011		\$20,000.00	\$20,000.00	1 CNG Bus	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML05072	Los Angeles County Department of P	8/24/2009	5/23/2010	1/23/2011	\$349,000.00	\$349,000.00	Traffic Signal Synchronization (LADOT)	\$0.00	Yes
MS05001	A-Z Bus Sales, Inc.	2/4/2005	12/31/2005	12/31/2006	\$1,385,000.00	\$1,385,000.00	CNG School Bus Buydown	\$0.00	Yes
MS05002	California Bus Sales	2/4/2005	12/31/2005	12/31/2006	\$1,800,000.00	\$1,800,000.00	CNG School Bus Buydown	\$0.00	Yes
MS05003	BusWest	1/28/2005	12/31/2005	12/31/2006	\$2,100,000.00	\$1,620,000.00	CNG School Bus Buydown	\$480,000.00	Yes
MS05004	Johnson/Ukropina Creative Marketin	11/27/2004	1/18/2006	4/18/2006	\$1,000,000.00	\$994,612.56	Implement "Rideshare Thursday" Campaign	\$5,387.44	Yes
MS05031	City of Ontario, Housing & Municipal	7/22/2005	3/21/2007		\$191,268.00	\$191,268.00	11 CNG Waste Haulers	\$0.00	Yes
MS05033	Waste Management of the Desert	9/26/2005	5/25/2007		\$202,900.00	\$202,900.00	10 CNG Waste Haulers	\$0.00	Yes
MS05034	Sukut Equipment, Inc.	9/9/2005	5/8/2007		\$1,151,136.00	\$1,151,136.00	Repower 12 Scrapers	\$0.00	Yes
MS05035	Varner Construction Inc.	11/28/2005	4/27/2007	2/27/2008	\$334,624.00	\$334,624.00	Repower 5 Off-Road H.D. Vehicles	\$0.00	Yes
MS05036	Camarillo Engineering	8/18/2005	1/17/2007		\$1,167,276.00	\$1,167,276.00	Repower 12 Scrapers	\$0.00	Yes
MS05037	Road Builders, Inc.	11/21/2005	4/20/2007	6/20/2008	\$229,302.00	\$229,302.00	Repower 2 Scrapers	\$0.00	Yes
MS05038	SunLine Transit Agency	3/30/2006	9/29/2007		\$135,000.00	\$135,000.00	15 CNG Buses	\$0.00	Yes
MS05039	Los Angeles County MTA	4/28/2006	4/27/2008		\$405,000.00	\$405,000.00	75 CNG Buses	\$0.00	Yes
MS05040	Orange County Transportation Autho	3/23/2006	12/22/2007	6/22/2008	\$200,000.00	\$200,000.00	25 CNG Buses	\$0.00	Yes
MS05041	The Regents of the University of Cali	9/5/2006	8/4/2007	9/4/2008	\$15,921.00	\$15,921.00	CNG Station Upgrade	\$0.00	Yes
MS05042	City of Ontario, Housing & Municipal	11/21/2005	9/20/2006	7/20/2007	\$117,832.00	\$74,531.27	CNG Station Upgrade	\$43,300.73	Yes
MS05043	Whittier Union High School District	9/23/2005	7/22/2006		\$15,921.00	\$15,921.00	CNG Station Upgrade	\$0.00	Yes
MS05045	City of Covina	9/9/2005	7/8/2006		\$10,000.00	\$7,435.61	CNG Station Upgrade	\$2,564.39	Yes
MS05046	City of Inglewood	1/6/2006	5/5/2007		\$139,150.00	\$56,150.27	CNG Station Upgrade	\$82,999.73	Yes
MS05047	Orange County Transportation Autho	10/20/2005	10/19/2006	1/19/2007	\$75,563.00	\$75,563.00	CNG Station Upgrade	\$0.00	Yes
MS05048	City of Santa Monica	7/24/2006	11/23/2007		\$150,000.00	\$150,000.00	CNG Station Upgrade	\$0.00	Yes
MS05049	Omnitrans	9/23/2005	2/22/2007		\$25,000.00	\$7,250.00	CNG Station Upgrade	\$17,750.00	Yes
MS05050	Gateway Cities Council of Governme	12/21/2005	4/20/2010		\$1,464,839.00	\$1,464,838.12	Truck Fleet Modernization Program	\$0.88	Yes
MS05051	Jagur Tractor	1/16/2006	4/15/2007	10/15/2007	\$660,928.00	\$660,928.00	Repower 6 Scrapers	\$0.00	Yes
MS05052	Caufield Equipment, Inc.	8/3/2005	1/2/2007		\$478,000.00	\$478,000.00	Repower 4 Scrapers	\$0.00	Yes
MS05070	Haaland Internet Productions (HIP D	6/24/2005	5/31/2007	11/30/2011	\$100,715.00	\$92,458.24	Design, Host & Maintain MSRC Website	\$8,256.76	Yes

Total: 44

Closed/Incomplete Contracts

ML05007	Los Angeles County Dept of Beache	6/23/2006	6/22/2007	12/22/2007	\$50,000.00	\$0.00	5 Medium Duty CNG Vehicles	\$50,000.00	No
ML05009	Los Angeles County Department of P	6/22/2006	12/21/2007	9/30/2011	\$56,666.00	\$0.00	2 Propane Refueling Stations	\$56,666.00	No
ML05012	Los Angeles County Department of P	11/10/2006	5/9/2008	1/9/2009	\$349,000.00	\$0.00	Traffic Signal Synchronization (LADOT)	\$349,000.00	No
ML05023	City of La Canada Flintridge	3/30/2005	2/28/2006	8/28/2008	\$20,000.00	\$0.00	1 CNG Bus	\$20,000.00	No

Total: 4

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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FY 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

Total: 59

Closed/Incomplete Contracts

ML07045	City of Inglewood	2/6/2009	4/5/2015		\$75,000.00	\$25,000.00	3 H.D. Nat. Gas Vehicles	\$50,000.00	No
MS07004	BusWest	7/2/2007	7/1/2009		\$90,928.00	\$68,196.00	Provide Lease for 2 CNG School Buses	\$22,732.00	No
MS07066	Skanska USA Civil West California D	6/28/2008	4/27/2010	10/27/2010	\$111,700.00	\$36,128.19	Off-Road Diesel Equipment Retrofit Program	\$75,571.81	No
MS07073	PEED Equipment Co.	10/31/2008	8/30/2010		\$11,600.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$11,600.00	No

Total: 4

Open/Complete Contracts

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

Total: 2

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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FY 2007-2008 Contracts

Open Contracts

ML08028	City of Santa Monica	9/11/2009	9/10/2016	5/10/2019	\$600,000.00	\$0.00	24 CNG Heavy-Duty Vehicles	\$600,000.00	No
MS08007	United Parcel Service West Region	12/10/2008	10/9/2014	4/9/2019	\$300,000.00	\$270,000.00	10 H.D. Nat. Gas Vehicles	\$30,000.00	Yes
MS08013	United Parcel Service West Region	12/10/2008	10/9/2014	3/9/2019	\$480,000.00	\$432,000.00	12 H.D. Nat. Gas Yard Tractors	\$48,000.00	No
MS08068	Regents of the University of Californi	11/5/2010	11/4/2017	11/4/2019	\$400,000.00	\$0.00	Hydrogen Station	\$400,000.00	No

Total: 4

Declined/Cancelled Contracts

ML08032	City of Irvine	5/1/2009	8/31/2010		\$9,000.00	\$0.00	36 Vehicles (Diagnostic)	\$9,000.00	No
ML08041	City of Los Angeles, Dept of Transpo	8/6/2010	7/5/2011	12/5/2011	\$8,800.00	\$0.00	73 Vehicles (Diagnostic)	\$8,800.00	No
ML08049	City of Cerritos	3/20/2009	1/19/2015	2/19/2017	\$25,000.00	\$0.00	1 CNG Heavy-Duty Vehicle	\$25,000.00	No
ML08051	City of Colton				\$75,000.00	\$0.00	3 CNG Heavy-Duty Vehicles	\$75,000.00	No
ML08080	City of Irvine	5/1/2009	5/31/2015		\$50,000.00	\$0.00	Two Heavy-Duty Nat. Gas Vehicles	\$50,000.00	No
MS08002	Orange County Transportation Autho				\$1,500,000.00	\$0.00	Big Rig Freeway Service Patrol	\$1,500,000.00	No
MS08008	Diversified Truck Rental & Leasing				\$300,000.00	\$0.00	10 H.D. Nat. Gas Vehicles	\$300,000.00	No
MS08010	Orange County Transportation Autho				\$10,000.00	\$0.00	20 H.D. Nat. Gas Vehicles	\$10,000.00	No
MS08011	Green Fleet Systems, LLC				\$10,000.00	\$0.00	30 H.D. Nat. Gas Vehicles	\$10,000.00	No
MS08052	Burrtec Waste Industries, Inc.	12/24/2008	11/23/2014	11/23/2015	\$100,000.00	\$0.00	New CNG Station - Fontana	\$100,000.00	No
MS08054	Clean Energy Fuels Corp.				\$400,000.00	\$0.00	New LNG Station - Fontana	\$400,000.00	No
MS08055	Clean Energy Fuels Corp.	11/26/2009	3/25/2016	3/25/2017	\$400,000.00	\$0.00	New LNG Station - Long Beach-Pier S	\$400,000.00	No
MS08059	Burrtec Waste Industries, Inc.	12/24/2008	11/23/2014		\$100,000.00	\$0.00	New CNG Station - San Bernardino	\$100,000.00	No
MS08060	Burrtec Waste Industries, Inc.	12/24/2008	11/23/2014		\$100,000.00	\$0.00	New CNG Station - Azusa	\$100,000.00	No
MS08062	Go Natural Gas	9/25/2009	1/24/2016	1/24/2017	\$400,000.00	\$0.00	New CNG Station - Rialto	\$400,000.00	No
MS08074	Fontana Unified School District	11/14/2008	12/13/2014		\$200,000.00	\$0.00	Expansion of Existing CNG station	\$200,000.00	No
MS08077	Hythane Company, LLC				\$144,000.00	\$0.00	Upgrade Station to Hythane	\$144,000.00	No

Total: 17

Closed Contracts

ML08023	City of Villa Park	11/7/2008	10/6/2012		\$6,500.00	\$5,102.50	Upgrade of Existing Refueling Facility	\$1,397.50	Yes
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
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
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
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
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS08070	Clean Energy Fuels Corp.	11/26/2009	2/25/2015		\$400,000.00	\$400,000.00	New CNG Station - Paramount	\$0.00	Yes
MS08071	ABC Unified School District	1/16/2009	1/15/2015		\$63,000.00	\$63,000.00	New CNG Station	\$0.00	Yes
MS08072	Clean Energy Fuels Corp.	12/4/2009	3/3/2015		\$400,000.00	\$354,243.38	New CNG Station - Burbank	\$45,756.62	Yes
MS08073	Clean Energy Fuels Corp.	11/26/2009	2/25/2015		\$400,000.00	\$400,000.00	New CNG Station - Norwalk	\$0.00	Yes
MS08075	Disneyland Resort	12/10/2008	2/1/2015		\$200,000.00	\$200,000.00	Expansion of Existing CNG Infrastructure	\$0.00	Yes
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
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: 56

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
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

Total: 4

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 2008-2009 Contracts									
Open Contracts									
ML09033	City of Beverly Hills	3/4/2011	5/3/2017	5/3/2018	\$550,000.00	\$100,000.00	10 Nat. Gas Heavy-Duty Vehicles & CNG St	\$450,000.00	No
ML09036	City of Long Beach Fleet Services B	5/7/2010	5/6/2017	5/6/2020	\$875,000.00	\$525,000.00	Purchase 35 LNG Refuse Trucks	\$350,000.00	No
Total: 2									
Declined/Cancelled Contracts									
ML09017	County of San Bernardino Public Wo	1/28/2010	7/27/2016		\$200,000.00	\$0.00	8 Nat. Gas Heavy-Duty Vehicles	\$200,000.00	No
ML09018	Los Angeles Department of Water an	7/16/2010	9/15/2012		\$850,000.00	\$0.00	Retrofit 85 Off-Road Vehicles w/DECS	\$850,000.00	No
ML09019	City of San Juan Capistrano Public	12/4/2009	11/3/2010		\$10,125.00	\$0.00	Remote Vehicle Diagnostics/45 Vehicles	\$10,125.00	No
ML09022	Los Angeles County Department of P				\$8,250.00	\$0.00	Remote Vehicle Diagnostics/15 Vehicles	\$8,250.00	No
ML09025	Los Angeles County Department of P	10/15/2010	12/14/2012	6/14/2013	\$50,000.00	\$0.00	Remote Vehicle Diagnostics/85 Vehicles	\$50,000.00	No
ML09028	Riverside County Waste Manageme				\$140,000.00	\$0.00	Retrofit 7 Off-Road Vehicles w/DECS	\$140,000.00	No
ML09039	City of Inglewood				\$310,000.00	\$0.00	Purchase 12 H.D. CNG Vehicles and Remot	\$310,000.00	No
ML09040	City of Cathedral City				\$83,125.00	\$0.00	Purchase 3 H.D. CNG Vehicles and Remote	\$83,125.00	No
ML09044	City of San Dimas				\$425,000.00	\$0.00	Install CNG Station and Purchase 1 CNG S	\$425,000.00	No
ML09045	City of Orange				\$125,000.00	\$0.00	Purchase 5 CNG Sweepers	\$125,000.00	No
MS09003	FuelMaker Corporation				\$296,000.00	\$0.00	Home Refueling Apparatus Incentives	\$296,000.00	No
Total: 11									
Closed Contracts									
ML09007	City of Rancho Cucamonga	2/26/2010	4/25/2012		\$117,500.00	\$62,452.57	Maintenance Facility Modification	\$55,047.43	Yes
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
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML09038	City of Chino	9/27/2010	5/26/2017		\$250,000.00	\$250,000.00	Upgrade Existing CNG Station	\$0.00	Yes
ML09046	City of Newport Beach	5/20/2010	5/19/2016		\$162,500.00	\$162,500.00	Upgrade Existing CNG Station, Maintenance	\$0.00	Yes
ML09047	Los Angeles County Department of P	8/13/2014	8/12/2015	11/12/2015	\$400,000.00	\$272,924.53	Maintenance Facility Modifications	\$127,075.47	No
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: 22

Open/Complete Contracts

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
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: 9

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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FY 2010-2011 Contracts

Open Contracts

ML11020	City of Indio	2/1/2013	3/31/2019	9/30/2020	\$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	\$75,000.00	Expansion of Existing CNG Station, Install N	\$187,500.00	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
ML11038	City of Santa Monica	5/18/2012	7/17/2018		\$400,000.00	\$0.00	Maintenance Facility Modifications	\$400,000.00	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
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
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: 9

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	Cattrac 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
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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	Yes
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
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	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: 19									
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
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
Total: 5									
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
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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
ML11036	City of Riverside	1/27/2012	1/26/2019	3/26/2021	\$670,000.00	\$670,000.00	Install New CNG Station, Purchase 9 H.D. N	\$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
ML11040	City of South Pasadena	5/4/2012	1/3/2019	1/3/2022	\$30,000.00	\$30,000.00	Purchase 1 Nat. Gas H.D. Vehicle	\$0.00	Yes
ML11041	City of Santa Ana	9/7/2012	11/6/2018	1/6/2021	\$265,000.00	\$244,651.86	Purchase 7 LPG H.D. Vehicles, Retrofit 6 H.	\$20,348.14	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: 35

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
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	6/13/2022	\$400,000.00	\$0.00	Install New CNG Station	\$400,000.00	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	5/7/2017	2/6/2016	2/6/2018	\$100,000.00	\$0.00	EV Charging Infrastructure	\$100,000.00	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-Acess CNG Station	\$175,000.00	No
MS12033	Mike Diamond/Phace Management	12/22/2012	12/21/2018	6/21/2021	\$500,000.00	\$148,900.00	Purchase 20 Medium-Heavy Duty Vehicles	\$351,100.00	No
MS12034	Ware Disposal Company, Inc.	11/2/2012	11/1/2018	5/1/2022	\$133,070.00	\$133,070.00	Purchase 8 Medium-Heavy Duty Vehicles	\$0.00	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
MS12075	CR&R Incorporated	7/27/2013	1/26/2021	1/26/2022	\$100,000.00	\$100,000.00	Expansion of Existing CNG Infrastructure	\$0.00	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	\$111,052.74	Implement Rideshare Incentives Program	\$138,083.26	No
Total: 18									
Declined/Cancelled Contracts									
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
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-Acess 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
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
MS12070	Valley Music Travel/CID Entertainme				\$99,000.00	\$0.00	Implement Shuttle Service to Coachella Mus	\$99,000.00	No
Total: 11									
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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
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
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
MS12Hom	Mansfield Gas Equipment Systems				\$296,000.00	\$0.00	Home Refueling Apparatus Incentive Progra	\$296,000.00	No

Total: 31

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
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Total: 1

Open/Complete Contracts

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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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
ML12046	City of Irvine	8/11/2013	3/10/2021		\$30,000.00	\$30,000.00	One Heavy-Duty Nat. Gas Vehicle	\$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
MS12011	Southern California Gas Company	6/14/2013	6/13/2019	5/28/2021	\$150,000.00	\$150,000.00	Construct New Public-Access CNG Station -	\$0.00	Yes
MS12024	Southern California Gas Company	6/13/2013	12/12/2019	11/12/2020	\$150,000.00	\$150,000.00	Construct New Public-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	2/19/2023	\$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: 30

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 2012-2014 Contracts									
Open Contracts									
ML14012	City of Santa Ana	2/13/2015	10/12/2021		\$244,000.00	\$0.00	EV Charging and 7 H.D. LPG Vehicles	\$244,000.00	No
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
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	\$15,468.52	EV Charging, Bicycle Racks, Bicycle Locker	\$162,794.48	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
ML14023	County of Los Angeles Department o	10/2/2015	9/1/2017	9/1/2018	\$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	9/1/2018	\$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 Exisiting 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	\$25,000.00	Bicycle Racks, Outreach & Education	\$400,000.00	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	\$48,250.00	One HD Nat Gas Vehicle, EV Charging, Bicy	\$56,750.00	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
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
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	2/11/2018	\$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
ML14069	City of Beaumont	3/3/2017	3/2/2025		\$200,000.00	\$0.00	Construct New CNG Infrastructure	\$200,000.00	No
ML14070	City of Rancho Cucamonga	9/3/2016	12/2/2018		\$365,245.00	\$0.00	Bicycle Trail Improvements	\$365,245.00	No
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
ML14094	City of Yucaipa	6/9/2017	6/8/2018		\$84,795.00	\$0.00	Installation of Bicycle Lanes	\$84,795.00	No
MS14001	Los Angeles County MTA	3/6/2015	4/30/2015		\$1,216,637.00	\$1,165,575.52	Clean Fuel Transit Service to Dodger Stadiu	\$51,061.48	No
MS14037	Penske Truck Leasing Co., L.P.	4/7/2017	6/6/2020		\$75,000.00	\$0.00	Vehicle Maint. Fac. Modifications - Carson	\$75,000.00	No
MS14053	Upland Unified School District	1/9/2015	7/8/2021		\$175,000.00	\$175,000.00	Expansion of Existing CNG Infrastructure	\$0.00	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
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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	8/13/2023	\$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	\$200,000.00	Expansion of Existing CNG Infrastructure/Ma	\$0.00	No
MS14081	CR&R Incorporated	6/1/2015	5/30/2021		\$175,000.00	\$100,000.00	Expansion of Existing CNG Infrastructure/Ma	\$75,000.00	No
MS14082	Grand Central Recycling & Transfer	12/4/2015	3/3/2023	3/3/2024	\$150,000.00	\$0.00	Construct New Public Access CNG Station	\$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: 43

Pending Execution Contracts

ML14060	County of Los Angeles Internal Servi				\$104,400.00	\$0.00	Electric Vehicle Charging Infrastructure	\$104,400.00	No
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Total: 1

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
MS14038	Penske Truck Leasing Co., L.P.				\$75,000.00	\$0.00	Vehicle Maint. Fac. Modifications - Fontana	\$75,000.00	No
MS14043	City of Anaheim				\$175,000.00	\$0.00	Expansion of Existing CNG Station	\$175,000.00	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
MS14091	Serv-Wel Disposal				\$100,000.00	\$0.00	New Limited-Access CNG Infrastructure	\$100,000.00	No

Total: 8

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
ML14054	City of Torrance	11/14/2014	4/13/2017	7/13/2017	\$350,000.00	\$319,908.80	Upgrade Maintenance Facility	\$30,091.20	Yes
ML14065	City of Orange	9/5/2014	8/4/2015		\$10,000.00	\$10,000.00	Electric Vehicle Charging Infrastructure	\$0.00	Yes
MS14002	Orange County Transportation Autho	9/6/2013	4/30/2014		\$576,833.00	\$576,833.00	Clean Fuel Transit Service to Orange Count	\$0.00	Yes
MS14003	Orange County Transportation Autho	8/1/2013	4/30/2014	10/30/2014	\$194,235.00	\$184,523.00	Implement Metrolink Service to Angel Stadiu	\$9,712.00	Yes
MS14004	Orange County Transportation Autho	9/24/2013	4/30/2014		\$36,800.00	\$35,485.23	Implement Express Bus Service to Solar De	\$1,314.77	Yes
MS14005	Transit Systems Unlimited, Inc.	4/11/2014	2/28/2016		\$515,200.00	\$511,520.00	Provide Expanded Shuttle Service to Hollyw	\$3,680.00	Yes
MS14007	Orange County Transportation Autho	6/6/2014	4/30/2015		\$208,520.00	\$189,622.94	Implement Special Metrolink Service to Ang	\$18,897.06	Yes
MS14008	Orange County Transportation Autho	8/13/2014	5/31/2015		\$601,187.00	\$601,187.00	Implement Clean Fuel Bus Service to Orang	\$0.00	Yes
MS14009	A-Z Bus Sales, Inc.	1/17/2014	12/31/2014	3/31/2015	\$388,000.00	\$388,000.00	Alternative Fuel School Bus Incentive Progra	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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
MS14058	Orange County Transportation Autho	11/7/2014	4/6/2016	4/6/2017	\$1,250,000.00	\$1,250,000.00	Implement Various Signal Synchronization P	\$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
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: 21

Closed/Incomplete Contracts

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
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Total: 1

Open/Complete Contracts

ML14014	City of Torrance	9/5/2014	12/4/2019		\$56,000.00	\$56,000.00	EV Charging Infrastructure	\$0.00	Yes
ML14022	County of Los Angeles Department o	10/2/2015	5/1/2022		\$270,000.00	\$270,000.00	Purchase 9 H.D. Nat. Gas Vehicles	\$0.00	Yes
ML14029	City of Irvine	7/11/2014	6/10/2017		\$90,500.00	\$71,056.78	Bicycle Trail Improvements	\$19,443.22	Yes
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 Infrs., 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
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
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
ML14071	City of Manhattan Beach	1/9/2015	11/8/2018		\$22,485.00	\$22,485.00	Electric Vehicle Charging Infrastructure	\$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
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: 19

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 2014-2016 Contracts									
Open Contracts									
ML16005	City of Palm Springs	3/4/2016	10/3/2017		\$40,000.00	\$0.00	Install Bicycle Racks, and Implement Bicycl	\$40,000.00	No
ML16006	City of Cathedral City	4/27/2016	4/26/2022		\$55,000.00	\$0.00	Purchase 1 H.D. Nat. Gas Vehicle, Bicycle	\$55,000.00	No
ML16007	City of Culver City Transportation De	10/6/2015	4/5/2023		\$246,000.00	\$210,000.00	Purchase 7 H.D. Nat. Gas Vehicles, EV Cha	\$36,000.00	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
ML16013	City of Monterey Park	12/4/2015	7/3/2022	7/3/2023	\$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	\$809,642.73	Purchase 48 Medium-Duty, 16 H.D. Nat. Ga	\$635,757.27	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
ML16022	Los Angeles Department of Water an	5/5/2017	3/4/2024		\$360,000.00	\$0.00	Purchase 13 H.D. Nat. Gas Vehicles	\$360,000.00	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
ML16028	City of Azusa	9/9/2016	4/8/2018		\$25,000.00	\$0.00	Enhance Existing Class 1 Bikeway	\$25,000.00	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
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	1/2/2021		\$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
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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
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	\$180,000.00	Purchase 6 H.D. Nat. Gas Vehicles	\$0.00	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	6/3/2016	7/2/2020		\$25,000.00	\$21,003.82	Installation of EV Charging Infrastructure	\$3,996.18	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
ML16069	City of West Covina	3/10/2017	6/9/2021		\$54,199.00	\$0.00	Installation of EV Charging Infrastructure	\$54,199.00	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
ML16071	City of Highland	5/5/2017	1/4/2020		\$264,500.00	\$0.00	Implement a "Complete Streets" Pedestrian	\$264,500.00	No
ML16072	City of Palm Desert	3/4/2016	1/3/2020	1/3/2022	\$56,000.00	\$0.00	Installation of EV Charging Infrastructure	\$56,000.00	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	\$5,569.49	Install Bicycle Infrastructure & Implement Bi	\$27,230.51	No
ML16083	City of El Monte	4/1/2016	4/30/2021		\$57,210.00	\$0.00	Install EV Charging Infrastructure	\$57,210.00	No
MS16001	Los Angeles County MTA	4/1/2016	4/30/2017		\$1,350,000.00	\$0.00	Clean Fuel Transit Service to Dodger Stadiu	\$1,350,000.00	No
MS16004	Mineral LLC	9/4/2015	7/3/2017	1/3/2018	\$27,690.00	\$8,100.00	Design, Develop, Host and Maintain MSRC	\$19,590.00	No
MS16030	The Better World Group	12/19/2015	12/31/2017		\$130,716.00	\$90,585.19	Programmic Outreach Services to the MSR	\$40,130.81	No
MS16082	Riverside County Transportation Co	9/3/2016	8/2/2018		\$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	\$61,602.57	Freeway Service Patrols	\$739,022.43	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
MS16088	Transit Systems Unlimited, Inc.	5/12/2017	1/11/2023		\$17,000.00	\$15,300.00	Expansion of Existing CNG Station	\$1,700.00	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
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	\$84,744.00	Implement a Series of "Open Streets" Event	\$165,256.00	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
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	\$175,000.00	Expand CNG Station & Modify Maintenance	\$75,000.00	No
MS16099	Foothill Transit	3/3/2017	3/31/2017		\$50,000.00	\$0.00	Provide Special Bus Service to the Los Ange	\$50,000.00	No

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS16100	Southern California Regional Rail Au	5/5/2017	9/30/2017		\$80,455.00	\$0.00	Provide Metrolink Service to Autoclub Speed	\$80,455.00	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
MS16103	Arrow Services, Inc.	2/3/2017	4/2/2023		\$100,000.00	\$0.00	Construct a Limited-Access CNG Station	\$100,000.00	No
MS16105	Huntington Beach Union High School	3/3/2017	7/2/2024		\$175,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$175,000.00	No
MS16112	Orange County Transportation Autho	4/14/2017	3/13/2024		\$1,470,000.00	\$0.00	Repower Up to 98 Transit Buses	\$1,470,000.00	No
MS16113	Los Angeles County MTA	5/12/2017	4/11/2024		\$1,875,000.00	\$0.00	Repower Up to 125 Transit Buses	\$1,875,000.00	No
MS16114	City of Norwalk	3/3/2017	6/2/2024		\$45,000.00	\$0.00	Repower Up to 3 Transit Buses	\$45,000.00	No
MS16115	City of Santa Monica	4/14/2017	7/13/2025		\$870,000.00	\$0.00	Repower Up to 58 Transit Buses	\$870,000.00	No
MS16116	Riverside Transit Agency	3/3/2017	1/2/2023		\$10,000.00	\$9,793.00	Repower One Transit Bus	\$207.00	No
MS16117	Omnitrans	4/21/2017	6/20/2023		\$175,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$175,000.00	No
MS16118	Omnitrans	4/21/2017	6/20/2023		\$175,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$175,000.00	No
MS16119	Omnitrans	4/21/2017	8/20/2022		\$150,000.00	\$0.00	New Public Access CNG Station	\$150,000.00	No
MS16120	Omnitrans	4/7/2017	5/6/2025		\$945,000.00	\$0.00	Purchase 39 Transit Buses and Repower 24	\$945,000.00	No

Total: 84

Pending Execution Contracts

ML16014	City of Dana Point				\$153,818.00	\$0.00	Extend an Existing Class 1 Bikeway	\$153,818.00	No
ML16067	City of South El Monte				\$73,329.00	\$0.00	Implement an "Open Streets" Event	\$73,329.00	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
MS16104	City of Perris				\$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
MS16121	Long Beach Transit				\$600,000.00	\$0.00	Purchase 40 New Transit Buses with Near-Z	\$600,000.00	No

Total: 12

Declined/Cancelled Contracts

ML16065	City of Temple City				\$500,000.00	\$0.00	Implement a "Complete Streets" Pedestrian	\$500,000.00	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
MS16098	Long Beach Transit				\$198,957.00	\$0.00	Provide Special Bus Service to Stub Hub Ce	\$198,957.00	No

Total: 4

Closed Contracts

ML16026	City of Downey	5/6/2016	9/5/2017		\$40,000.00	\$40,000.00	Install EV Charging Infrastructure	\$0.00	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	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML16073	City of Long Beach Public Works	1/13/2017	7/12/2017		\$50,000.00	\$50,000.00	Implement an "Open Streets" Event	\$0.00	Yes
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
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	Yes
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	Yes

Total: 8

Open/Complete Contracts									
ML16011	City of Claremont	10/6/2015	6/5/2022		\$90,000.00	\$90,000.00	Purchase 3 Heavy-Duty Nat. Gas Vehicles	\$0.00	Yes
ML16012	City of Carson	1/15/2016	10/14/2022		\$60,000.00	\$60,000.00	Purchase 2 Heavy-Duty Nat. Gas Vehicles	\$0.00	Yes
ML16023	City of Banning	12/11/2015	12/10/2021		\$30,000.00	\$30,000.00	Purchase 1 H.D. Nat. Gas Vehicle	\$0.00	Yes
ML16024	City of Azusa	4/27/2016	2/26/2022		\$30,000.00	\$30,000.00	Purchase 1 H.D. Nat. Gas Vehicle	\$0.00	Yes
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
ML16037	City of Rancho Cucamonga	2/5/2016	11/4/2022		\$30,000.00	\$30,000.00	Purchase One Heavy-Duty Natural Gas Vehi	\$0.00	Yes
ML16055	City of Ontario	5/6/2016	5/5/2022		\$270,000.00	\$270,000.00	Purchase Nine Heavy-Duty Natural-Gas Veh	\$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
ML16079	City of Yucaipa	4/1/2016	3/31/2020		\$5,000.00	\$5,000.00	Purchase Electric Lawnmower	\$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: 11

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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FY 2016-2018 Contracts

Open Contracts

MS18001	Los Angeles County MTA	6/29/2017	4/30/2018		\$807,945.00	\$0.00	Provide Clean Fuel Transit Service to Dodge	\$807,945.00	No
MS18002	Southern California Association of G	6/9/2017	11/30/2018		\$2,500,000.00	\$0.00	Regional Active Transportation Partnership	\$2,500,000.00	No
MS18003	Geographics	2/21/2017	2/20/2021		\$56,953.00	\$5,064.00	Design, Host and Maintain MSRC Website	\$51,889.00	No
MS18004	Orange County Transportation Autho	8/3/2017	4/30/2019		\$503,272.00	\$0.00	Provide Special Rail Service to Angel Stadiu	\$503,272.00	No

Total: 4

Pending Execution Contracts

MS18005	Orange County Transportation Autho				\$834,222.00	\$0.00	Clean Fuel Bus Service to OC Fair	\$834,222.00	No
MS18006	Anaheim Transportation Network				\$219,564.00	\$0.00	Implement Anaheim Circulator Service	\$219,564.00	No
MS18008	Foothill Transit				\$100,000.00	\$0.00	Special Transit Service to LA County Fair	\$100,000.00	No
MS18009	Penske Truck Leasing Co., L.P.				\$82,500.00	\$0.00	Maintenance Facility Modifications and Tech	\$82,500.00	No

Total: 4

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 31

REPORT: California Air Resources Board Monthly Meeting

SYNOPSIS: The California Air Resources Board met on September 28, 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 California Air Resources Board's (CARB or Board) May meeting was held on September 28, 2017 in Sacramento at the California Environmental Protection Agency Headquarters Building. Key items presented are summarized below.

CONSENT ITEMS

17-9-1: Public Meeting to Consider the 2017 Ozone Attainment Plan for the Eastern Kern Nonattainment Area

The Board approved the Eastern Kern Air Pollution Control District Plan for the 75 ppb 8-Hour Ozone Standard (Ozone SIP). The Board found that the Ozone Plan meets all of the requirements of the Clean Air Act for a Serious ozone nonattainment area and the Ozone Plan will be submitted to U.S. EPA as a revision to California's State Implementation Plan.

17-9-2: Public Hearing to Consider the Proposed Amendments to California's Evaluation Procedures for New Aftermarket Catalytic Converters

The Board adopted amendments to the California Evaluation Procedures for New Aftermarket Catalytic Converters to allow use of these procedures on Low-Emission Vehicle III (LEV III) vehicles. The approved amendments will benefit California businesses and consumers by allowing aftermarket catalytic converters for LEV III vehicles to be sold in this state.

DISCUSSION ITEMS

17-9-3: Public Meeting to Hear an Update on Development of the PM2.5 State Implementation Plan for the San Joaquin Valley and Consider the San Joaquin Valley PM2.5 Contingency Measures

The Board heard an update on the development of the comprehensive PM2.5 State Implementation Plan for the San Joaquin Valley. At the October 2016 meeting, the Board directed staff to identify near-term reductions from stationary and mobile sources, work with stakeholders and develop a strategy for meeting the 24-hour and annual PM2.5 standards in the Valley. Since that time, CARB and San Joaquin Valley District staff have developed new strategies designed to meet these standards. Staff expects to bring the proposed comprehensive plan demonstrating attainment of these standards to the Board in March of 2018. In addition, the Board adopted an attainment contingency measure for the previous annual PM2.5 standard in the San Joaquin Valley. CARB will submit the attainment contingent measure to U.S. EPA as a revision to the California State Implementation Plan.

17-9-4: Public Meeting to Hear an Update to the Enforcement Policy

The Board heard an informational update on the proposed California Air Resources Board enforcement policy that will replace the current policy developed in 2011. The proposed enforcement policy is partly in response to new enforcement responsibilities related to Assembly Bill 1685 (2016) and Assembly Bill 617 (2017). These bills, among other things, increase the maximum penalties for mobile and stationary source violations. The new enforcement policy will also clarify CARB's enforcement process, establish considerations in determining appropriate penalties, clarify enforcement responsibilities to the public and in disadvantaged communities, and provide guidance for compliance assistance.

17-9-5: Public Meeting to Hear an Update on the Assembly Bill 1496 Methane "Hot Spot" Survey

The Board heard a presentation on the California Statewide Methane Survey, an ongoing research study developed in collaboration between CARB, the California Energy Commission and NASA/JPL that was conducted pursuant to Assembly Bill 1496. The survey, using airborne and on the ground measurements, identified point sources of methane across the State, including power plants, oil refineries, dairies and landfills. Results from phase 1 of this study suggest that large sources contribute significantly to statewide methane emissions. Results from this and further methane studies will advance CARB Green House Gas programs.

Attachment

CARB September 28, 2017 Meeting Agenda



PUBLIC MEETING AGENDA

September 28, 2017

LOCATION:

California Environmental Protection Agency
California Air Resources Board
Byron Sher Auditorium, 2nd Floor
1001 I Street
Sacramento, California 95814

This facility is accessible by public transit. For transit information, call (916) 321-BUSS, website:

<http://www.sacrt.com>

(This facility is accessible to persons with disabilities.)

**TO SUBMIT WRITTEN COMMENTS ON AN
AGENDA ITEM IN ADVANCE OF THE MEETING GO
TO: <http://www.arb.ca.gov/lispub/comm/bclist.php>**

**Thursday
September 28, 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 #

17-9-1: Public Meeting to Consider the 2017 Ozone Attainment Plan for the Eastern Kern Nonattainment Area

The Board will consider adopting the Eastern Kern Air Pollution Control District 2017 Ozone Attainment Plan for the federal 75 ppb 8-hour ozone standard. If adopted, the California Air Resources Board will submit this plan to the United States Environmental Protection Agency as a revision to the California State Implementation Plan.

17-9-2: Public Hearing to Consider the Proposed Amendments to California's Evaluation Procedures for New Aftermarket Catalytic Converters

The Board will consider adopting amendments to the California Evaluation Procedures for New Aftermarket Catalytic Converters to allow use of these procedures on Low-Emission Vehicle III vehicles.

DISCUSSION ITEMS:

Note: The following agenda items may be heard in a different order at the Board meeting.

Agenda Item #

17-9-3: Public Meeting to Hear an Update on Development of the PM2.5 State Implementation Plan for the San Joaquin Valley and Consider the San Joaquin Valley PM2.5 Contingency Measures

Spanish translation will be provided at the Board Meeting for this item, Item 17-9-3.

The Board will hear an update on the development of the comprehensive PM2.5 State Implementation Plan for the San Joaquin Valley, including the proposed strategy for meeting multiple PM2.5 standards. The Board will also consider the attainment contingency measure for the 15 µg/m3 annual PM2.5 standard in the San Joaquin Valley. If the revision is adopted, the California Air Resources Board will submit it to the United States Environmental Protection Agency as a revision to the California State Implementation Plan.

17-9-4: Public Meeting to Hear an Update to the Enforcement Policy

The Board will hear an update to the California Air Resources Board enforcement policy. CARB is updating its policy partly to respond to Assembly Bill 1685 (2016) which, among other things, increases the maximum penalties for mobile source violations and clarifies how those penalties can be applied. In addition to updating the current policy to address Assembly Bill 1685, staff is taking this opportunity to develop a more comprehensive enforcement policy; providing more clarity on compliance resources available, CARB's enforcement process, considerations in determining appropriate penalties, voluntary disclosure considerations, minor violations, and public communication and information protection.

17-9-5: Public Meeting to Hear an Update on the Assembly Bill 1496 Methane "Hot Spot" Survey

The Board will hear an update on the findings from a recently concluded research study investigating the Methane 'Hot Spot' and potential super-emitters across the state that was conducted pursuant to Assembly Bill 1496.

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):

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.

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.

Kimberly-Clark Worldwide, Inc. v. California Air Resources Board, et al., Sacramento County Superior Court, Case No. 34-2015-80002246.

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.

POET, LLC, et al. v. California Air Resources Board, 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.

POET, LLC, et al. v. California Air Resources Board, et al., Superior Court of California (Fresno County), Case No. 15CECG03380.

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].

Sowinski v. California Air Resources Board, et al., U.S. District Court, Central District of California, Case No. 8:15-CV-02123.

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 West Virginia et al. v. United States Environmental Protection Agency, U.S. Court of Appeals, District of Columbia Circuit, Case No. 15-1363.

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.

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).

Adam Brothers Farming, Inc. v. California Air Resources Board, et al., Santa Barbara County Superior Court, Case No. 15 CV04432.

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.

American Coatings Association, Inc. v. State of California and California Air Resources Board, Sacramento County Superior Court, Case No. 04CS01707.

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.

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.

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.

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.

Murray Energy Corporation v. United States Environmental Protection Agency, U.S. Court of Appeals, District of Columbia Circuit, Case No. 15-1385.

Truck Trailer Manufacturers Association, Inc. v. United States Environmental Protection Agency, et al., U.S. Court of Appeals, District of Columbia Circuit, Case No. 16-1430.

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.

California Air Resources Board v. BP West Coast Products LLC, Contra Costa County Superior Court, Case No. C12-00567.

California Air Resources Board v. SSA Containers, Inc., Los Angeles County Superior Court, Case No. BC628573 and No. BC628722.

California Air Resources Board v. West Coast Diesel, Inc., Fresno County Superior Court, Case No. 15 CECG 03337.

California Air Resources Board v. Adam Brothers Farming Inc., Santa Barbara County Superior Court, Case No. 16CV01758.

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.

People v. Southern California Gas Company, Los Angeles Superior Court, Case No. BC 602973.

In re: Volkswagen "Clean Diesel" MDL, United States District Court, Northern District of California, Case No. 15-MD-2672-CRB (JSC).

Mahan v. California Air Resources Board, Sacramento County Superior Court, Case No. 34-2016-80002416.

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 CARB 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 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, 23rd Floor, Sacramento, California 95814

(916) 322-5594

CARB Homepage: www.arb.ca.gov

SPECIAL ACCOMMODATION REQUEST

Consistent with California Government Code Section 7296.2, special accommodation or language needs may be provided for any of the following:

- An interpreter to be available at the hearing;
- Documents made available in an alternate format or another language;
- A disability-related reasonable accommodation.

To request these special accommodations or language needs, please contact the Clerk of the Board at (916) 322-5594 or by facsimile at (916) 322-3928 as soon as possible, but no later than 7 business days before the scheduled Board hearing. TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

Consecuente con la sección 7296.2 del Código de Gobierno de California, una acomodación especial o necesidades lingüísticas pueden ser suministradas para cualquiera de los siguientes:

- Un intérprete que esté disponible en la audiencia
- Documentos disponibles en un formato 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.

BOARD MEETING DATE: October 6, 2017

AGENDA NO. 32

PROPOSAL: Certify the Final Environmental Assessment and Amend Rule 1168 – Adhesive and Sealant Applications

SYNOPSIS: The proposed amendments will implement, in part, the 2016 Air Quality Management Plan Control Measure CTS-01: Further Emission Reductions from Coatings, Solvents, Adhesives, and Sealants, which targets a 1 ton per day VOC emission reduction by 2023. The amendments include: revision of VOC content limits for various categories; reporting and labeling requirements; clarification of rule language and applicability; language that distinguishes when products are regulated by the California Air Resources Board Consumer Products Regulation or Rule 1168; harmonization of language and requirements with regulations (state and national) affecting the same type of products; addition of test methods; removal of, or addition to, certain exemptions; and prohibition of Group II exempt compounds as defined in Rule 102.

COMMITTEE: Stationary Source, September 15, 2017, Reviewed

RECOMMENDED ACTIONS:

Adopt the attached Resolution:

1. Certifying the Final Environmental Assessment for Proposed Amended Rule 1168 – Adhesive and Sealant Applications; and
2. Amending Rule 1168 – Adhesive and Sealant Applications.

Wayne Natri
Executive Officer

PF:JW:MK:HF:NS

Background

Rule 1168 was adopted in 1989 to control VOC emissions from adhesive applications. The rule applies to products used during manufacturing at stationary sources and products used by consumers that are not regulated by the California Air Resources Board (CARB) Consumer Products Regulation. The rule has been amended 13 times; the last amendment was in January 2005. In 1997, several categories were added to the rule, including sealants and sealant primers. In terms of VOC reductions, the last six amendments, dating

back to 1998, have been associated with proposals to reduce VOC emissions from Top and Trim adhesives and welding cements for Acrylonitrile-Butadiene-Styrene (ABS), Chlorinated Polyvinyl Chloride (CPVC), and Polyvinyl Chloride (PVC). During that period, several key amendments were made to prohibit sales of non-compliant products and to restrict the use of some toxic chemicals including methylene chloride, perchloroethylene, and trichloroethylene.

Proposal

The purpose of Proposed Amended Rule (PAR) 1168 is to reduce VOC and toxic air contaminant emissions from adhesives and sealants and to clarify the rule language. Staff proposes the following major amendments for PAR 1168:

- Revise, delete, and add certain definitions.
- Amend VOC limits for certain regulated products and allow a three-year sell-through/use-through.
- Establish new categories and reduce some of the associated VOC limit for those categories.
- Include technology assessments for several categories with VOC limit reductions.
- Include reporting requirements for:
 - Manufacturers, private labelers, Big Box retailers, and distribution centers that sell regulated products, aerosol adhesives, and aerosol adhesive primers into or within the District; and
 - Facilities that use non-compliant products under the 55 gallons per year exemption.
- Streamline and revise the provisions in the exemption section.

Public Process

The public process for PAR 1168 began in 2013 with eight working group meetings between June 2013 and May 2014. During that time, staff conducted a survey of product sales to improve the emission inventory, assess market share, and evaluate the VOC content of currently available products. In 2013, staff proposed partial VOC exemptions for tertiary-Butyl Acetate and Dimethyl Carbonate to maximize the potential VOC emission reductions. The rule amendment was put on hold in 2014 due to toxicity concerns about tertiary-Butyl Acetate and Dimethyl Carbonate. In May 2017, SCAQMD staff resumed PAR 1168 without the proposed exemptions for tertiary-Butyl Acetate and Dimethyl Carbonate as the Stationary Source Committee recommended a precautionary approach against exempting potentially toxic compounds.

In 2017, three working group meetings were held and staff also had frequent meetings with stakeholders and various trade associations. The Public Workshop was conducted on August 17, 2017 and the proposed amendment was presented at the Stationary Source Committee on September 15, 2017.

Key Issues

Staff worked with stakeholders to resolve a majority of their concerns through revisions of the rule language and providing clarification in the staff report. Staff defined additional product categories, extended certain compliance deadlines, and proposed several technology assessments. Following are key remaining issues.

Reporting Requirement

Several industry stakeholders and trade associations commented that the proposed reporting requirements for manufacturers are too burdensome because compiling the requested information is time consuming and costly. However, staff believes that accurate emissions inventory data is critical for planning and the majority of adhesive and sealant emissions come from small, unpermitted sources where available data is limited. In response, staff extended the reporting timeline so that the current proposal requires reporting for manufacturers, private labelers, Big Box retailers, and distribution centers every three years until 2025, then every five years, with a sunset date in 2040. This provides a balance between the need for accurate emission information and the reporting burdens.

RadTech International also requested that as an additional incentive, reporting should not be required for products with a VOC content less than 20 g/L. However, without sales and emission data for these products, it would not be possible to determine the full product profile and market penetration of ultra-low VOC products or determine accurate emission inventories.

Foam Insulation

The American Chemistry Council requested that insulating foams should not be included in the rule amendments because insulating foams are not considered “sealants” by industry, as their *primary* purpose is not to fill a gap, but rather, to insulate. Staff acknowledges that these products are used for insulation but to serve that function, they must *fill the gap* in the wall cavity; therefore, they meet the current sealant definition. The proposed amendment addresses this uncertainty by including a definition for foam insulation. To address their concern, staff consulted the CARB Consumer Products Regulation and the Ozone Transport Commission Model Rule for Consumer Products, both of which include “weatherproof gaps” in the definition of a sealant, which further supports the treatment of foam insulations as sealants. Staff is proposing to harmonize the definition of sealant in PAR 1168 with the CARB Consumer Products Regulation and the Ozone Transport Commission Model Rule, as stakeholders have requested; thus further clarifying that insulating foams fall under Rule 1168.

PVC Welding Cement Proposed Limit

A concern was raised regarding the current availability of PVC Welding Cements meeting the proposed VOC limit of 425 g/L. Staff based the proposed VOC limit on two products that are currently available in the marketplace. The pipe welding industry is dominated by four major manufacturers; two of the leading manufacturers have commercial products at the proposed VOC limit currently available at retail outlets. For example, Oatey

reformulated their All Purpose Cement from 510 g/L to below 325 g/L in 2016. All Purpose cements are used to weld ABS, CPVC, and PVC. In addition, there is a product currently available to the irrigation market for PVC and CPVC that is below the proposed future limit.

The proposed VOC limit reductions are not effective until January 1, 2023, allowing five years for product reformulation, testing, and certification. The proposed rule also includes a technology assessment so staff can evaluate the progress of the reformulation efforts and report to the Board.

Test Methods Concerns have been raised that the regulated industry would have to use multiple test methods must be used to demonstrate compliance with the VOC limits in the rule. Rule 1168 affects many types of products and product chemistries. Only one VOC test method is the most appropriate method for each product. This is based on product type, product chemistry, product application, and VOC content. Note: many of the VOC test methods are comprised of multiple tests (e.g., U.S. EPA Method 24 specifies a test method for water content, solids content, exempt compound content, and density of the material). Staff will work with stakeholders to develop a guidance document to clarify which VOC test method should be performed on each product type affected by the rule.

California Air Resources Board Consumer Products Regulation and Rule 1168 Jurisdiction

The Consumer Specialty Products Association, Roof Coatings Manufacturers Association, and Adhesive and Sealant Council have commented that PAR 1168 exceeds the SCAQMD's regulatory authority over consumer products. Rule 1168 exempts products regulated by CARB in the Consumer Products Regulation. PAR 1168 clarifies this exemption as follows:

- The exemption only applies to consumer products with a VOC limit in the CARB CPR. Consumer products without a VOC limit and products not included in the CARB CPR are not regulated by CARB and therefore can be regulated by the SCAQMD;
- The exemption does not apply to consumer products used at stationary sources, unless they are used for repair or maintenance. Consumer products that are not exempt include those products incorporated into goods or commodities and products used in pollution-generating activities, such as furniture repair.

On June 16, 2014, CARB sent a letter¹ that supports the SCAQMD's legal authority to regulate (1) adhesives and sealants that currently do not have VOC limits in the CARB CPR and (2) consumer products that currently do have VOC limits when they are used as part of a manufacturing operation.

http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1168/carb_cpr_correspondence.pdf?sfvrsn=4

Emissions Inventory and Emission Reductions

According to the 2016 AQMP, the 2017 emissions from adhesives and sealants subject to the rule are 4.1 tpd. However, the survey staff conducted in 2013/2014 found the emissions to be closer to 10.5 tpd. Staff is proposing VOC limit reductions for numerous categories to achieve emission reductions of 1.4 tpd and to meet the 2016 AQMP VOC emission reduction commitment of 1 ton per day by 2023. The following table demonstrates the emission reductions anticipated from PAR 1168 by category.

Estimated Emission Reductions from PAR 1168

Category	Emission Reductions (tpd)			
	Upon Adoption	2019	2023	Total Reduction (tpd)
All Other Architectural Sealants		0.37		0.37
Clear, Paintable, and Immediately Water Resistant Sealant			0.02	0.02
CPVC Welding Cement			0.01	0.01
Foam Sealant			0.23	0.23
All Other Roof Adhesives			0.04	0.04
All Other Roof Sealants			0.14	0.14
All Other Sealants			0.06	0.06
PVC Welding Cement			0.18	0.18
Rubber Vulcanization Adhesive			0.06	0.06
Single Ply Roof Adhesive			0.05	0.05
Single Ply Roof Membrane Sealant			0.003	0.003
Top and Trim Adhesive	-0.21		0.21	
Wood Flooring Adhesive			0.24	0.24
Totals:	-0.21	0.37	1.16	1.38

California Environmental Quality Act

PAR 1168 is considered a “project” as defined by the California Environmental Quality Act (CEQA), and the SCAQMD is the designated lead agency. Pursuant to CEQA Guidelines Sections 15252 and 15070 and SCAQMD Rule 110, the SCAQMD has prepared an Environmental Assessment (EA) for PAR 1168. The environmental analysis in the Draft EA concluded that PAR 1168 would not generate any significant adverse environmental impacts and therefore, no alternatives or mitigation measures are required.

The Draft EA was released for a 30-day public review and comment period from August 16, 2017 to September 15, 2017. Two comment letters were received from the public relative to the Draft EA and responses to the comments have been prepared. The comment letters and the responses to the comments have been included in Appendix B of the Final EA.

Subsequent to release of the Draft EA, modifications were made to the proposed project. Staff has reviewed the modifications to the proposed project and concluded that none of the modifications constitute significant new information or a substantial increase in the severity of an environmental impact, nor do they provide new information of substantial importance relative to the Draft EA. As a result, these revisions do not require recirculation of the EA pursuant to CEQA Guidelines Sections 15073.5 and 15088.5. Therefore, the Draft EA is now a Final EA and is included as an attachment to the Board package. The Board must review the adequacy of the Final EA, including responses to comments, prior to certification of the Final EA and amending Rule 1168.

Socioeconomic Analysis

PAR 1168 would affect approximately 60 adhesive and sealant materials manufacturers of which eight are manufacturing products within the South Coast Air Basin (SCAB). PAR 1168 would also affect six Big Box retailers, and approximately 40 distributors located in and outside of the SCAB. These affected facilities belong to the industries of asphalt shingle and coating materials and adhesive manufacturing, and the sectors of retail and merchant wholesalers. PAR 1168 would also affect intermediate industrial users and end-users (general public) using products that are applicable to PAR 1168 and not regulated by CARB's Consumer Products Regulation.

None of the adhesive and sealant manufacturers and Big Box retailers that would be subject to PAR 1168 are considered small businesses under SCAQMD's definition of a small business. Most of the distributors and other industrial and commercial users that would be subject to PAR 1168 are likely to be small businesses.

It was assumed that PAR 1168 compliance costs are mainly for reformulation. The reformulation cost is estimated to range from \$2 to \$4 per gallon for the majority of affected product categories. The average total annual cost of the proposed amendments, which would be incurred by the affected facilities located in and outside of the SCAB, is estimated to be \$6.34 million, of which \$6.30 million is estimated for reformulation costs and the remaining \$0.04 is estimated for reporting costs. The cost-effectiveness of PAR 1168 is estimated at \$12,400 per ton of VOC reduced with an emission reduction of 1.4 tons of VOC per day by 2023.

The proposed amendments are projected to result in minimal job impacts across all major sectors of the regional economy.

AQMP and Legal Mandates

The California Health and Safety Code requires the SCAQMD to adopt an AQMP to meet state and federal ambient air quality standards in the South Coast Air Basin. In addition, the California Health and Safety Code requires the SCAQMD to adopt rules and regulations that carry out the objectives of the AQMP. The proposed amendments will implement, in part, Control Measure CTS-01 - Further Emission Reductions from Coatings, Solvents, Adhesives, and Sealants.

Implementation Plan and Resource Impact

Existing SCAQMD resources will be sufficient to implement the proposed changes to this rule with minimal impacts.

Attachments

- A. Summary of Proposed Amendments
- B. Key Issues
- C. Rule Development Process
- D. Key Contacts List
- E. Resolution
- F. Rule Language for Proposed Amended Rule 1168
- G. Final Staff Report
- H. Final Environmental Assessment
- I. Final Socioeconomic Assessment
- J. Board Meeting Presentation

ATTACHMENT A

SUMMARY OF PROPOSAL

Proposed Amended Rule 1168 – Adhesive and Sealant Applications

The purpose of Proposed Amended Rule (PAR) 1168 is to reduce VOC and toxic air contaminant emissions from adhesives and sealants and to clarify the rule language. Staff proposes the following major amendments for PAR 1168:

- Revise, delete, and add certain definitions.
- Amend VOC limits for certain regulated products and allow a three-year sell-through/use-through.
- Establish new categories and reduce some of the associated VOC limit for those categories.
- Include technology assessments for several categories with VOC limit reductions.
- Include reporting requirements for:
 - Manufacturers, private labelers, Big Box retailers, and distribution centers that sell regulated products, aerosol adhesives, and aerosol adhesive primers into or within the District; and
 - Facilities that use non-compliant products under the 55 gallons per year exemption.
- Streamline and revise the provisions in the exemption section.

The inventory is 10.5 tpd and the proposed amendments are expected to reduce the VOC emissions by 1.4 tpd by 2023.

ATTACHMENT B

KEY ISSUES AND RESPONSES

Proposed Amended Rule 1168 – Adhesive and Sealant Applications

Staff worked with stakeholders to resolve a majority of their concerns through revisions of the rule language and providing clarification in the staff report. Staff defined additional product categories, extended certain compliance deadlines, and proposed several technology assessments. Staff addressed other issues raised through suggested language in the resolution, such as clarification on multiple test methods and the test method for thin-film energy curable products where there is no applicable enforcement test method. The following are key remaining issues.

Reporting Requirement

- Several industry stakeholders and trade associations commented that the proposed reporting requirements for manufacturers are too burdensome.
- Staff revised the reporting requirements to every three years until 2025, then every five years, with a sunset date in 2040. This provides a balance between the need for accurate emission information and the reporting burdens.

Foam Insulation

- The American Chemistry Council requested that insulating foams not be included in the rule amendments because insulating foams are not considered “sealants” by industry.
- Staff interprets the definition of a sealant to include foam insulation because they *fill the gap* or joint between two surfaces, as defined in the rule.

PVC Welding Cement Proposed Limit

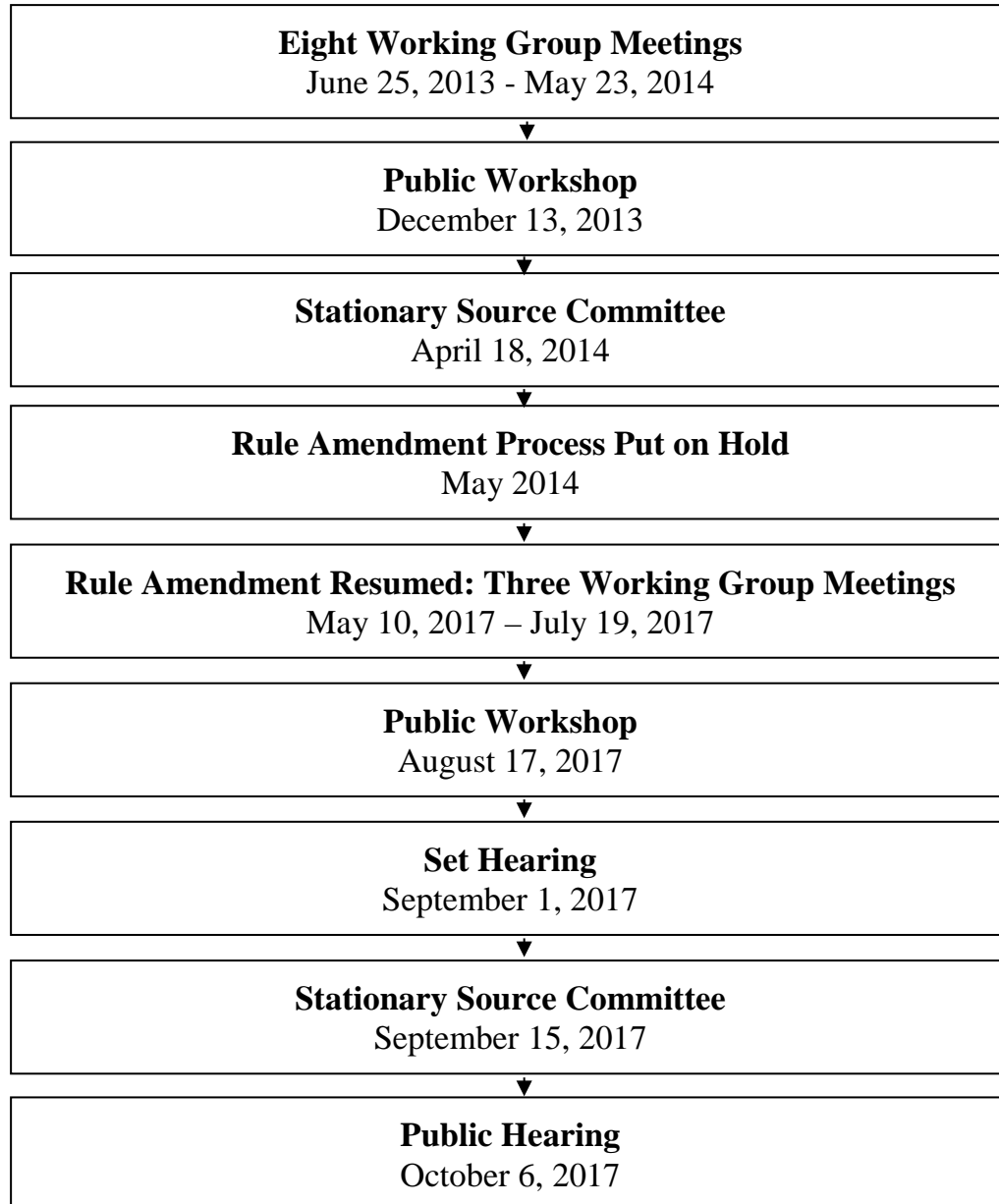
- A concern was raised regarding the current availability of PVC Welding Cements meeting the proposed VOC limit of 425 g/L.
- Staff based the proposed VOC limit on two products that are currently available in the marketplace and is allowing five years for product reformulation, and includes a technology assessment.

California Air Resources Board Consumer Products Regulation and Rule 1168 Jurisdiction

- The Consumer Specialty Products Association, Roof Coatings Manufacturers Association, and Adhesive and Sealant Council have commented that PAR 1168 exceeds the SCAQMD’s regulatory authority over consumer products.
- Rule 1168 exempts products regulated by CARB in the Consumer Products Regulation. PAR 1168 clarifies this exemption only applies to consumer products with a VOC limit in the CARB Consumer Products Regulation. Consumer products without a VOC limit and products not included in the CARB Consumer Products Regulation are not regulated by CARB and therefore can be regulated by the SCAQMD.

ATTACHMENT C
RULE DEVELOPMENT PROCESS

**Proposed Amended Rule 1168 – Adhesive and Sealant Applications
(2012 AQMP Control Measure #CTS-02 & 2016 AQMP Control Measure #CTS-01:
Further Emission Reductions from Coatings, Solvents, Adhesives, and Sealants)**



16 months spent in rule development
2 Public Workshops
11 Working Group Meetings

ATTACHMENT D
KEY CONTACTS LIST

3M Chemical
Adhesive and Sealant Council (ASC)
Adhesive Solutions
Aeropres Corporation
American Chemistry Council
American Coatings Association (ACA)
Andeavor
Bostik, Inc.
The Boeing Company
California Air Resources Board
California Building Material Dealers Association, Inc.
California Small Business Alliance
Carlisle SynTec
Christy's
Concorde Battery
Consumer Specialty Products Association (CSPA)
Creative Adhesives, Inc.
Custom Building Products
DAP Products Inc.
Dow Chemical Company
E4 Strategic Solutions
Engineered Polymer Solutions
EPDM Roofing Association (ERA)
Firestone Building Products
General Coatings Manufacturing Corp.
The Home Depot
Henkel Corporation
Johns Manville
Lith-O-Roll
Los Angeles County Sanitation Districts
Los Angeles Department of Water and Power
LyondellBasell Industries
Metropolitan Water District of Southern California
Oatey Co.
OMRON Delta Tau
Plastic Pipe and Fittings Association (PPFA)
The Port of Los Angeles
RadTech International
Ramboll Environ
Raymond Regulatory Services
Roof Coatings Manufacturers Association (RCMA)

S Bravo Systems
Sage ATC Environmental Consulting
Sashco Inc.
Seidner's Collision Centers
The Sherwin Williams Company
Shield Packaging of California Inc.
Single Ply Roofing Industry (SPRI)
Soudal Accumetric
Southern California Air Quality Alliance
Southern California Edison (SCE)
Spears Manufacturing
Stabond Corporation
Tremco Incorporated
Trinity Consultants
Union Roofing Contractors Association (URCA)
Weld-On
Western Colloid
W.F. Taylor
WR Meadows, Inc.

ATTACHMENT E

RESOLUTION NO. 17-_____

A Resolution of the Governing Board of the South Coast Air Quality Management District (SCAQMD) certifying the Final Environmental Assessment (EA) for Proposed Amended Rule 1168 – Adhesive and Sealant Applications.

A Resolution of the SCAQMD Governing Board adopting Proposed Amended Rule 1168 – Adhesive and Sealant Applications.

WHEREAS, the SCAQMD Governing Board has determined that a need exists to amend Rule 1168 – Adhesive and Sealant Applications to clarify rule language and reduce emissions from the use and sale of regulated products in order to help achieve air quality standards; and

WHEREAS, the SCAQMD Governing Board finds and determines that Proposed Amended Rule 1168 is considered a “project” pursuant to the California Environmental Quality Act (CEQA) per CEQA Guidelines Section 15002(k) – General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA; and

WHEREAS, the SCAQMD has had its regulatory program certified pursuant to Public Resources Code Section 21080.5 and CEQA Guidelines Section 15251(l), and has conducted a CEQA review and analysis of Proposed Amended Rule 1168 pursuant to such program (SCAQMD Rule 110); and

WHEREAS, the SCAQMD staff has prepared a Draft EA pursuant to its certified regulatory program and CEQA Guidelines Sections 15251, 15252, and 15070, setting forth the potential environmental consequences of Proposed Amended Rule 1168 and determined that the proposed project would not have a significant adverse effect on the environment; and

WHEREAS, the Draft EA was circulated for 30-day public review and comment period, from August 16, 2017 to September 15, 2017, and two comment letters were received; and

WHEREAS, the Draft EA has been revised to include comments received on the Draft EA and the responses, so that it is now a Final EA; and

WHEREAS, it is necessary that the adequacy of the Final EA, including responses to comments relative to the Draft EA, be determined by the SCAQMD Governing Board prior to its certification; and

WHEREAS, pursuant to CEQA Guidelines Section 15252 (a)(2)(B), since no significant adverse impacts were identified, no alternatives or mitigation measures are required and thus, a Mitigation Monitoring and Reporting Plan pursuant to Public Resources Code Section 21081.6 and CEQA Guidelines Section 15097, has not been prepared; and

WHEREAS, Findings pursuant to Public Resources Code Section 21081.6 and CEQA Guidelines Section 15091 and a Statement of Overriding Considerations pursuant to CEQA Guidelines Section 15093 were not prepared because the analysis shows that Proposed Amended Rule 1168 would not have a significant adverse effect on the environment, and thus, are not required; and

WHEREAS, the SCAQMD Governing Board voting to adopt Proposed Amended Rule 1168 has reviewed and considered the information contained in the Final EA and other supporting documentation, prior to its certification, and has determined that the document, including responses to comments, has been completed in compliance with CEQA; and

WHEREAS, the Final EA reflects the independent judgment of the SCAQMD; and

WHEREAS, the SCAQMD Governing Board finds and determines, taking into consideration the factors in Section (d)(4)(D) of the Governing Board Procedures (codified as Section 30.5(4)(D) of the Administrative Code), that the modifications which have been made to Proposed Amended Rule 1168 since the notice of public hearing was published do not significantly change the meaning of the proposed project within the meaning of Health and Safety Code Section 40726 and would not constitute significant new information requiring recirculation of the Draft EA pursuant to CEQA Guidelines Sections 15073.5 and 15088.5; and

WHEREAS, Proposed Amended Rule 1168 and supporting documentation, including, but not limited to, the Final Staff Report, the Final EA, and the Socioeconomic Impact Assessment, and this October 6, 2017 Board letter were presented to the SCAQMD Governing Board and the SCAQMD Governing Board has reviewed and considered the entirety of this information, as well as has taken and considered staff testimony and public comment prior to approving the project; and

WHEREAS, the SCAQMD Governing Board obtains its authority to adopt, amend, or repeal rules and regulations from Sections 39002, 40000, 40001, 40440, 40702, 40725 through 40728, 41508, and 41511 of the Health and Safety Code; and

WHEREAS, Health and Safety Code Section 40727 requires that prior to adopting, amending or repealing a rule or regulation, the SCAQMD Governing Board shall make findings of necessity, authority, clarity, consistency, non-duplication, and reference based on relevant information presented at the public hearing and in the Final Staff Report; and

WHEREAS, the SCAQMD Governing Board has determined that a need exists to amend Rule 1168 to achieve further volatile organic compound (VOC) emission reductions for regulated products by implementing the 2016 Air Quality Management Plan (AQMP) Control Measure CTS-01: Further Emission Reductions from Coatings, Solvents, Adhesives, and Sealants in order to achieve the one-hour ozone standard by 2023, the 1997 eight-hour ozone standard by 2024, and the 2008 eight-hour standard by 2032; and

WHEREAS, the SCAQMD Governing Board has determined that Rule 1168, as proposed to be amended, is written and displayed so that its meaning can be easily understood by persons directly affected by them; and

WHEREAS, the SCAQMD Governing Board has determined that Rule 1168, as proposed to be amended, is in harmony with, and not in conflict with or contradictory to, existing statutes, court decisions, or state or federal regulations; and

WHEREAS, the SCAQMD Governing Board has determined that Rule 1168, as proposed to be amended, does not impose the same requirements as any existing state or federal regulations, and the proposed amended rule is necessary and proper to execute the powers and duties granted to, and imposed upon, the SCAQMD; and

WHEREAS, Health and Safety Code Section 40727.2 requires the SCAQMD to prepare a written analysis of existing federal air pollution control requirements applicable to the same source type being regulated whenever it adopts, or amends a rule, and that the SCAQMD's comparative analysis of Proposed Amended Rule 1168 is included in the Final Staff Report; and

WHEREAS, the SCAQMD Governing Board, in amending the regulation, references the following statutes which the SCAQMD hereby implements, interprets or makes specific: Health and Safety Code Sections 40001(a) (air quality standards and enforcement of federal standards), 40440(a) (rules to carry out plan), 40440(b)(1) (BARCT), 40702 (adopt regulation to execute duties), and Federal Clean Air Act Section 116 (state standards at least as stringent as federal standards); and

WHEREAS, the SCAQMD Governing Board determines that there is a problem that Proposed Amended Rule 1168 will alleviate, (i.e., the South Coast Air Basin does not meet state or federal standards for ozone and PM2.5) and the proposed amendment will promote the attainment or maintenance of such air quality standards; and

WHEREAS, the SCAQMD Governing Board has determined that the Socioeconomic Impact Assessment, as attached to the Final Staff Report, of Proposed Amended Rule 1168 is consistent with the March 17, 1989 Governing Board Socioeconomic Resolution for rule adoption; and

WHEREAS, the SCAQMD Governing Board has determined that the Socioeconomic Impact Assessment, as attached to the Final Staff Report, is consistent with the provisions of Health and Safety Code Sections 40440.8, 40728.5, and 40920.6; and

WHEREAS, the SCAQMD Governing Board has determined that Proposed Amended Rule 1168 will result in increased costs to the affected industries, yet are considered to be reasonable, with a total annualized cost as specified in the Socioeconomic Impact Assessment, as attached to the Final Staff Report; and

WHEREAS, the SCAQMD Governing Board has actively considered the Socioeconomic Impact Assessment, as attached to the Final Staff Report, and has made a good faith effort to minimize such impacts; and

WHEREAS, the proposed amendments to Rule 1168 will help achieve emission reductions of VOCs from the various regulated product categories, estimated to be approximately 1.4 tons per day, and thus, the adoption of such amendments is necessary for achieving the federal and state standards for ozone and for implementing the AQMP; and

WHEREAS, the SCAQMD staff conducted a public workshop regarding Proposed Amended Rule 1168 on August 17, 2017; and

WHEREAS, the public hearing has been properly noticed in accordance with all provisions of Health and Safety Code Section 40725; and

WHEREAS, the SCAQMD Governing Board has held a public hearing in accordance with all provisions of law; and

WHEREAS, the SCAQMD Governing Board specifies the Manager for Rule 1168 as the custodian of the documents or other materials which constitute the record of proceedings upon which the adoption of the proposed amendments are based, which are located at the South Coast Air Quality Management District, 21865 Copley Drive, Diamond Bar, California; and

WHEREAS, stakeholders requested that the SCAQMD staff develop a guidance document for test method determination based on regulated product type and VOC content and staff is working with stakeholders; and

WHEREAS, the SCAQMD staff will conduct technology assessments, while working with members of the regulated industry, to assess feasibility of the VOC limit reductions set forth within Proposed Amended Rule 1168 in 2020 for Foam Insulation and Foam Sealants and in 2022 for the Acrylonitrile-Butadiene-Styrene to Polyvinyl Chloride Transition Cement, All Other Roofing Adhesive and Sealant, Chlorinated Polyvinyl Chloride Welding Cement, Polyvinyl Chloride Welding Cement, Single Ply Roof Membrane Adhesive and Sealant, and Top and Trim Adhesive categories; and

WHEREAS, Proposed Amended Rule 1168 will be submitted for inclusion into the State Implementation Plan; and

NOW, THEREFORE BE IT RESOLVED, that the SCAQMD Governing Board does hereby certify that the Final EA for Proposed Amended Rule 1168, including responses to comments, was completed in compliance with CEQA and the SCAQMD Rule 110 provisions and finds that the Final EA was presented to the SCAQMD Governing Board, whose members reviewed, considered and approved the information therein prior to acting on Proposed Amended Rule 1168; and

BE IT FURTHER RESOLVED, that the SCAQMD Governing Board does hereby adopt, pursuant to the authority granted by law, Proposed Amended Rule 1168, as set forth in the attached, and incorporated herein by this reference; and

BE IT FURTHER RESOLVED, that because no significant adverse environmental impacts were identified as a result of implementing Proposed Amended Rule 1168, Findings pursuant to Public Resources Code Section 21081.6 and CEQA Guidelines Section 15091, a Statement of Overriding Considerations pursuant to CEQA Guidelines Section 15093, and a Mitigation Monitoring and Reporting Plan pursuant to Public Resources Code Section 21081.6 and CEQA Guidelines Section 15097 are not required; and

BE IT FURTHER RESOLVED, that the Governing Board directs staff to continue to collaborate with members representing the regulated industry to develop a guidance document for test method determination based on regulated product type and VOC content and bring the guidance document to the Governing Board for approval; and

BE IT FURTHER RESOLVED, the Governing Board directs staff to review the manufacturer's formulation data and/or ASTM Test Method 7767 laboratory results for thin-film energy curable products to verify compliance with the VOC limits set forth in this rule; and

BE IT FURTHER RESOLVED, the Governing Board directs staff to consider the container size, application method, and use of the various products in these categories when evaluating the feasibility of future VOC limits for Foam Insulation and Foam Sealant products as part of the technology assessment; and

BE IT FURTHER RESOLVED, that the SCAQMD Governing Board does hereby adopt, pursuant to the authority granted by law, Proposed Amended Rule 1168, as set forth in the attached, and incorporated herein by this reference; and

BE IT FURTHER RESOLVED, that the SCAQMD Governing Board requests that Proposed Amended Rule 1168 be submitted into the State Implementation Plan; and

BE IT FURTHER RESOLVED, that the Executive Officer is hereby directed to forward a copy of this Resolution and Proposed Amended Rule 1168 to the California Air Resources Board for approval and subsequent submittal to the U.S. Environmental Protection Agency for inclusion into the State Implementation Plan.

Attachment

DATE: _____

CLERK OF THE BOARDS

ATTACHMENT F

(Adopted April 7, 1989)(Amended March 2, 1990)(Amended Feb. 1, 1991)
(Amended July 19, 1991)(Amended August 2, 1991)
(Amended December 4, 1992)(Amended December 10, 1993)
(Amended April 11, 1997)(Amended February 13, 1998)(Amended September 15, 2000)
(Amended June 7, 2002)(Amended July 12, 2002)(Amended October 3, 2003)
(Amended January 7, 2005)(Proposed Amended Rule 1168 October 2017)

PROPOSED AMENDED RULE 1168. ADHESIVE AND SEALANT APPLICATIONS

(a) Purpose and Applicability

The purpose of this rule is to reduce emissions of volatile organic compounds (VOCs), and toxic air contaminants, and stratospheric ozone-depleting compounds ~~to eliminate emissions of chloroform, ethylene dichloride, methylene chloride, perchloroethylene, and trichloroethylene~~ from the application of adhesives, adhesive bonding primers, adhesive primers, sealants, and sealant primers, ~~or any other primers~~. This rule applies to ~~all commercial and industrial~~ any person who uses, sells, stores, supplies, distributes, offers for sale, or manufactures for sale any sales and applications of adhesives, adhesive bonding primers, adhesive primers, sealants, or sealant primers, or any other primers, unless otherwise specifically exempted by this rule.

(b) Definitions

For the purpose of this rule, the following definitions shall apply:

- (1) ACRYLIC is a thermoplastic polymer or a copolymer of acrylic acid, methacrylic acid, esters of these acids, or acrylonitrile.
- (2) ACRYLONITRILE-BUTADIENE-STYRENE (ABS) plastic is made by reacting monomers of acrylonitrile, butadiene, and styrene and is normally identified with an ABS marking.
- (3) ABS TO POLYVINYL CHLORIDE (PVC) TRANSITION CEMENT is Plastic Welding Cement used to join ABS and PVC building drains or building sewers.
- (4) ABS WELDING CEMENT is a Plastic Welding Cement that is used to join ABS pipe, fittings, and other system components, including, but not limited to, components for shower pan liner, drain, closet flange, and backwater valve systems.
- (35) ADHESIVE is any substance that is used to bond one surface to another surface by attachment. ~~Adhesives include adhesive bonding primers, adhesive primers, adhesive primers for plastics, and any other primer.~~

- (4) ~~ADHESIVE BONDING PRIMER is an adhesive applied to a surface to improve the bond of subsequent adhesives and sometimes to inhibit corrosion.~~
- (56) ADHESIVE PRIMER is a coating-film-forming material applied to a substrate, prior to the application of an adhesive or adhesive tape, to provide a bonding surface-increase adhesion or film bond strength, promote wetting, or form a chemical bond with a subsequently applied adhesive.
- (67) ADHESIVE TAPE is a backing material coated with an adhesive, and includinges, but is not limited to, drywall tape, heat sensitive tape, pressure-sensitive adhesive tape, and water-activated tape.
- (6) ~~ADHESIVE PRIMER FOR PLASTIC is a material applied to a plastic substrate before applying an adhesive in order to obtain better adhesion.~~
- (7) ~~ADHESIVE PROMOTER is a coating applied to a substrate in a monomolecular thickness to promote wetting and form a chemical bond with the subsequently applied material.~~
- (8) ~~ADHESIVE SOLID is the nonvolatile portion of an adhesive that remains after heating a sample of the material at 110°C for one hour.~~
- (98) ~~_____ AEROSOL ADHESIVE means is any adhesive packaged as an aerosol product in which the spray mechanism is permanently housed in a nonrefillable can designed for hand-held application without the need for where no ancillary hoses or spray equipment is used. Aerosol adhesives include special purpose spray adhesives, mist spray adhesives, and web spray adhesives, as defined by the California Air Resources Board consumer products regulation found in Title 17 of the California Code of Regulations, beginning at Section 94507.~~
- (9) AEROSOL PRODUCT is a pressurized spray system that dispenses product ingredients by means of a propellant contained in a product or a product's container, or by means of a mechanically induced force. Aerosol Products does not include Pump Spray.
- (10) ~~AEROSOL SPRAY CAN is a hand held, pressurized, non-refillable container which expels adhesives from the container in a finely divided spray when a valve on the container is depressed.~~
- (11) ~~AEROSPACE COMPONENT is the fabricated part, assembly of parts, or completed unit of any aircraft or space vehicle (excluding tires), and includes models, mock-ups, prototypes, and test coupons.~~

Rule 1168 (Cont.) (~~Amended January 7, 2005~~Proposed Amended Rule 1168 October 2017)

- (12) — ~~AIRCRAFT means any machine designed to travel through the air, without leaving the earth's atmosphere, whether heavier or lighter than air, including airplanes, balloons, dirigibles, helicopters, and missiles.~~
- (13) — ~~AIRCRAFT TIRE REPAIR is the repair and retreading of used tires used on aircraft. This includes the repair of damage to the tire casing, removal of old tread rubber and tread reinforcing materials, and application of new tread and tread reinforcing materials.~~
- (14) ARCHITECTURAL APPLICATION is the use of a regulated product an adhesive, sealant, or adhesive or sealant primer on stationary structures, including mobile homes, and their appurtenances.
- (11) ARCHITECTURAL APPURTENANCE is any accessory to a stationary structure, including, but not limited to: hand railings; cabinets; bathroom and kitchen fixtures; fences; rain-gutters and down-spouts; window screens; lamp-posts; heating and air conditioning equipment; other mechanical equipment; large fixed stationary tools; signs; motion picture and television production sets; and concrete forms.~~Appurtenances to an architectural structure include, but are not limited to: hand railings, cabinets, bathroom and kitchen fixtures, fences, rain gutters and downspouts, and windows.~~
- (15) — ~~ARCHITECTURAL SEALANT OR SEALANT PRIMER is any sealant or sealant primer applied to stationary structures, including mobile homes, and their appurtenances. Appurtenances to an architectural structure include, but are not limited to: hand railings, cabinets, bathroom and kitchen fixtures, fences, rain gutters and downspouts, and windows.~~
- (12) BIG BOX RETAILER is a physically large-chain retail outlet that is classified by the U.S. Department of Labor under North American Industry Classification System code 444110: Home Centers or identified in a list maintained by the Executive Officer.
- (13) BUILDING ENVELOPE is the exterior and demising partitions of a building that enclose conditioned space.
- (14) BUILDING ENVELOPE MEMBRANE ADHESIVES are used to adhere membranes applied to the building envelope to provide a barrier to air or vapor leakage through the building envelope that separates conditioned from unconditioned spaces. Building Envelope Membranes are applied to diverse materials, including, but not limited to, concrete masonry units

- (CMU), oriented stranded board (OSB), gypsum board, and wood substrates.
- ~~(16)~~ (15) CARPET PAD ADHESIVE is an adhesive used for the installation of a carpet pad (or cushion) beneath a carpet.
- ~~(17)~~ (16) CERAMIC, GLASS, PORCELAIN, AND STONE TILE ADHESIVE is an adhesive used for the installation of ceramic-tile products.
- ~~(18)~~ CERAMIC TILES are a ceramic surfacing unit made from clay or a mixture of clay and other materials.
- ~~(19)~~ (17) CHLORINATED POLYVINYL CHLORIDE (CPVC) plastic is a polymer of the chlorinated polyvinyl monomer that contains 67% chlorine and is normally identified with a CPVC marking.
- (178) CPVC WELDING CEMENT is a Plastic Welding Cement that is used to join CPVC pipe, fittings, and other system components, including, but not limited to, components for shower pan liner, drain, closet flange, and backwater valve systems.
- ~~(20)~~ COATING SOLID is the nonvolatile portion of a coating that remains after heating a sample of the material at 110°C for one hour.
- (19) CLEAR, PAINTABLE, AND IMMEDIATELY WATER-RESISTANT SEALANT is a compound with adhesive properties that contains no appreciable level of opaque fillers or pigments; transmits most or all visible light through itself when cured; is capable of being painted; is immediately resistant to precipitation upon application; and must meet the following criteria:
- (A) Clarity of 15 turbidity units or less per ASTM D7315 - Determination of Turbidity Above 1 Turbidity Unit (TU) in Static Mode as manufactured and packaged;
- (B) Color of Gardner 0 as tested by ASTM D1544 - Standard Test Method for Color of Transparent Liquids (Gardner Color Scale) or Platinum-Cobalt Color of 50 or less using ASTM D1209 - Standard Test Method for Color of Clear Liquids (Platinum-Cobalt Scale) as manufactured and packaged; and
- (C) Compatible with paint per ASTM C1520 Standard Guide for Paintability of Latex Sealants.
- ~~(24)~~ (20) COMPUTER DISKETTE MANUFACTURING is the process where the fold-over flaps are glued to the body of a vinyl jacket.

- (221) CONTACT ADHESIVE is an adhesive applied to two separate surfaces, allowed to dry before the two surfaces are placed in contact with each other, and ~~brought together for adhesion and bonding with subsequent pressure~~forms an immediate bond after both adhesive-coated surfaces are placed in full contact with each other.
- (22) CONSUMER PRODUCTS REGULATION (~~CPR~~) is the regulation implemented by the California Air Resources Board (CARB) under Title 17 of the California Code of Regulations, Section 94507, et. seq.
- (23) ~~COVE BASE ADHESIVE is an adhesive used during the installation of cove base (or wall base), which is generally made of vinyl or rubber, on a wall or vertical surface at floor level~~a flooring trim unit, generally made of vinyl or rubber, having a concave radius on one edge and a convex radius on the opposite edge, that is used in forming a junction between the bottom wall course and the floor, to form an inside corner.
- (24) CYANOACRYLATE ADHESIVE is ~~a single-component reactive diluent~~an acrylic adhesive that contains at least 85 percent by weight ethyl, methyl, methoxymethyl or other functional groupings of cyanoacrylate.
- (25) DIP COAT is a method of application to a substrate by submersion into, and removal from, a bath.
- (26) DISTRIBUTION CENTER is a warehouse or other specialized building, which is stocked with products (goods), to be redistributed to retailers, to wholesalers, or directly to end-users.
- (27) DRY WALL ADHESIVE is an adhesive used during the installation of gypsum dry wall to studs or solid surfaces.
- (28) EDGE GLUE is an adhesive applied to the edge of multi-sheet carbonless forms prior to being fanned apart after drying.
- (29) ELECTROSTATIC APPLICATION is a spray method where the atomized droplets are charged and subsequently deposited on the substrate by electrostatic attraction.
- (2630) ENERGY CURABLE ADHESIVES and SEALANTS are single-component reactive products that cure upon exposure to visible-light, ultra-violet light, or to an electron beam. The VOC content of thin film Energy Curable Adhesives and Sealants may be determined by manufacturers using ASTM Test Method 7767 Standard Test Method to Measure Volatiles from Radiation Curable Acrylate Monomers, Oligomers, and Blends and Thin Coatings Made from Them.

- (31) EXEMPT COMPOUNDS are as defined in Rule 102 – Definition of Terms.
- (~~27~~32) FACILITY means any permit unit or grouping of permit units or other air contaminant-emitting activities which are located on one or more contiguous properties within the District, in actual physical contact or separated solely by a public roadway or other public right-of-way, and are owned or operated by the same person (or by persons under common control). Such above-described groupings, if not contiguous, but connected only by land carrying a pipeline, shall not be considered one facility.
- (~~28~~33) FIBERGLASS is fine filaments of glass.
- (34) FLOW COAT is an application method that coats an object by flowing a stream of regulated product over the object and draining off any excess product.
- (29) ~~FOAM is a rigid or spongy cellular mass with gas bubbles dispersed throughout.~~
- (35) FOAM INSULATION is an expanding foam that is sprayed into ceiling or wall cavities to provide thermal resistance or to minimize air infiltration.
- (~~35~~36) FOAM SEALANT is a foam used to fill and form a durable, airtight, water-resistant seal to common building substrates, such as wood, brick, concrete, foam board, and plastic.
- (30) ~~GLUE is a hard gelatin obtained from hides, tendons, cartilage, bones, or other parts of animals.~~
- (~~31~~67) GRAMS OF VOC PER LITER OF REGULATED ADHESIVE OR SEALANT PRODUCT, LESS WATER AND LESS EXEMPT COMPOUNDS is the weight of VOC per combined volume of VOC and ~~adhesive or sealant~~product solids, and can be calculated by the following equation:

Grams of VOC per Liter of Regulated Adhesive or Sealant Product, Less Water and Less

$$\text{Exempt Compounds} = \frac{W_s - W_w - W_{es}}{V_m - V_w - V_{es}}$$

Where: W_s = weight of volatile compounds, in grams
 W_w = weight of water, in grams
 W_{es} = weight of exempt compounds, in grams
 V_m = volume of material, in liters
 V_w = volume of water, in liters

V_{es} = volume of exempt compounds, in liters

~~For adhesives or sealants~~ reactive products that contain reactive diluents, the VOC content ~~of the adhesive or sealant~~ is determined after curing. The grams of VOC per liter of any regulated adhesive or sealant product, except a low-solids ~~adhesive or sealant product~~, shall be calculated by the following equation:

Grams of VOC per Liter of Regulated Adhesive or Sealant Product, Less Water and Less

$$\text{Exempt Compounds} = \frac{W_{rs} - W_{rw} - W_{res}}{V_{rm} - V_{rw} - V_{res}}$$

Where: W_{rs} = weight of volatile compounds not consumed during curing, in grams
 W_{rw} = weight of water not consumed during curing, in grams
 W_{res} = weight of exempt compounds not consumed during curing, in grams
 V_{rm} = volume of material prior to reaction, in liters
 V_{rw} = volume of water not consumed during curing, in liters
 V_{res} = volume of exempt compounds not consumed during curing, in liters

~~(3278)~~ GRAMS OF VOC PER LITER OF MATERIAL is the weight of VOC per volume of material, to be used for a low-solids ~~adhesive or sealant product~~, and can be calculated by the following equation:

$$\text{Grams of VOC per Liter of Material} = \frac{W_s - W_w - W_{es}}{V_m}$$

Where: W_s = weight of volatile compounds, in grams
 W_w = weight of water, in grams
 W_{es} = weight of exempt compounds, in grams
 V_m = volume of material, in liters

For reactive products, the VOC content is determined after curing.

~~(3839)~~ GROUT is a cement-based sealant formulated to fill or seal gaps, including those associated with, but not limited to, tile installations.

- (~~333~~3940) HAND APPLICATION METHODS is the application of a regulated adhesive or sealant product using by manually hand held equipment. Such equipment includes paint brush, hand roller, trowel, spatula, dauber, rag, sponges, and mechanically- and/or pneumatic-driven syringes ~~without provided there is no~~ atomization of the materials.
- (~~344~~4041) HIGH-VOLUME, LOW-PRESSURE (HVLP) SPRAY is equipment used to ~~spray apply a regulated product coating by means of a spray gun that is designed to be operated and that is that operates~~ between 0.1 and 10 pounds per square inch gauge (psig) air pressure measured dynamically at the center of the air cap and at the air horns.
- (~~354~~4142) INDOOR CARPET FLOOR COVERING ADHESIVE is an adhesive used during the installation of a carpet or indoor flooring that is in an enclosure and is not exposed to ambient weather conditions during normal use.
- ~~(42) INSULATING FOAM is an expanding foam that is sprayed into wall cavities or through holes drilled into a cavity of a finished wall to provide thermal resistance or to minimize air infiltration.~~
- ~~(36) LIGHT CURABLE ADHESIVES and SEALANTS are single-component reactive adhesives and sealants that cure upon exposure to visible light, ultra-violet light or to an electron beam.~~
- (~~37~~43) LOW-SOLIDS ADHESIVE is any regulated adhesive product that contains which has less than one pound of solids per gallon of material (or 120 grams of solids per liter of material).
- (~~38) LOW SOLIDS ADHESIVE PRIMER is an adhesive primer which has less than one pound of solids per gallon of material (or 120 grams of solids per liter of material).~~
- (~~44) MAINTENANCE is a routine process to keep equipment and machinery in working order or to prevent breakdowns.~~
- (~~45) MANUFACTURING is the use of tools and labor to make things for sale.~~
- (~~46) MARINE APPURTENANCES include, but are not limited to, a wood boardwalk, deck, dock, fender, lock gate, or other wooden structure specified for the marine environment.~~
- (~~39~~47) MARINE DECK SEALANT is any sealant that is to be applied to wooden marine decks and their appurtenances and is specified and used exclusively for the marine environment.

- (408) MARINE DECK SEALANT PRIMER is any sealant primer that is to be applied to wooden marine decks and their appurtenances and is specified and used exclusively for the marine environment.
- (419) MODIFIED BITUMINOUS PRIMER consist of bituminous materials, and a high flash solvent used to prepare a surface by (1) improving the adhesion and (2) absorbing dust from the surface for adhesive, or flashing cement bitumen membrane.
- (4250) MODIFIED BITUMINOUS MATERIALS are materials obtained from natural deposits of asphalt or residues from the distillation of crude oil petroleum or coal which consist mainly of hydrocarbons, and include, but are not limited to, asphalt, tar, pitch, and asphalt tile that are soluble in carbon disulfide.
- (4351) MULTI-PURPOSE CONSTRUCTION ADHESIVE is any adhesive to be used for the installation or repair of various construction materials, including, but not limited to, drywall, subfloor, panel, fiberglass reinforced plastic (FRP), ceiling tile, and acoustical tile.
- (52) NON-STAINING PLUMBING PUTTY is a non-staining sealant formulated for use on natural surface materials that remains flexible and creates a waterproof seal when setting plumbing fixtures.
- (44) ~~NONMEMBRANE ROOF ADHESIVE is any adhesive to be used for the installation or repair of nonmembrane roofs. This category includes plastic or asphalt roof cement, asphalt roof coatings, and cold application cement.~~
- (45) ~~NONMEMBRANE ROOF SEALANT is any sealant to be used for installation or repair of nonmembrane roofs. This category includes plastic or asphalt roof cement, asphalt roof coatings, and cold application cement.~~
- (46) ~~ORTHOTICS AND PROSTHETICS are medical devices designed and fabricated to address human neuromuscular and structural skeletal problems in order to activate, supplement, or replace weakened, atrophied, or missing limbs.~~
- (4753) OUTDOOR CARPET FLOOR COVERING ADHESIVE is an adhesive used during the installation of carpet or floor covering that is not in an enclosure and is exposed to ambient weather conditions during normal use.
- (4854) OZONE-DEPLETING COMPOUND is as defined in Rule 102.
- (55) PANEL ADHESIVE is an adhesive used for the installation of plywood, pre-decorated hardboard (or tileboard), ~~fiberglass reinforced plastic~~FRP, and similar pre-decorated or non-decorated panels to studs or solid surfaces.

- (4956) PERCENT VOC BY WEIGHT is the ratio of the weight of the VOC to the weight of the material, expressed as a percentage of VOC by weight. The percent VOC by weight can be calculated as follows:

$$\% \text{ VOC weight} = \frac{W_v}{W} \times 100$$

Where: W_v = weight of the VOCs, in grams

W = weight of material, in grams

- (5057) PERSON is ~~any individual, firm, association, organization, partnership, business, trust, corporation, company, contractor, supplier, installer, user or owner, or any state or local governmental agency or public district or any other officer or employee thereof. Person also means the United States or its agencies to the extent authorized by Federal law~~ as defined in Rule 102.
- (58) PLASTIC ADHESIVE PRIMER is a material applied to CPVC and PVC plastic that to prepare joining surfaces for the application of CPVC or PVC welding cements meets the specifications of ASTM F656 Standard Specification for Primers for Use in Solvent Cement Joints of Poly(Vinyl Chloride) (PVC) Plastic Pipe and Fittings.
- (5159) PLASTIC CEMENT-WELDING CEMENT is the use of adhesives made of resins and solvents which are used to dissolve the surfaces of plastic, except ABS, CPVC, and PVC plastic, to form a bond between mating surfaces.
- (5260) PLASTIC FOAM is a foam constructed of plastics.
- (5361) PLASTICS are synthetic materials chemically formed by the polymerization of organic (carbon-based) substances. Plastics are usually compounded with modifiers, extenders, and/or reinforcers. They are capable of being molded, extruded, cast into various shapes and films, or drawn into filaments and are used to produce pipe, solid sheet, film, or bulk products.
- (5462) POLYCARBONATE is a thermoplastic resin derived from bisphenol A and phosgene, a linear polyester of carbonic acid, dihydroxy compound and any carbonate diester, or by ester interchange.
- (5563) POLYETHYLENE TEREPHTHALATE (PET, PETE) is a thermoplastic polyester formed from ethylene glycol by direct esterification or by catalyzed ester exchange between ethylene glycol and dimethyl terephthalate.

- (~~56~~64) POLYETHYLENE TEREPHTHALATE GLYCOL (PETG) is a glycol modified polyethylene terephthalate.
- (~~57~~) — POLYURETHANE FOAMS are plastic foams, as defined in "Whittington's Dictionary of Plastics," page 329, and may be either rigid or flexible.
- (~~58~~65) POLYVINYL CHLORIDE (PVC) plastic is a polymer of the chlorinated vinyl chloride monomer that contains 57 percent chlorine.
- (~~59~~66) POROUS MATERIAL is a substance which has tiny openings, often microscopic, in which fluids may be absorbed or discharged. Such materials include, but are not limited to, wood, fabric, paper, corrugated paperboard, and plastic foam.
- (~~67~~) POTABLE WATER ARCHITECTURAL SEALANT is a sealant used in water treatment or water distribution applications required to comply with NSF/ANSI Standard 61: Drinking Water System Components – Health Effects.
- (~~68~~) PRESSURE SENSITIVE ADHESIVE is an adhesive, typically coated on backings or release liners that forms a bond when pressure is applied, without the need for solvent, water, or heat.
- (~~69~~) PRIVATE LABELER is the person, company, firm, or establishment (other than the toll manufacturer) identified on the label of a regulated product.
- (~~70~~) PUMP SPRAY is a packaging system in which the product ingredients within the container are not under pressure and in which the product is expelled only while a pumping action is applied to a button, trigger, or other actuator.
- (~~60~~) — ~~PRIMER is a material applied to a substrate to improve adhesion of subsequently applied adhesive.~~
- (~~61~~) — ~~PROPELLANT is a fluid under pressure which expels the contents of a container when a valve is opened.~~
- (~~71~~) PVC WELDING CEMENT is a Plastic Welding Cement that is used to join PVC pipe, fittings, and other system components, including, but not limited to, components for shower pan liner, drain, closet flange, and backwater valve systems.
- (~~72~~) QUANTITY AND EMISSIONS REPORT (QER) is the report specified in subparagraph (f)(2).
- (~~62~~72~~73~~) REACTIVE DILUENT—PRODUCTS are regulated products composed, in part, of monomers that become integral parts of the cured

~~product through chemical reaction is a liquid which is a VOC during application and one in which, through chemical and/or physical reactions, such as polymerization, 20 percent or more of the VOC becomes an integral part of a finished .~~ Reactive Products include, but are not limited to, polyurethane and two-component regulated products.

(7374) REGULATED PRODUCT is an adhesive, adhesive primer, sealant, or sealant primer subject to this rule.

(7475) REINFORCED PLASTIC COMPOSITE is a composite material consisting of plastic reinforced with fibers.

(637576) REPAIR is an operation or activity to return a damaged object or an object not operating properly, to good condition.

(7677) ROADWAY SEALANT is any sealant to be applied to public streets, highways, and other surfaces, including, but not limited to, curbs, berms, driveways, and parking lots.

(647778) ROLL COATER is a series of mechanical rollers that form a thin coating or adhesive film on the surface roller, which is applied to a substrate by moving the substrate underneath the roller.

(7879) RUBBER is any natural or manmade rubber-like substrate, and including, but is not limited to, styrene-butadiene, polychloroprene (neoprene), butyl, nitrile, chlorosulfonated polyethylene, and ethylene propylene diene terpolymer.

(657980) RUBBER FLOORING ADHESIVE is an adhesive that is used for the installation of flooring material in which both the back and the top surfaces are made of synthetic rubber, and which may be in sheet or tile form.

(8081) RUBBER VULCANIZATION ADHESIVE is a reactive adhesive used for rubber-to-substrate bonding achieved during vulcanization of the rubber elastomer at temperatures greater than 250°F. Vulcanized rubber adhesive does not include bonding previously vulcanized rubber.

(66) RUBBER FOAM is a foam constructed of natural or synthetic rubber.

(678182) SEALANT is any material with adhesive properties that is formulated primarily designed to fill, seal, or waterproof, or weatherproof gaps or joints between two surfaces. Sealants include sealant primers and caulks.

- (~~6882~~83) SEALANT PRIMER is any film-forming product applied to a substrate, prior to the application of a sealant, to enhance the bonding surface.
- (~~6983~~84) SHOE REPAIR, LUGGAGE AND HANDBAG ADHESIVE is an adhesive used to repair worn, torn, or otherwise damaged uppers, soles, and heels of shoes, or for making repairs to luggage and handbags.
- (~~70~~) ~~SHEET APPLIED RUBBER LINING OPERATION is the hand application of sheet rubber lining to metal or plastic substrates in order to protect the underlying substrate from corrosion or abrasion. These operations also include laminating sheet rubber to fabric.~~
- (~~7184~~85) SINGLE-PLY ROOF MEMBRANE ADHESIVE is any adhesive sealant to be used for the installation or repair of single-ply roof membrane. Installation includes, but is not limited to, attaching the edge of the membrane to the edge of the roof and applying flashings to vents, pipes, or ducts that protrude through the membrane.
- (~~7285~~86) SINGLE-PLY ROOF MEMBRANE SEALANT is any sealant ~~to be used for the installation or repair of single-ply roof membrane to the edge of the roof and applying flashings to vents, pipes, or ducts that protrude through the membrane.~~
- (~~7386~~87) SOLVENT WELDING is the softening of the surfaces of two substrates by wetting them with solvents and/or adhesives, and joining them together through a chemical and/or physical reaction(s) to form a fused union.
- (~~74~~) ~~SPACE VEHICLE is a vehicle designed to travel beyond Earth's atmosphere.~~
- (~~7587~~88) SPECIAL PURPOSE CONTACT ADHESIVE is a contact adhesive that is used to bond all of the following substrates to any surface: melamine covered board, metal, unsupported vinyl, Teflon, ultra-high molecular weight polyethylene, rubber, and wood veneer 1/16 inch or less in thickness.
- (~~7688~~89) STRUCTURAL GLAZING ADHESIVE is any adhesive to be used to adhere glass, ceramic, metal, stone, or composite panels to exterior building frames.
- (~~7789~~90) STRUCTURAL WOOD MEMBER ADHESIVE is an adhesive used for the construction of any load bearing joints in wooden joists, trusses, or beams.

- (~~789~~91) SUBFLOOR ADHESIVE is an adhesive used for the installation of subflooring material over floor joists.
- (~~799~~192) THIN METAL LAMINATING ADHESIVE is an adhesive for ~~process of~~ bonding multiple layers of metal to metal or metal to plastic in the production of electronic or magnetic components in which the thickness of the bond line(s) is less than 0.25 mil.
- (~~809~~293) TIRE REPAIR is the expanding of a hole, tear, fissure, or blemish in a tire casing by grinding or gouging, applying adhesive, and filling the hole or crevice with rubber.
- (~~819~~394) TIRE ~~RETREAD~~ ADHESIVE is any adhesive to be applied to the back of precured tread rubber and to the casing and cushion rubber, or to be used to seal buffed tire casings to prevent oxidation while the tire is being prepared for a new tread.
- (~~94~~95) TOLL MANUFACTURER is a regulated product manufacturer who produces regulated product for a private labeler.
- (~~829~~596) TOP AND TRIM ADHESIVE is an adhesive used during the installation of automotive and marine trim, including, but not limited to, headliners, vinyl tops, vinyl trim, sunroofs, dash covering, door covering, floor covering, panel covering, and upholstery.
- (~~96~~97) TOXIC AIR CONTAMINANT (TAC) is an air pollutant which may cause or contribute to an increase in mortality or serious illness, or which may pose a present or potential hazard to human health as listed by the Office of Environmental Health Hazard Assessment.
- (~~839~~798) TRAFFIC MARKING TAPE is preformed reflective ~~tape that is to~~ be applied to public streets, highways, and other surfaces, including, but not limited to, curbs, berms, driveways, and parking lots.
- (~~849~~899) TRAFFIC MARKING TAPE ADHESIVE PRIMER is any adhesive primer ~~to be~~ that is applied to surfaces prior to installation of traffic marking tape.
- (~~859~~9100) TRANSFER EFFICIENCY is the ratio of the weight or volume of the regulated ~~coating product~~ solids adhering to an object to the total weight or volume, respectively, of the regulated ~~coating product~~ solids used dispensed in the application process, expressed as a percentage.
- (~~861~~00101) VINYL COMPOSITIONS TILE (VCT) ~~means vinyl composition tile and~~ is a material made from thermoplastic resins, fillers, and pigments.

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~~(401102)~~ VEHICLE GLASS ADHESIVE PRIMER is a primer applied to vehicle glass or to the frame of a vehicle prior to installation or repair of the vehicle glass using an adhesive or sealant to improve adhesion to the pinch weld. For the purposes of this definition, a vehicle is a mobile machine that transports passengers or cargo, and includes, but is not limited to, automobiles, trucks, buses, motorcycles, trains, ships, and boats.

~~(87)~~ VISCOSITY is the internal friction of a liquid that makes it resistant to flow.

~~(88102103)~~ VOLATILE ORGANIC COMPOUND (VOC) is as defined in Rule 102—Definition of Terms.

~~(403104)~~ WATERPROOF RESORCINOL GLUE is a two-part, resorcinol-resin-based adhesive used in applications where the bond line must be resistant to conditions of continuous immersion in fresh or salt water.

~~(89104105)~~ WOOD FLOORING ADHESIVE is an adhesive used to install a wood floor surface, which may be in the form of parquet tiles, wood planks, or strip-wood.

~~(90)~~ WOOD PARQUET FLOORING is wood flooring in tile form constructed of smaller pieces of wood which are joined together in a pattern by the maker to form the tile.

~~(91)~~ WOOD PLANK FLOORING is solid or laminated wood in plank form.

(c) Requirements

~~(1)~~ Unless otherwise specified in paragraph (c)(2), a person shall not apply any adhesives, adhesive bonding primers, adhesive primers, or any other primer, which have a VOC content in excess of 250 g/L less water and less exempt compounds.

~~(21)~~ A person shall not ~~apply, use, sell, store, supply, distribute, offer for sale, or manufacture~~ regulated products adhesives, adhesive bonding primers, adhesive primers, sealants, sealant primers, or any other primer, subject to the provisions of this rule, which have a contain VOC content in excess of the limits specified in Table 1 below:

VOC Limit*, Less Water and Less Exempt Compounds in Grams per Liter

Architectural Applications	Current VOC Limit
Indoor Carpet Adhesives	50
Carpet Pad Adhesives	50

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Outdoor Carpet Adhesives	150
Wood Flooring Adhesive	100
Rubber Floor Adhesives	60
Subfloor Adhesives	50
Ceramic Tile Adhesives	65
VCT and Asphalt Tile Adhesives	50
Dry Wall and Panel Adhesives	50
Architectural Applications	Current VOC Limit
Cove Base Adhesives	50
Multipurpose Construction Adhesives	70
Structural Glazing Adhesives	100
Single Ply Roof Membrane Adhesives	250

Specialty Applications	VOC LIMITS AND EFFECTIVE DATES**			
	Current VOC Limit	1-1-05	7-1-05	1-1-07
PVC Welding	510			
CPVC Welding	490			
ABS Welding	400		325	
Plastic Cement Welding	350	250		
Adhesive Primer for Plastic	650		550	
Computer Diskette Manufacturing	350			
Contact Adhesive	80			
Special Purpose Contact Adhesive	250			
Tire Retread	100			
Adhesive Primer for Traffic Marking Tape	150			
Structural Wood Member Adhesive	140			
Sheet Applied Rubber Lining Operations	850			
Top and Trim Adhesive	540			250

** The specified limits remain in effect unless revised limits are listed in subsequent columns.

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For adhesives, adhesive bonding primers, or any other primer not regulated by the above two tables and applied to the following substrates, the following limits shall apply:

Substrate Specific Applications	Current VOC Limit
Metal to Metal	30
Plastic Foams	50
Porous Material (except wood)	50
Wood	30
Fiberglass	80

If an adhesive is used to bond dissimilar substrates together the adhesive with the highest VOC content shall be allowed.

Sealants	Current VOC Limit
Architectural	250
Marine Deck	760
Nonmembrane Roof	300
Roadway	250
Single Ply Roof Membrane	450
Other	420

Sealant Primers	Current VOC Limit
Architectural	250 775
Non Porous	
Porous	
Modified Bituminous	500
Marine Deck	760
Other	750

* For low solid adhesives or sealants the VOC limit is expressed in grams per liter of material as determined in paragraph (b)(32); for all other adhesives and sealants, VOC limits are expressed as grams of VOC per liter of adhesive or sealant less water and less exempt compounds as determined in paragraph (b)(31).

Table 1 – Regulated Product Categories and VOC Limits

<u>Category</u>	<u>VOC Limits (g/L)¹</u>			
	<u>Current</u>	<u>Upon Adoption</u>	<u>1/1/2019</u>	<u>1/1/2023</u>
<u>Adhesives</u>				
<u>Architectural Applications</u>				
<u>Building Envelope Membrane Adhesive</u>	250			

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<u>Category</u>	<u>VOC Limits (g/L)¹</u>			
	<u>Current</u>	<u>Upon Adoption</u>	<u>1/1/2019</u>	<u>1/1/2023</u>
<u>Carpet Pad Adhesive</u>	<u>50</u>			
<u>Ceramic Glass, Porcelain, & Stone Tile Adhesive</u>	<u>65</u>			
<u>Cove Base Adhesive</u>	<u>50</u>			
<u>Dry Wall and Panel Adhesive</u>	<u>50</u>			
<u>Multi-Purpose Construction Adhesives</u>	<u>70</u>			
<u>Roofing</u>				
<u>Single Ply Roof Membrane Adhesive</u>	<u>250</u>			<u>200²</u>
<u>All Other Roof Adhesives</u>	<u>250</u>			<u>200²</u>
<u>Rubber Floor Adhesive</u>	<u>60</u>			
<u>Structural Glazing Adhesive</u>	<u>100</u>			
<u>Structural Wood Member Adhesive</u>	<u>140</u>			
<u>Subfloor Adhesive</u>	<u>50</u>			
<u>VCT and Asphalt Tile Adhesive</u>	<u>50</u>			
<u>Wood Flooring Adhesive</u>	<u>100</u>			<u>20</u>
<u>All Other Indoor Floor Covering Adhesives</u>	<u>50</u>			
<u>All Other Outdoor Floor Covering Adhesives</u>	<u>150</u>		<u>50</u>	
<u>Computer Diskette Manufacturing Adhesive</u>	<u>350</u>			
<u>Contact Adhesive</u>	<u>80</u>			
<u>Edge Glue Adhesive</u>	<u>250</u>			
<u>Plastic Welding Cement</u>				
<u>ABS Welding Cement</u>	<u>325</u>			
<u>ABS to PVC Transition Cement</u>	<u>510</u>			<u>3425²</u>
<u>CPVC Welding Cement</u>	<u>490</u>			<u>400²</u>
<u>PVC Welding Cement</u>	<u>510</u>			<u>425²</u>
<u>All Other Plastic Welding Cements</u>	<u>250</u>		<u>100</u>	
<u>Rubber Vulcanization Adhesive</u>	<u>250</u>	<u>850</u>		<u>250</u>
<u>Special Purpose Contact Adhesive</u>	<u>250</u>			
<u>Thin Metal Laminating Adhesive</u>	<u>780</u>			
<u>Tire Tread Adhesive</u>	<u>100</u>			
<u>Top and Trim Adhesive</u>	<u>250</u>	<u>540</u>		<u>250²</u>
<u>Waterproof Resorcinol Glue</u>	<u>250</u>		<u>170</u>	
<u>All Other Adhesives</u>	<u>250</u>			

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<u>Category</u>	<u>VOC Limits (g/L)¹</u>			
	<u>Current</u>	<u>Upon Adoption</u>	<u>1/1/2019</u>	<u>1/1/2023</u>
<u>Substrate Specific Adhesives</u>				
<u>Metal</u>	<u>30</u>			
<u>Plastic Foams</u>	<u>50</u>			
<u>Porous Material (except wood)</u>	<u>50</u>			
<u>Wood</u>	<u>30</u>			
<u>Fiberglass</u>	<u>80</u>			
<u>Reinforced Plastic Composite</u>	<u>250</u>		<u>200</u>	
<u>Sealants</u>				
<u>Architectural Applications</u>				
<u>Clear, Paintable, and Immediately Water-Resistant Sealant</u>	<u>250</u>	<u>380</u>		<u>250</u>
<u>Foam Insulation</u>	<u>250</u>			<u>50³</u>
<u>Foam Sealant</u>	<u>250</u>			<u>50³</u>
<u>Grout</u>	<u>250</u>	<u>65</u>		
<u>Insulating Foam Sealant</u>	<u>250</u>	<u>50</u>		
<u>Roadway Sealant</u>	<u>250</u>			
<u>Non-Staining Plumbing Putty</u>	<u>250</u>	<u>150</u>		<u>50</u>
<u>Potable Water Sealant</u>	<u>250</u>	<u>100</u>		
<u>Roofing</u>				
<u>Single Ply Roof Membrane Sealant</u>	<u>450</u>			<u>250²</u>
<u>All Other Roof Sealants</u>	<u>300</u>			<u>250²</u>
<u>All Other Architectural Sealants</u>	<u>250</u>		<u>50</u>	
<u>Marine Deck Sealant</u>	<u>760</u>			
<u>All Other Sealants</u>	<u>420</u>			<u>250</u>
<u>Adhesive Primers</u>				
<u>Plastic</u>	<u>550</u>			
<u>Pressure Sensitive</u>	<u>250</u>	<u>785</u>		
<u>Traffic Marking Tape</u>	<u>150</u>			
<u>Vehicle Glass</u>	<u>250</u>	<u>700</u>		
<u>All Other Adhesive Primers</u>	<u>250</u>			
<u>Sealant Primers</u>				
<u>Architectural Applications</u>				
<u>Non Porous</u>	<u>250</u>			
<u>Porous</u>	<u>775</u>			
<u>Marine Deck</u>	<u>760</u>			
<u>Modified Bituminous</u>	<u>500</u>			
<u>All Other Sealant Primers</u>	<u>750</u>			

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1. ~~For low solid adhesives or sealants the VOC limit is expressed in grams per liter of material as determined in paragraph (b)(32); for all other adhesives and sealants, VOC limits are expressed as grams of VOC per liter of adhesive or sealant regulated product, less water and less exempt compounds, as determined defined in paragraph (b)(3637) except for low-solid regulated products where the VOC limit is expressed in grams per liter of material as defined in paragraph (b)(3738).~~
2. Technology assessment will be conducted in 2022 and the Executive Officer shall report on the results of the technology assessment to the Stationary Source Committee prior to the implementation date.
3. Technology assessment will be conducted in 2020 and the Executive Officer shall report on the results of the technology assessment to the Stationary Source Committee prior to the implementation date.

(32) Regulated Product Categorization

- (A) Adhesives not regulated by a specific adhesive category, shall be limited to the VOC limits listed under the Substrate Specific Adhesive category in Table 1, if anywhere on the regulated product container, on any sticker or label affixed thereto, or in any sales or advertising literature, any representation is made that the regulated product may be used, or is suitable for use, on that substrate. If the adhesive is used to bond dissimilar substrates together, the higher Substrate Specific Adhesive VOC limit shall apply.
- (B) If anywhere on the regulated product container, on any sticker or label affixed thereto, or in any sales or advertising literature, any representation is made that the regulated product may be used, or is suitable for use, as a regulated product for which a VOC standard in a specific category is specified in Table 1, then the lowest VOC standard shall apply. This provision does not apply to Substrate Specific Adhesives.

(3) Sell-Through Provision

Any regulated product that is manufactured prior to the effective date of the applicable limit specified in Table 1 and that has a VOC content above that limit (but not above the limit in effect on the date of manufacture), may be used, sold, supplied, or offered for sale for up to three years after the specified effective date.

- (4) ~~Containers used to dispose of VOC laden cloth or paper used in stripping cured adhesives or sealant shall be closed containers except when depositing or removing the contents of VOC laden cloth or paper from the container.~~All regulated product containers shall be closed when not in use.

Any VOC-laden application tools, such as a brush, pad, rag, cloth, or paper, used in the regulated product application, shall be stored and disposed of in closed containers when not in use.

~~(4) Solvent Cleaning Operations; storage and disposal of VOC containing materials shall be conducted in accordance with the provisions of Rule 1171 - Solvent Cleaning Operations.~~

(5) Solvent cleaning of application equipment, parts, products, tools, machinery, equipment, general work areas, and the storage and disposal of VOC-containing materials, used in cleaning operations shall be ~~carried out conducted~~ pursuant to Rule 1171 - Solvent Cleaning Operations.

(65) Transfer Efficiency

A person shall not apply VOC-containing regulated adhesives or sealants product unless the adhesive or sealant regulated product is applied with properly operating equipment in accordance with operating procedures specified by either the equipment manufacturer or ~~the Executive Officer~~. ~~Application of adhesives or sealants shall be accomplished only by the use of one of the following methods:~~

(A) Electrostatic application; or

(B) Flow coat; or

(C) Dip coat; or

(D) Roll coat~~r~~; or

(E) High-Volume, Low-Pressure (HVLP) spray; or

(F) Hand application methods; or

(G) Such other ~~adhesive or sealant~~ application methods as are demonstrated to the Executive Officer to be capable of achieving at least ~~65 percent transfer efficiency~~ a transfer efficiency equivalent to or better than the method listed in subparagraph (c)(6)(E) and for which prior written approval of the Executive Officer has been obtained; ~~or~~.

~~(H) For adhesives and sealants with a viscosity of 200 centipoise or greater, as applied, airless spray, air-assisted airless, and air-atomized spray may also be used.~~

(76) Control Devices

A person may comply with the provisions of paragraphs (c)(1), ~~(e)(2)~~, or (c)(~~56~~), or ~~all three~~ both, by using approved air pollution control equipment to apply a regulated product, provided: ~~that the VOC emissions from such~~

~~operations and/or materials are reduced by at least 80 percent overall, by weight.~~

(A) The control device reduces VOC emissions from an emission collection system by at least 95 percent by weight or the output of the air pollution control device is no more than 50 ppm VOC by volume calculated as carbon with no dilution; and

(B) The owner/operator demonstrates that the emission collection system collects at least 90 percent by weight of the VOC emissions generated by the sources of VOC emissions.

(87) A person may comply with the provisions of paragraph (c)(1) and paragraph (e)(2) by means of an Alternative Emission Control Plan to apply a regulated product pursuant to Rule 108.

~~(8) If anywhere on the container of any adhesive or sealant, on any sticker or label affixed thereto, or in any sales or advertising literature, any representation is made that the adhesive or sealant may be used for any another source specific rule application, for which there is a lower VOC standard, then the lowest VOC standard shall apply.~~

(9) The VOC content of regulated adhesives and sealants products that are applied with the use of refillable pressurized containers spray system are subject to the VOC limits of this rule.

(10) Except as provided in subdivision (i) and paragraphs (c)(3), (c)(7), and (c)(8), a person shall not store regulated products which contain VOC in excess of the limits specified in paragraph (c)(1).

(11) Containers used for mixing VOC-containing regulated products shall be kept closed at all times except when in use or when product is being added or removed.

(d) Recordkeeping Requirements

~~Notwithstanding provisions of subdivision (i), records~~ Records of regulated product usage shall be maintained pursuant to Rule 109.

(e) ~~Methods of Analysis~~ Test Methods

(1) The VOC content of cleaning materials and regulated adhesives or sealants products shall be determined by the South Coast Air Quality Management District (SCAQMD) using the applicable test methods below. When a test method specifies it is inapplicable to a product category, it shall

not be used for that inapplicable category. The Executive Officer will develop a Guidance Document to determine which test method will be used. When two or more applicable test methods can be used to demonstrate compliance with the rule, the Executive Officer will determine which. The selected test method will be used based on product type, chemistry, and VOC content.

- (A) ~~using~~ VOC content may be determined by USEPA Reference Method 24 (Determination of Volatile ~~matter~~ Matter Content, Water Content, Density Volume Solids, and Weight Solids of Surface Coating, Code of Federal Regulations Title 40, Appendix A, utilizing Procedure B of ASTM Method D2369), ~~or the~~
- (B) ~~SCAQMD~~ VOC content may be determined by Method 304 (Determination of Volatile Organic Compounds (VOC) in Various Materials) in the SCAQMD's "Laboratory Methods of Analysis for Enforcement Samples" manual.
- (C) Exempt compound content shall be determined by Method 303 in the SCAQMD's "Laboratory Methods of Analysis for Enforcement Samples" or ASTM Method D4457.
- (D) VOC content may be determined by Method 313 (Determination of Volatile Organic Compounds VOC by Gas Chromatography-Mass Spectrometry) in the SCAQMD's "Laboratory Methods of Analysis for Enforcement Samples" manual.
- (E) VOC content may be determined by ASTM Test Method 6886 (Standard Test Method for Determination of the Weight Percent Individual Volatile Organic Compounds in Waterborne Air-Dry Coatings by Gas Chromatography).
- (F) The VOC content of PVC, CPVC, ABS, ABS to PVC Transition Welding Cements, and plastic adhesive primers shall be determined by Method 316A in the SCAQMD's "Laboratory Methods of Analysis for Enforcement Samples."
- (G) The VOC content of cyanoacrylate adhesives shall be determined by Method 316B in the SCAQMD's "Laboratory Methods of Analysis for Enforcement Samples."
- (H) The VOC content of reactive adhesives may be determined by Appendix A to Subpart PPPP of 40 CFR Part 63—Determination of

Weight Volatile Matter Content and Weight Solids Content of
Reactive Adhesives.

- ~~(2) The exempt compound's content shall be determined by Methods 302 and 303 in the South Coast Air Quality Management District's (SCAQMD) "Laboratory Methods of Analysis for Enforcement Samples" or ASTM Method D4457-85.~~
- ~~(3) The VOC content of PVC, CPVC, and ABS pipe cements, adhesive primer for plastic shall be determined by Method 316A in the South Coast Air Quality Management District's (SCAQMD) "Laboratory Methods of Analysis for Enforcement Samples." (4) The VOC content of cyanoacrylate adhesives shall be determined by Method 316B in the South Coast Air Quality Management District's (SCAQMD) "Laboratory Methods of Analysis for Enforcement Samples."~~
- ~~(f) Test Methods~~
 - ~~(12) The efficiency of the control device and the VOC content measured and calculated as carbon in the control device exhaust gases shall be determined by USEPA'S Test Method 18, or Air Resources Board (CARB) Method 422 for the determination of emissions of Exempt Compounds and USEPA's Test Methods 25, 25A, SCAQMD's Method 25.1, or SCAQMD Test Method 25.3. (Determination of Total Gaseous Non-Methane Organic Emissions as Carbon) for the determination of total organic compound emissions. Emissions determined to exceed any limits established by this rule through the use of any of the above-referenced test methods shall constitute a violation of the rule.~~
 - ~~(23) Viscosity will shall be determined by ASTM D 1084-88 Standard Test Methods for Viscosity of Adhesives.~~
 - ~~(34) The following classes of compounds: cyclic, branched, or linear, completely fluorinated alkanes; cyclic, branched, or linear, completely fluorinated ethers with no unsaturations; cyclic, branched, or linear, completely fluorinated tertiary amines with no unsaturations; and sulfur-containing perfluorocarbons with no unsaturations and with sulfur bonds only to carbon and fluorine, will be analyzed as exempt compounds for compliance with subdivision (c), only at such time as manufacturers specify which individual compounds are used in the ~~coating~~regulated product formulations and identify the test methods, which, prior to such analysis,~~

have been approved by the USEPA and the SCAQMD, that can be used to quantify the amounts of each exempt compound.

(5) Equivalent Test Methods

Other test methods determined to be equivalent after review by the Executive Officer, CARB, and the U.S. USEPA, and approved in writing by the District Executive Officer, may also be used.

(6) All test methods referenced in this subdivision shall be the version most recently approved by the appropriate governmental entities.

~~(g) Prohibition of Specifications~~

~~(1) A person shall not solicit or require any other person to use, in the District, any adhesives or sealants or combination of adhesives or sealants in violation of the requirements of this rule.~~

~~(2) The requirements of this paragraph shall apply to all written or oral agreements executed or entered into after July 1, 1989.~~

(f) Administrative Requirements

(1) Regulated products manufactured after January 1, 2019, shall display the following:

(A) Each container shall display the VOC content of the regulated product, as recommended for application. VOC content shall be displayed as grams of VOC per liter of regulated product, excluding water and exempt compounds, or grams of VOC per liter of material for low-solids products. The VOC content shall be determined by calculation based on product formulation or laboratory analysis using the applicable test method in subdivision (e).

(i) Regulated products subject to both the provisions of this rule and the ~~CARB Consumer Products Regulation~~ may display the VOC content as percent VOC provided the regulated product has supplemental product documentation published from the manufacturer that displays the VOC content in grams of VOC per liter of regulated product.

(B) Each container or an associated product data sheet shall display a statement of the manufacturer's recommendations regarding thinning, reducing, or mixing with any other VOC containing

material, if applicable. Mixing recommendations shall specify a ratio which results in a compliant, as applied, product.

- (C) Each container shall display the date of manufacture of the contents or a date code indicating the date of manufacture. A manufacturer utilizing a date code shall file ~~with the Executive Officer of the District~~an explanation of each date code with the District Executive Officer.
- (D) Each container of all Top and Trim Adhesives shall include the statement “For Top and Trim Uses Only” prominently displayed.
- (E) Each container of all Rubber Vulcanization Adhesives shall include the statement “For Rubber Vulcanization Adhesive Uses Only” prominently displayed.
- (F) Each container of all Pressure Sensitive Adhesive Primers shall include the statement “For Pressure Sensitive Adhesive Primer Uses Only” prominently displayed.
- (G) Each container of all ABS to PVC Transition Cements shall include the statement “For ABS to PVC Transition Uses Only” prominently displayed.

(2) Reporting Requirements

(A) Reporting Timeline

A Quantity and Emission Report (QER) shall be submitted according to the reporting timeline identified in Table 2 below:

- (i) Every three years, from the years 2019 to 2025.
- (ii) Every five years, thereafter, until and including 2040.

Table 2: Reporting Timeline

<u>Reporting Deadlines</u>		<u>Reported Years</u>
<u>Manufacturers & Private Labelers</u>	<u>Big Box Retailers & Distribution Centers</u>	
<u>September 1, 2019</u>	<u>May 1, 2019</u>	<u>2017, 2018</u>
<u>September 1, 2022</u>	<u>May1, 2022</u>	<u>2020, 2021</u>
<u>September 1, 2025</u>	<u>May 1, 2025</u>	<u>2023, 2024</u>
<u>September 1, 2030</u>	<u>May 1, 2030</u>	<u>2028, 2029</u>
<u>September 1, 2035</u>	<u>May 1, 2035</u>	<u>2033, 2034</u>
<u>September 1, 2040</u>	<u>May 1, 2040</u>	<u>2038, 2039</u>

(B) General QER

A manufacturer or private labeler of regulated products shall submit to the District a QER of regulated product sales into or within the District according to the schedule in Table 2. The report shall include the following information:

- (i) Product manufacturer (as listed on the label);
- (ii) Product name and code;
- (iii) Applicable Rule 1168 category;
- (iv) The grams of VOC per liter of regulated product (less water and exempt solvents);
- (v) The grams of VOC per liter of material;
- (vi) Whether the product is waterborne or solvent-based;
- (vii) Total annual volume sold into or within the District, including products sold through distribution centers located within or outside the District, reported in gallons for all container sizes;
- (viii) For any regulated product with VOC content higher than the applicable limit in Rule 1168, an indication whether the product has been sold under any of the following provision of this rule:
 - (A) Sell-through provision;
 - (B) Low-Solids Pproduct;
 - (C) Exempted under subdivision (i);
 - (D) Complying with subparagraph (c)(7) – Control Device ; or
 - (E) Complying with subparagraph (c)(8) - Alternative Emission Control.

(C) Aerosol QER

The manufacturer or private labeler of aerosol adhesives and aerosol adhesive primers shall submit to the District a QER of aerosol adhesive and aerosol adhesive primer sales into or within the District according to the schedule in Table 2. The report shall include the following information:

- (i) Product manufacturer (as listed on the label);
- (ii) Product name and code;

- (iii) Percent VOC by weight;
 - (iv) Total weight sold, including products sold through distribution centers located within or outside the District;
and
 - (v) Container size of product.
- (D) A corporate officer of the manufacturer or private labeler of regulated products, who previously reported under (f)(2)(B) and (f)(2)(C), that had no distribution or sales into or within the District for the specified reporting years in Table 2, must certify that fact in a letter and on company letterhead by the reporting deadline specified in Table 2.
 - (i) A manufacturer or private labeler of regulated products that has no intention to sell regulated products into or within the District in future years, must indicate that fact to be removed from future outreach efforts.
 - (ii) A manufacturer or private labeler of regulated products who resumes sales of regulated product into or within the District, must adhere to the reporting requirements specified in (f)(2)(B) and (f)(2)(C).
- (E) Big Box Retailer or Distribution Center QER

A big box retailer or distribution center shall submit a QER to the regulated product manufacturer or private labeler, according to the schedule in Table 2. The QER must be electronically submitted, in a spreadsheet format and certified that all information reported is true and correct. The QER must contain the following information:

 - (i) The manufacturer or private labeler's product name and code; and
 - (ii) The quantity of each regulated product, aerosol adhesive, and aerosol adhesive primer distributed into the District.
- (F) Facilities Using the 55 Gallon Exemption

For each calendar year (January 1 through December 31) beginning in 2017, the facility using or purchasing regulated products under the provisions of paragraph (i)(7)(5)(C) shall submit to the District by September 1 of the following calendar year, an annual report of regulated product used under the provisions of paragraph

(i)(7)(5)(C) within the District. The report shall include the following information:

- (i) Product manufacturer (as listed on the label);
- (ii) Product name and code;
- (iii) The grams of VOC per liter of regulated product (less water and exempt solvents);
- (iv) The grams of VOC per liter of material;
- (v) Unit size of product;
- (vi) Total volume purchased, in gallons;
- (vii) The name and address of the company or retailer where the products were purchased.

(3) Manufacturers, private labelers, or suppliers of regulated products shall maintain records to verify data used to determine VOC content in preparing their QER. The records shall be maintained for three (3) years and made available upon request by the Executive Officer. Such records shall include:

- (A) Laboratory reports; or
- (B) Formulation data used for VOC content calculations.

(4) Confidentiality of Information

Subject to the provisions of the California Public Records Act (Gov Code §§ 6250-6276.48) information submitted to the Executive Officer may be designated as confidential. The designation must be clearly indicated on the reporting form, identifying exactly which information is deemed confidential. District guidelines require a detailed and complete basis for such claim in the event of a public records request.

(hg) Prohibition of Sales and Use

(1) — On and after September 1, 2001, except ~~Except as provided in subdivision (ji),) and paragraphs (c)(3), (c)(67), and (c)(78) no person shall use, supply, sell, or offer for sale an adhesive, sealant, or adhesive or sealant primer for use~~ a regulated product in the District that at the time of sale exceeds the applicable VOC limits specified in paragraphs (c)(1) and (c)(2).

(2) — On and after January 1, 2004 Except as provided in subdivision (i), no person shall use, supply, sell, or offer for sale an adhesive, sealant, or adhesive or sealant primer for use a regulated product in the District that contains chloroform, ethylene dichloride, methylene chloride, perchloroethylene, and trichloroethylene.

Rule 1168 (Cont.) (~~Amended January 7, 2005~~Proposed Amended Rule 1168 October 2017)

~~(32)~~ The prohibition of sales and use as specified in paragraphs (h)(1) and (h)(2) shall not apply to the following: On and after January 1, 2019, except as provided in subdivision (i), no person shall use, supply, sell, or offer for sale a regulated product in the District that contains Group II exempt compounds listed in Rule 102 in quantities greater than 0.1 percent by weight. This provision does not apply to cyclic, branched, or linear, completely methylated siloxanes.

~~(A) — Adhesives and sealants shipped, supplied or sold to persons for use outside the District;~~

~~(B) — Any manufacturer of adhesives or sealants, provided that the manufacturer has complied with the labeling requirements of Rule 443.1 — Labeling of Materials Containing Organic Solvents, and the product is not sold directly to a user located in the District, or the product was sold to an independent distributor or a sales outlet located in the District that is not a subsidiary of, or under the control of the manufacturer, and was informed in writing by the manufacturer about the compliance status of the product with Rule 1168;~~

~~(C) — Adhesives and Sealants that contain less than one percent by weight of methylene chloride; or~~

~~(D) — Solvent welding formulations containing methylene chloride used to bond hard acrylic, polycarbonate, and polyethylene terephthalate glycol plastic fabrications, provided:~~

~~(i) — The concentration of methylene chloride in any solvent welding formulation does not exceed 60 percent by weight; and~~

~~(ii) — The purchase of all solvents welding products does not exceed 20 gallons per calendar year at a single facility, as demonstrated by purchase records and invoices of methylene chloride containing solvent welding formulations. — Such records shall be made available to the Executive Officer or his representative upon request.~~

~~(ih)~~ Rule 442 Applicability

Rule 1168 (Cont.) (~~Amended January 7, 2005~~Proposed Amended Rule 1168 October 2017)

Any regulated adhesive, sealant, adhesive or sealant operation, or person, product which is exempt from all or a portion of this rule shall comply with the provisions of Rule 442.

(j) Exemptions

- (1) ~~The provisions of paragraph (c)(1) and paragraph (c)(2) shall not apply to the following:~~The provisions of this rule shall not apply to:
 - (A) ~~Adhesives used in tire repair; or~~Adhesives, adhesive primers, sealants, or sealant primers, and associated application processes that are subject to Rule 1124;
 - (B) ~~Adhesives and/or adhesive application processes in compliance with Rules 1104, 1106, 1128, 1130 and 1130.1.;~~Adhesive tape;
 - (C) Regulated products shipped, supplied, or sold to persons for use outside the District; or
 - (D) Distribution centers that do not ship regulated products into or within the District.
- (2) ~~The provisions of this rule shall not apply to aerospace components that are subject to Rule 1124. The provisions of this rule, except paragraphs (f)(2)(C), shall not apply to aerosol adhesives and primers dispensed from non-refillable aerosol spray systems.~~
- (3) ~~The provisions of paragraph (c)(5) and subdivision (d) shall not be applied to the application of adhesives or sealants that contain less than 20 g/L of VOC per liter of adhesives, less water and less exempt compounds. The provisions of this rule, except paragraphs (g)(21) and (g)(32), shall not apply to:~~
 - (A) Regulated products sold in quantities of one fluid ounce or less;
 - (B) Adhesives used to glue flowers to parade floats;
 - (C) Adhesives used to fabricate orthotics and prosthetics under a medical doctor's prescription; or
 - (D) Shoe repair, luggage, and handbag adhesives.
- (4) ~~The provisions of this rule shall not apply to any facility that uses less than one pint of total adhesives and sealants in any one day so long as the products were purchased prior to September 15, 2000. The provisions of subdivision (c) shall not apply to:~~

- (A) Research and development programs and quality assurance labs. Records shall be maintained in accordance with the provisions of subdivision (d) of this rule; or
 - (B) Solvent welding operations used in the manufacturing of medical devices.
- (5) ~~The provisions of subdivision (e) shall not apply to research and development programs and quality assurance labs, provided that:~~The provisions of paragraph (c)(1) shall not apply to the following:
 - (A) ~~A record is kept of:~~Adhesives used in tire repair;
 - (i) ~~The date when the adhesives and sealants are used, and the type of application(s); and~~
 - (ii) ~~The amount of adhesives and sealants used and the VOC content of such adhesives and sealants; and~~
 - (iii) ~~The amount of solvents used and VOC content of such solvents; and~~
 - (iv) ~~The manufacturer/suppliers identification and type of material; and~~
 - (B) Such records shall be retained in accordance with the provisions of subdivision (e) of this rule. Adhesives and/or adhesive application processes in compliance with Rules 1104, 1106, 1128, 1130, and 1130.1.;
 - (C) A facility that demonstrates that the total volume of non-compliant products is less than 55 gallons per facility per calendar year. A facility may not use this paragraph to exclude non-compliant adhesives used in architectural applications, contact adhesives, special purpose contact adhesives, and adhesives used on porous substrates. Effective January 1, 2019, a facility may not use this paragraph to exclude non-compliant rubber vulcanization adhesives and top and trim adhesives; or
 - (D) Regulated products used in the field installation and repair of potable water linings and covers at water treatment, storage, or water distribution facilities.
- (6) ~~The provisions of paragraph (c)(1) and paragraph (c)(2) shall not apply to a facility that demonstrates that the total volume of non-compliant adhesives, adhesive primers, adhesive bonding primers, sealants, and sealant primers is less than 55 gallons per facility per rolling 12-month period. On and after~~

~~September 1, 2001, a facility may not use this paragraph to exclude non-compliant adhesives used in architectural applications, contact adhesives, special purpose contact adhesives, and adhesives used on porous substrates. The provisions of paragraph (c)(6) shall not apply to regulated products with a viscosity of 200 centipoise or greater.~~

- (7) ~~The provisions of this rule, except paragraph (h)(2), shall not apply to adhesives used to glue flowers to parade floats. The provisions of subdivision (f) shall not apply to thermoplastic hot melt adhesives or to regulated products offered for sale as a dry mix, containing no polymer, which are ready for use or only mixed with water prior to use, and including, but are not limited to, grouts, cements, and mortars and to thermoplastic hot melt adhesives.~~
- (8) ~~The provisions of subdivision (e) shall not apply to solvent welding operations used in the manufacturing of medical devices. The provisions of subdivisions (c) and (d), shall not apply to regulated products with a VOC content no more than 20 grams per liter, less water and less exempt compounds, or no more than 20 grams per liter material for low-solids regulated products.~~
- (9) ~~The provisions of this rule shall not apply to aerosol adhesives and primers dispensed from aerosol spray cans. Until January 1, 2021, the provision of paragraph (g)(21) and (g)(32) shall not apply to solvent welding formulations containing methylene chloride used to bond hard acrylic, polycarbonate, and polyethylene terephthalate glycol plastic fabrications, provided:~~
- (A) ~~The concentration of methylene chloride in any solvent welding formulation does not exceed 60 percent by weight; and~~
- (B) ~~The purchase of all solvent welding products does not exceed 20 gallons per calendar year at a single facility, as demonstrated by purchase records and invoices of methylene chloride containing solvent welding formulations. Such records shall be made available to the Executive Officer upon request.~~
- (10) ~~The provisions of paragraph (c)(1) and paragraph (c)(2) shall not apply to any adhesive used exclusively for thin metal laminating operations, provided that the adhesive contains less than 780 grams of VOC per liter of adhesive, less water and less exempt compounds, as applied, and the facility uses a total of three gallons per day or less of these adhesives.~~

- (11) — ~~The provisions of this rule, except paragraph (h)(2) and subdivision (d), shall not apply to light curable adhesives and sealants with a VOC content no more than 50 grams per liter, less water and less exempt compounds.~~
- (12) — ~~The provisions of this rule, except paragraph (h)(2), shall not apply to the use of cyanoacrylate adhesives.~~
- (13~~10~~) The provisions of this rule shall not apply to adhesives and sealants regulated products, which weigh one pound or less, or consist of 16 fluid ounces or less and subject have VOC content limits in Section 94509(a) of to the California Air Resources Board consumer Consumer products Products regulation Regulation found in Title 17 of the California Code of Regulations, beginning at Section 94507, unless they are:
- (A) Incorporated into or used exclusively in the manufacture or construction of the goods or commodities, and not exempted in paragraph (i)(2); or
- (B) Used in pollution-generating activities that take place at stationary sources (including area sources), excluding maintenance and repair, of the stationary source and not exempted in paragraph (i)(2).
- (14~~11~~) Until October 1, 2003, the provisions of paragraph (c)(1) and paragraph (c)(2) shall not apply to solvent welding of flexible ductwork, at which time the VOC limit shall be 250 grams per liter, less water and less exempt compounds. As of January 1, 2018, The provisions of subdivision (c)(1) and (g) shall not apply to any manufacturer or supplier of regulated products provided the product was sold to an independent distributor that was informed in writing, including electronic formats, by the manufacturer or supplier, that the regulated product is not to be used in the South Coast Air Quality Management District. Manufacturers utilizing this provision shall maintain notification letters for three (3) years, which shall be made available to the Executive Officer or designee upon request.
- (15) — ~~A person may sell or apply a non-complying VOC-containing or methylene chloride-containing product for one year after the applicable effective date in paragraph (c)(2) for VOC-containing adhesives and sealants, and for one year after the applicable effective date of paragraph (h)(2) or subparagraph (h)(3)(D) for methylene chloride-containing adhesives and sealants, provided:~~
- (A) — ~~The product complies with the previous applicable VOC limit,~~
- (B) — ~~The product was manufactured prior to the effective date, and~~

Rule 1168 (Cont.) (~~Amended January 7, 2005~~Proposed Amended Rule 1168 October 2017)

~~(C) — The date of manufacture or a code indicating that date is clearly displayed on the product.~~

~~(16) — The provisions of this rule, except paragraph (h)(2), shall not apply to adhesives used to fabricate orthotics and prosthetics under a medical doctor's prescription.~~

~~(17) — The provisions of this rule, except paragraph (h)(2), shall not apply to shoe repair, luggage and handbag adhesives.~~

ATTACHMENT G

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Final Staff Report for

PROPOSED AMENDED RULE 1168 – ADHESIVE AND SEALANT APPLICATIONS

Dated: October 2017

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EXECUTIVE SUMMARY

Rule 1168 was adopted in April 1989 to control volatile organic compounds (VOC) emissions from adhesives applications. While the rule has been amended 13 times, the last major VOC reduction was in the September 2000 amendment, although the last rule amendment was in January 2005. The rule currently limits VOC content in 41 categories of adhesives, adhesive primers, sealants, and sealant primers. The rule applies to products used during manufacturing and to products used by consumers that are not regulated by the California Air Resources Board (CARB) in the Consumer Products Regulation (CPR) (1).

According to the 2016 Air Quality Management Plan (AQMP) (2), the 2017 annual average VOC emission inventory for adhesives and sealants is 4.1 tons per day (tpd) of VOC. However, a voluntary survey followed by mandatory sales information requests indicates that the inventory is approximately ~~10.5 tons per day~~ 10.5 tpd. The estimate includes foam sealants that are not currently part of the 2016 AQMP inventory. The majority of emissions, more than 98 percent, come from area sources and consumer uses (e.g., architectural uses), which normally do not require permits to operate from the South Coast Air Quality Management District (SCAQMD).

Over the past 17 years since the last major reduction in VOC limits from adhesive and sealant applications, the technology of low-VOC products has improved significantly. In particular, adhesives and sealants used for architectural and construction applications have significantly reduced VOC contents. Much of this progress can be attributed to efforts by adhesive and sealant manufacturers to provide environmentally preferable products such as Leadership in Energy and Environmental Design (LEED) and Green Seal certified products to their customers. Building owners and architects request “green” product use by professional contractors during construction, repair, and maintenance of buildings. Institutional and household consumers also have provided incentives by preferentially purchasing lower-VOC products.

This rule amendment effort began in 2013 and continued into 2014 to clarify the current rule language and assess the feasibility of VOC reductions that would ~~capitalize on~~ reflect the improvement of available technology for several currently regulated categories. During that timeframe, ~~District~~ staff conducted eight working group meetings, drafted six versions of proposed rule language, released a preliminary draft staff report, and surveyed regulated products sales in the SCAQMD. The 2013/2014 proposed rule amendment included technology forcing VOC reductions in several roofing adhesive and sealant categories. Those reductions were expected to be achieved by exempting dimethyl carbonate (DMC) and tertiary Butyl acetate (tBAC) from the definition of a VOC. Due to the toxicity concerns of DMC and tBAC and the uncertainty of the on-site exposure modeling methodologies, the rule amendment process was put on hold. While it was on hold, ~~District~~ staff conducted a toxics symposium in October 2014 and drafted an assessment on tBAC, the “tBAC Assessment White Paper” (3), which was released in ~~October 2016~~ April 2017. The assessment resulted in the ~~Governing Board~~ Stationary Source Committee ~~taking recommending a~~ precautionary approach when considering expanding or including an exemption for any compound with a toxic endpoint.

With the Governing Board’s decision not to allow further VOC exemptions for DMC or tBAC, staff ~~initiated~~ resumed the amendment to Rule 1168 with a more modest proposal on VOC reductions for roofing adhesives and sealants. As part of the 2013/2014 rule development process,

~~District~~ staff developed a voluntary survey of regulated product sales in the SCAQMD to improve the emissions inventory and to assess product market share. The survey was designed and conducted with feedback from interested stakeholders and trade associations. Initially, the response was insufficient from most of the industry, resulting in Notices to Comply to collect additional information on products and to establish a current inventory. Based on stakeholder feedback, staff believes there remains significant underreporting in the survey conducted in 2013.

The 2016 AQMP, specifically Control Measure CTS-01 - Further Emission Reductions from Coatings, Solvents, Adhesives, and Sealants, includes Rule 1168 as a VOC rule that may be targeted for further VOC emission reductions. Proposed Amended Rule (PAR) 1168 will partially implement CTS-01 and MCS-01 - Application of All Feasible Measures Assessment [All Pollutants].

The purpose of PAR 1168 is to further reduce VOC and toxic air contaminant emissions from adhesives and sealants by relying on improvements in technology during the last 17 years. Staff proposes the following requirements for PAR 1168:

- Revise, delete, and add certain definitions.
- Amend VOC limits for certain adhesives, adhesive primers, sealants, and sealant primers and allow for a three-year sell-through/use-through provision.
- Establish new categories and VOC content limits to reflect technological advances.
- Include a ~~most restrictive~~ clause requiring that products marketed for use under varying categories be subject to the lower VOC limit of the varying categories.
- Prohibit storage of non-compliant regulated products on site unless those regulated products are being stored on site for the purpose of shipment outside of the District.
- Add test methods for VOC content analyses.
- Add requirements for labeling regulated product containers.
- Include reporting requirements for:
 - Manufacturers, private labelers, Big Box retailers, and distribution centers who sell regulated products, aerosol adhesives, and adhesive primers into or within the District; and
 - Facilities that use non-compliant product under the 55 gallons per year exemption (subparagraph (i)(5)(C)).
- Prohibit the use of Group II Exempt Solvents as defined in SCAQMD Rule 102 – Definitions of Terms, except volatile methyl siloxanes.
- Include a technology assessment for the following categories:
 - Foam Sealants
 - Plastic ~~Cement-Welding Cement~~, including ABS to PVC Transition Cement-Welding, CPVC ~~Cement-Welding Cement~~, and PVC ~~Cement-Welding Cement~~
 - Roofing products, including All Other Roof Adhesives, Single-Ply Roof Membrane Adhesives, All Other Roof Sealants, and Single-Ply Roof Membrane Sealants

- Top and Trim Adhesives
- Remove, ~~limit~~modify, or add exemptions, including clarifying that consumer products are exempt from the rule if the unit of product, less packaging, weighs one pound or less, or consists of 16 fluid ounces or less, and there is a VOC limit in the CPR; except for the following uses:
 - Products incorporated into or used exclusively in the manufacture of goods or commodities, not exempted in paragraph (i)(2); and
 - Products used in pollution-generating activities that take place at stationary sources (~~including area sources~~), excluding maintenance and repair, not exempted in paragraph (i)(2).
- Retain ~~Include~~ streamlined recordkeeping options for regulated products with VOC content of 20 grams per liter (g/L) or less.
- Retain ~~Exemption for~~ regulated products with a viscosity of 200 centipoise or greater from transfer efficiency requirements.

The estimated rule inventory is 10.5 tpd. The projected emission reductions from the proposed amendments are 1.4 tpd of VOC emissions by 2023.

BACKGROUND

Rule 1168 was adopted in April 1989 to control VOC emissions from adhesive applications. The rule has been amended 13 times, the last amendment was in January 2005. In 1997, several categories were added to the rule, including sealants and sealant primers. In terms of VOC reductions, the last six amendments, dating back to 1998, have been associated with attempts to minimize VOC emissions from Acrylonitrile-Butadiene-Styrene (ABS), Chlorinated Polyvinyl Chloride (CPVC), Polyvinyl Chloride (PVC), and Top and Trim adhesives. During that period, several key amendments were made to prohibit sales of non-compliant products and to restrict the usage of some toxic chemicals including methylene chloride, perchloroethylene, and trichloroethylene.

The current rule limits VOC content in 41 categories of adhesives, adhesive primers, sealants, and sealant primers. The rule applies to products used during manufacturing at stationary sources and to products used by consumers that are not regulated by the CARB CPR.

Adhesive and sealant use subject to the rule spans a wide range of industries that have miscellaneous uses during manufacturing. The industry sectors that make extensive use of products subject to this rule include (4):

- Air-Conditioning and Warm Air Heating Equipment and Commercial and Industrial Refrigeration Equipment Manufacturing (NAICS 333415)
- All Other Rubber Product Manufacturing (NAICS 326299)
- Commercial and Institutional Building Construction (NAICS 236220)
- Custom Architectural Woodwork and Millwork Manufacturing (NAICS 337212)

- Drywall and Insulation Contractors (NAICS 238310)
- Flooring Contractors (NAICS 238330)
- Footwear Manufacturing (NAICS 316210)
- Glass and Glazing Contractors (NAICS 238150)
- Hardwood Veneer and Plywood Manufacturing (NAICS 321211)
- Household Furniture (except Wood and Metal) Manufacturing (NAICS 337125)
- Industrial Building Construction (NAICS 236210)
- Manufactured Home (Mobile Home) Manufacturing (NAICS 321991)
- Motor Vehicle Seating and Interior Trim Manufacturing (NAICS 336360)
- New Multifamily Housing Construction (except For-Sale Builders) (NAICS 236116)
- New Single-Family Housing Construction (except For-Sale Builders) (NAICS 236115)
- Office Furniture (except Wood) Manufacturing (NAICS 337214)
- Oil and Gas Pipeline and Related Structures Construction (NAICS 237120)
- Other Millwork (including Flooring) (NAICS 321918)
- Plumbing, Heating, and Air-Conditioning Contractors (NAICS 238220)
- Polystyrene Foam Product Manufacturing (NAICS 326140)
- Residential Remodelers (NAICS 236118)
- Roofing Contractors (NAICS 238160)
- Rubber Product Manufacturing for Mechanical Use (NAICS 326291)
- Showcase, Partition, Shelving, and Locker Manufacturing (NAICS 337215)
- Siding Contractors (NAICS 238170)
- Surgical Appliance and Supplies Manufacturing (NAICS 339113)
- Tile and Terrazzo Contractors (NAICS 238340)
- Tire Retreading (NAICS 326212)
- Urethane and Other Foam Product (except Polystyrene) Manufacturing (NAICS 326150)
- Water and Sewer Line and Related Structures Construction (NAICS 237110)
- Wood Container and Pallet Manufacturing (NAICS 321920)
- Wood Kitchen Cabinet and Countertop Manufacturing (NAICS 337110)
- Wood Window and Door Manufacturing (NAICS 321911)

The industries that supply regulated products to facilities are covered by Asphalt Shingle and Coating Materials Manufacturing (NAICS 324122 and 325520) and Adhesive Manufacturing (NAICS 325520).

According to the 2016 AQMP, the total emissions inventory for adhesives and sealants is estimated to be 4.1 ~~tons per day (tpd)~~. The inventory does not include consumer products subject to the CARB CPR. The AQMP inventory does include emissions from area sources, which are small sources that do not have permits, stationary sources, which include small sources with permits, and larger facilities that report as part of the Annual Emissions Reporting (AER) Program because they emit at least four tons per year of a criteria pollutant. In 2015, the AER facilities emitted 0.1 tons per day of VOC, which represents approximately one percent of the overall inventory of Rule 1168. The majority of emissions come from the large number of smaller facilities not subject to the AER program with limited data. The adhesive and sealant usage is primarily for architectural applications, which are not normally subject to SCAQMD permitting requirements. Additionally, the adhesive and sealant emissions also result from those smaller sources that may be more apt to take advantage of a 55 gallon per year exemption from VOC content limits provided for in the rule. This exemption allows facilities to use up to 55 gallons of non-compliant product per year.

The current rule amendment process began in 2013, at which time ~~District~~ staff conducted eight working group meetings and drafted six versions of proposed rule language. As part of the 2013/2014 rule amendment process, the SCAQMD also developed a voluntary survey of product sales in the SCAQMD to improve the emission inventory and to assess product market share. The initial results from the survey were somewhat inconclusive because of limited participation. Further steps were taken to require manufacturers to provide sales information, which significantly improved the dataset.

During the 2013/2014 amendment, staff considered exempting both tBAC and DMC from the definition of a VOC. This proposal would have achieved substantial VOC emission reductions. However, the rule amendment was put on hold in 2014 due to toxicity concerns of tBAC and DMC, and uncertainty of the on-site exposure modeling methodologies. Staff held a Toxic Symposium in October 2014 and developed the draft “tBAC Assessment White Paper”, which was ~~initially~~ released in ~~October 2016~~April 2017. As a result of that work, the ~~Governing Board~~ adopted Stationary Source Committee recommended a precautionary approach such that compounds with a known or suspected toxic endpoint will not be exempted from the definition of the VOC. In May 2017, ~~District~~ staff resumed the proposed amendment to Rule 1168, without the proposed exemptions for tBAC and DMC.

Relying on the survey from 2013/2014, with a growth factor applied to estimate increased usage (population growth was used as a surrogate for increased usage) staff estimates that the current inventory for adhesives and sealants is 10.5 tpd.

Staff is proposing mandatory sales reporting of regulated product sales be submitted every three years until 2025, then every five years, with a sunset date in 2040. This reporting will provide an accurate emission inventory and more detailed data that can be utilized as a tool for future inventory and rule development.

CARB CONSUMER PRODUCTS REGULATION AND SCAQMD RULE 1168

The proposed rule language includes clarifications on the applicability of the rule to those products included in the CARB CPR by modifying the language in the eExemption section. The current

rule language exempts products subject to the CARB CPR from Rule 1168 requirements. Staff is proposing to clarify this exemption, in paragraph (i)(10):

- “(10) The provisions of this rule shall not apply to regulated products which weigh one pound or less, or consist of 16 fluid ounces or less and have VOC content limits in Section 94509(a) of the California Air Resources Board Consumer Products Regulation found in Title 17 of the California Code of Regulations, beginning at Section 94507, unless they are:
- (A) Incorporated into or used exclusively in the manufacture or construction of the goods or commodities, and not exempted in paragraph (i)(2); or
- (B) Used in pollution-generating activities that take place at stationary sources (including area sources), excluding maintenance and repair and not exempted in paragraph (i)(2) of the stationary source.”

The proposed clarification serves to explicitly state the District’s regulatory authority regarding Rule 1168. However, clarifying this interpretation has caused concern and uncertainty regarding which products and uses are regulated by the CARB CPR and which products and uses are regulated by SCAQMD Rule 1168. The CARB CPR regulates adhesives and sealants explicitly defined within the regulation that weigh one pound or less or consist of 16 fluid ounces or less. The CARB CPR has the following seven general categories:

- Adhesives
 - Aerosol Adhesives;
 - Construction, Panel, or Floor Covering Adhesives;
 - Contact Adhesives, both for General Purpose and Special Purpose; and
 - General Purpose Adhesives
- Sealant or Caulking Compounds
 - Chemically Curing, non-aerosol, and
 - Nonchemically Curing, non-aerosol.

The definitions of each of these broad categories list subcategories that are explicitly included and excluded from the definition. Those definitions were vital in determining the extent to which Rule 1168 could regulate subcategories that are included in the CARB CPR. Generally, those subcategories that are excluded from the definitions of the CARB CPR would be subject to Rule 1168 regardless of the container size, such as clear/paintable/water resistant caulking compounds, roof cements, and roof sealants.

In addition, during the 2013/2014 rule amendment process, ~~District~~ staff received further clarification on SCAQMD authority through correspondence (5) from CARB regarding the SCAQMD’s regulatory authority over consumer products. As stated on page 4 of Enclosure 2 of the letter:

“To put the issue very simply, consumer products include the many chemically formulated products commonly available in such outlets as supermarkets, hardware stores, catalog sale companies, etc., that consumers purchase for use in and around their homes (i.e., household products). It is also fairly clear that certain products are not consumer products (i.e., products used by industrial facilities, where the products are “. . . incorporated into or used exclusively in the manufacture or construction of the goods or commodities at the site of the establishment . . .”). For example, “consumer products” do not include such products as fabric protectants and adhesives that are applied to furniture at a factory, as part of the manufacturing process. The definitions set forth above are intended to make this basic distinction.”

CARB further made it clear in that letter that SCAQMD has regulatory authority to regulate VOC emissions from “stationary sources such as manufacturing facilities,” even if those products are consumer products used at that site, provided they are incorporated into or used exclusively for the manufacturing process. The correspondence ~~also~~ helped clarify what is meant by products that are part of the manufacturing operation, as can be found on page 10 of the CARB correspondence letter:

“Products “‘used as part of manufacturing operation’” fall into two general categories, both of which the SCAQMD has the authority to regulate. The first category consists of products that are commonly referred to as industrial products, which are products that are incorporated into or used exclusively in the manufacture or construction of the goods or commodities at the site of the establishment. These products may be regulated by the SCAQMD because they are not “consumer products” as that term is defined in ARB regulations, and ARB Consumer Products Regulations thus do not apply to these products.”

“The second category consists of products that are “‘consumer products’” (as that term is defined in ARB Consumer Products Regulations), and have VOC limits specified in ARB regulations, when such products are used at stationary sources such as manufacturing facilities. ARB’s position is that the SCAQMD can regulate the use of consumer products at stationary sources, as part of the long-standing authority of local air districts to regulate pollution generating activities at stationary sources.”

SCAQMD recognizes that there are household products that some commercial facilities use that will fall under the regulatory authority of the CARB CPR. Other products may primarily be used in an industrial setting but can be purchased at a local hardware store. In these cases, the primary purpose and use of the product will determine if it falls under the CARB CPR or SCAQMD Rule 1168. Further, the use of the phrase “incorporated into or used **exclusively** in the manufacture or construction of the goods or commodities” from the definition of “Institutional Product” in the CARB CPR is not intended as a mechanism for rule circumvention. If an adhesive is used primarily for the manufacturing process at a stationary source or facility, but there is some incidental institutional use, such as the maintenance or repair of the facility, the SCAQMD would interpret that product as being subject to Rule 1168.

CARB’s *Advisory 307 Industrial & Institutional Products Definition Clarification* (6) also addresses questions about the definition of Industrial and Institutional products and applicability

in the CARB CPR. Question number three within that advisory addresses the concern of the use of a CPR noncompliant glass cleaner on a finished product from the assembly line of a manufacturing facility. The question in this scenario asks if the use of the glass cleaner for that purpose would exempt the product from the CARB CPR. CARB's response within the advisory states that if the noncompliant product is designed to be used exclusively to clean finished products manufactured at the site of an establishment, such products are exempt from the CPR, even though they are not "actually incorporated into" the manufactured goods or commodities. Such a product may instead be subject to local air district regulations with jurisdiction over the manufacturing site. Although CARB's example in the advisory was a cleaning product, the explanation of use for this purpose in a manufacturing assembly line could also explain the use of an adhesive or sealant in a similar setting.

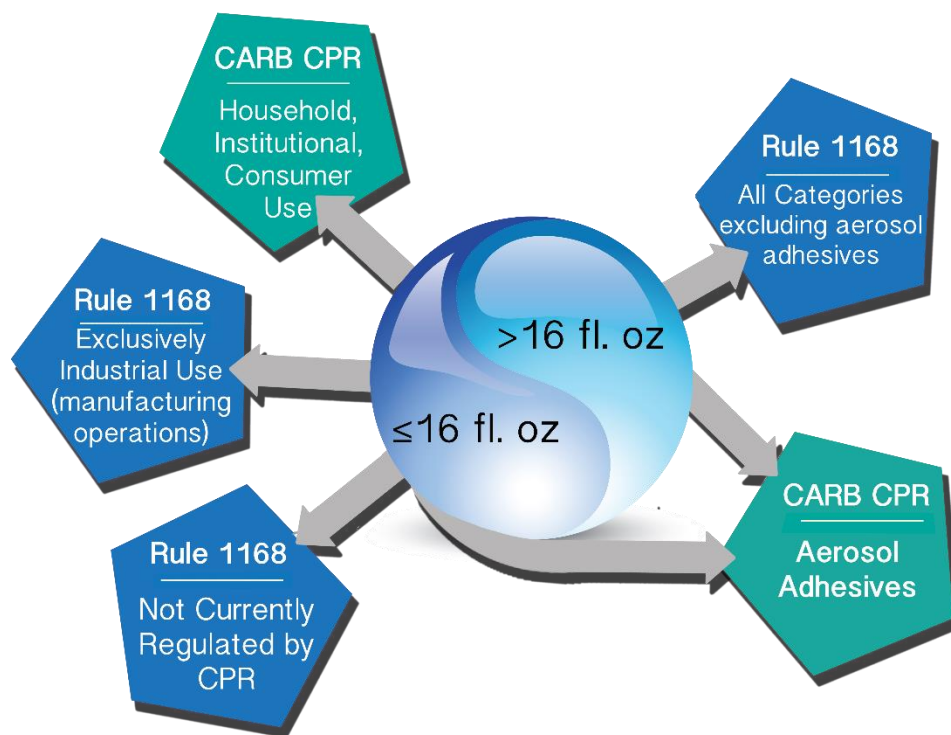
Rule 1168 is written and implemented consistently with other SCAQMD VOC rules, such as Rule 1171 – Solvent Operations. The applicability of subjectivity to SCAQMD VOC rules versus or CARB CPR is consistent with the SCAQMD's long standing implementation and interpretation of applicability between the two regulations as stated in the CARB correspondence letter (page 3 of Enclosure 3) quoted below:

"Turning to SCAQMD Rule 1171, at first glance Rule 1171 appears to apply very broadly. However, it is my understanding from your letter that Rule 1171 is not interpreted or applied by the SCAQMD in this manner. Your letter states the rule is not applied to individuals who perform solvent cleaning (e.g., a consumer using automotive brake cleaners on their own car), but is instead applied only to "solvent cleaning operations" (i.e., stationary and area sources that the SCAQMD has traditionally regulated). In other words, Rule 1171 is designed to regulate activities that occur at permitted stationary sources, and such unpermitted stationary sources (including area sources) that have been traditionally regulated by the districts. As such, it falls squarely within the long-established authority of the districts to regulate activities of stationary sources, and was adopted for a different purpose than the ARB consumer products regulation. It is therefore our opinion that SCAQMD Rule 1171, as interpreted and applied by the SCAQMD, is not preempted by Health and Safety Code section 41712(f)."

Based on the information above, the proposed rule language also clarifies that any adhesive or sealant incorporated into or used to manufacture or construct goods or commodities, regardless of size, are regulated under Rule 1168 ~~if those activities do not make use of products regulated by the CARB CPR~~. Figure 1 below summarizes the applicability of the two regulations.

Figure 1: Comparison of SCAQMD Rule 1168 Applicability to CARB CPR

SCAQMD Rule 1168 Applicability Compared to the CARB CPR



The figure above differentiates those products equal to or less than 16 fluid ounces in size that are regulated by the CARB CPR ~~versus~~ or SCAQMD Rule 1168. For all applicable products greater than 16 fluid ounces, SCAQMD Rule 1168 applies because the CARB CPR does not apply. Aerosol adhesives are currently regulated by CARB.

The table below is provided to show which of the categories in Rule 1168 ~~are~~ may also be regulated by the CARB CPR.

Table 1: Comparison of SCAQMD Rule 1168 Applicability to CARB CPR

SCAQMD Rule 1168 Applicability versus the CARB CPR

Category	RULE 1168	CPR
Adhesives		
Architectural Applications	✓	✓
Building Envelope Membrane Adhesive	✓	
Carpet Pad Adhesive	✓	✓
Ceramic Glass, Porcelain, & Stone Tile Adhesive	✓	✓
Cove Base Adhesive	✓	✓
Dry Wall and Panel Adhesive	✓	✓
Multi-Purpose Construction Adhesives	✓	✓
Roofing		
All Other Roof Adhesive	✓	✓

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Category	RULE 1168	CPR
Single Ply Roof Membrane Adhesive	✓	✓
Structural Glazing Adhesive	✓	✓
Structural Wood Member Adhesive	✓	✓
Subfloor Adhesive	✓	✓
VCT and Asphalt Tile Adhesive	✓	✓
Wood Flooring Adhesive	✓	✓
All Other Indoor Floor Covering Adhesives	✓	✓
All Other Outdoor Floor Covering Adhesives	✓	✓
Computer Diskette Manufacturing Adhesive	✓	
Contact Adhesive	✓	✓
Edge Glue Adhesive	✓	
Plastic Welding Cement		
ABS Welding Cement	✓	
ABS to PVC Transition Cement	✓	
CPVC Welding Cement	✓	
PVC Welding Cement	✓	
All Other Plastic Welding Cement	✓	
Rubber Vulcanization Adhesive	✓	
Special Purpose Contact Adhesive	✓	✓
Thin Metal Laminating Adhesive	✓	✓
Tire Tread Adhesive	✓	
Top and Trim Adhesive	✓	✓
Waterproof Resorcinol Glue	✓	
All Other Adhesives	✓	N/A
Substrate Specific Adhesive Applications		
Metal	✓	
Plastic Foams	✓	
Porous Material (except wood)	✓	
Wood	✓	
Fiberglass	✓	
Reinforced Plastic Composite	✓	
Sealants		
Architectural Applications		
Clear, Paintable, <u>and</u> Immediately Water-Resistant Sealant	✓	
<u>Foam Insulation</u>	✓	
Foam Sealant	✓	
Grout	✓	
Insulating Foam Sealant	✓	
Roadway Sealants	✓	
Non-Staining Plumbing Putty	✓	
Potable Water Sealant	✓	
Roofing		
Single Ply Roof Membrane Sealant	✓	
All Other Roof Sealants	✓	
All Other Architectural Sealants	✓	✓
Marine Deck Sealant	✓	✓
All Other Sealants	✓	N/A
Adhesive Primers		

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Category	RULE 1168	CPR
Plastic	✓	
Pressure Sensitive	✓	
Traffic Marking Tape	✓	
Vehicle Glass	✓	
All Other Adhesive Primers	✓	
Sealant Primers		
Architectural Applications	✓	
Non Porous	✓	
Porous	✓	
Marine Deck	✓	
Modified Bituminous	✓	
All Other Sealant Primers	✓	

For the table above, if a product category does not have a check mark under the CPR column, the product is excluded from the CARB CPR; therefore, **all** uses of the product are subject to Rule 1168 regardless of size. If a product category has a check mark under both the CARB CPR and the SCAQMD Rule 1168, then the product is regulated by the CARB CPR only when the product is sold for consumer use (household, personal, or institutional) in containers 16 fluid ounces or smaller. When the unit of product is greater than 16 fluid ounces or when the product is incorporated into or used exclusively in manufacturing operations, regardless of size, SCAQMD Rule 1168 applies.

For example, a Dry Wall Adhesive would be categorized as the CARB CPR's Construction, Panel, or Floor Adhesive category and subject to the CARB CPR provided it was sold in a container under 16 fluid ounces. If that same product were sold in a container size greater than 16 fluid ounces, the product would be subject to Rule 1168, regardless if it were for consumer or manufacturing use. A manufacturer marketing a Dry Wall Adhesive in 16 fluid ounce or smaller containers could be reasonably certain the product is being used as a consumer product and regulated under the CARB CPR; therefore, they would not be required to comply with the requirements of Rule 1168. However, for products not included in the CARB CPR, such as pipe cements (Plastic Welding Cements), **all** uses of those products are subject to the provisions of Rule 1168, including consumer use.

In addition to the examples above, a broader scenario was questioned by stakeholders during this rule amendment process, where stakeholders requested clarification for those cases of regulated products used during home construction. Contractors at a residential or commercial building sites using adhesives and sealants that are included in the CARB CPR and 16 fluid ounces or less in size would be regulated by the CARB CPR, as explained in CARB Advisory 307 (*question number five*). The use of products not regulated by the CARB CPR or greater than 16 fluid ounces are regulated by Rule 1168.

The clear line being established is that the use of any adhesive or sealant as part of a pollution-generating activity taking place at stationary sources, or for the manufacture of a good or commodity for sale within the District, falls under regulatory authority of Rule 1168.

One other area of distinction between these two regulations is the Low Vapor Pressure VOC (LVP-VOC) exemption. The CARB CPR exempts the following compounds:

“LVP-VOC” means a chemical “compound” or “mixture” that contains at least one carbon atom and meets one of the following:

- (A) has a vapor pressure less than 0.1 mm Hg at 20°C, as determined by ARB Method 310, or
- (B) is a chemical “compound” with more than 12 carbon atoms, or a chemical “mixture” comprised solely of “compounds” with more than 12 carbon atoms, as verified by formulation data, and the vapor pressure and boiling point are unknown, or (Legal Disclaimer: Unofficial version of the Regulation for Consumer Products. The official legal edition is available at the OAL website: <http://www.oal.ca.gov/CCR.htm>)
- (C) is a chemical “compound” with a boiling point greater than 216°C, as determined by ARB Method 310, or
- (D) is the weight percent of a chemical “mixture” that boils above 216°C, as determined by ARB Method 310.

For the purposes of the definition of LVP-VOC, chemical “compound” means a molecule of definite chemical formula and isomeric structure, and chemical “mixture” means a substance comprised of two or more chemical “compounds.”

SCAQMD Rule 1168 does not exempt LVP-VOC compounds as testing shows they readily evaporate and are photochemically reactive (e.g. they form ground level ozone and secondary organic particles), as demonstrated in the *Air Quality Impacts of Low Vapor Pressure-Volatile Organic Compounds* study by Dr. David Cocker (7) and the SCAQMD study *Non-Volatile, Semi-Volatile, or Volatile: Redefining Volatile for Volatile Organic Compounds* by Uyen-Uyen T. Vo and Michael P. Morris (8). The VOC calculation is also different in the two regulations because the CARB CPR VOC limits are in weight percent and Rule 1168 VOC limits are in g/L. This difference in the calculation and VOC metric will affect manufacturers and private labelers for reporting and labeling purposes for those products that may be regulated under both regulations (e.g., business activities or manufacturing operations).

AVAILABLE TECHNOLOGY ASSESSMENT

Adhesive, as defined in the rule, is a substance that is used to bond one surface to another by attachment. Very simply, it is a substance that is sticky in nature and can span a broad range of chemistries from products produced from plants and animals, to contact and pressure sensitive adhesives; and reactive chemistries. Attachment may occur mechanically, by infusing into the substrate or chemically, through chemical or electrostatic bonding. Using this definition, paints and coatings could be characterized as having adhesive properties; however, an adhesive must bond one surface to another surface, excluding the application of subsequent coatings. Sealants are very similar to adhesives—~~except~~. Although they have adhesive properties, their *primary purpose* is not to *bond* one surface to another but to fill, seal, ~~or~~ waterproof, or weatherproof gaps or joints between two surfaces. Staff is proposing to align the definition of a sealant with the CARB and OTC definition by including “weatherproof”. This will also further clarify that foam insulation is applicable to Rule 1168.

Further, sSealants do not include products that are continuous coatings. Products that are continuous coatings and are used to seal or waterproof gaps are sealers or mastic products and subject to Rule 1113 – Architectural Coatings. Similarly, staff has reviewed liquid membrane

products used as air barriers and considers these products to be subject to Rule 1113 as they are used as a barrier in architectural applications.

Over the past 17 years, since the last major reduction in VOC limits from adhesive and sealant applications, the technology of low-VOC products has improved significantly. Staff conducted a voluntary survey, designed in cooperation with interested stakeholders including trade associations, to capture this trend. Response was limited and many categories did not have sufficient information. This effort was followed by a mandatory request from adhesive and sealant manufacturers to provide information. Table 1 below lists the information gathered as a result of the voluntary survey, and summarizes the sales weighted average (SWA) regulatory VOC (less water and exempt compound) content reported for various survey categories. The SWA VOC is determined using a weighted average, based on sales volume, to give more influence to the products that have higher market share. The tables do not include products subject to the CARB CPR.

Categories listed as “Limited Data” means that limited volumes (<5,000 gallons sold), or limited responses (fewer than five products reported) were received from the surveys. Inclusion of this information may provide sufficient data for calculating market share of some manufacturers.

Table 2: SWA Regulatory VOC Content for Reported Regulated Products

Category	Current VOC Content Limit (g/L)	Regulatory SWA VOC Content (g/L)
Adhesives		
Architectural Applications		
Building Envelope Membrane Adhesive	250 [±]	Limited Data
Carpet Pad Adhesive	50	Limited Data
Ceramic Glass, Porcelain, & Stone Tile Adhesive	65	59
Cove Base Adhesive	50	13
Dry Wall and Panel Adhesive	50	46
Multi-Purpose Construction Adhesives	70	30
Roofing		
Single-Ply Roof Membrane Adhesive	250	152
All Other Roof Adhesives	250	127
Rubber Floor Adhesives	60	54
Structural Glazing Adhesive	100	Limited Data
Structural Wood Member Adhesive	140	Limited Data
Subfloor Adhesive	50	43
VCT and Asphalt Tile Adhesive	50	11
Wood Flooring Adhesive	100	51
All Other Indoor Floor Covering Adhesives	50	18
All Other Outdoor Floor Covering Adhesives	150	15
Computer Diskette Manufacturing Adhesive	350	Limited Data

Category	Current VOC Content Limit (g/L)	Regulatory SWA VOC Content (g/L)
Contact Adhesive Adhesive	80	70
Edge Glue Adhesive	250	Limited Data
Plastic Welding Cement		
ABS Welding Cement	325	325
ABS to PVC Transition Cement	510	Limited Data
CPVC Welding Cement	490	490
PVC Welding Cement	510	510
All Other Plastic Welding Cements	250	<u>Limited Data</u> 504
Rubber Vulcanization Adhesive	850	Limited Data
Special Purpose Contact Adhesive	250	163
Thin Metal Laminating Adhesive	780	Limited Data
Tire Tread Adhesive	100	Limited Data
Top and Trim Adhesive	250	619*
Waterproof Resorcinol Glue	250	Limited Data
All Other Adhesives	250	150
Substrate Specific Adhesive Applications		
Metal	30	5
Plastic Foams	50	13
Porous Material (except wood)	50	12
Wood	30	5
Fiberglass	80	75
Reinforced Plastic Composite	250	27
Sealants		
Architectural Applications		
Clear, Paintable, <u>and</u> Immediately Water-Resistant Sealant	250	Limited Data
Foam Sealant	250	153
Grout	250	60
Insulating Foam Sealant	250	<u>Limited Data</u>
Roadway Sealant	250	70
Non-Staining Plumbing Putty	250	Limited Data
Roofing		
Single Ply Roof Membrane Sealants	450	153
All Other Roof Sealants	300	219
All Other Architectural Sealants	250	65
Marine Deck Sealant	760	Limited Data
All Other Sealants	420	326
Adhesive Primers		
Plastic	550	546
Pressure Sensitive	785	Limited Data

Category	Current VOC Content Limit (g/L)	Regulatory SWA VOC Content (g/L)
Traffic Marking Tape	150	Limited Data
Vehicle Glass	700	Limited Data
All Other Adhesive Primers	250	42
Sealant Primers		
Architectural Applications		
Non Porous	250	Limited Data
Porous	775	Limited Data
Marine Deck	760	Limited Data
Modified Bituminous	500	Limited Data
All Other Sealant Primers	750	Limited Data

* These products were exclusively sold under the 55 gallon per year exemption, according to the survey.

Detailed information, including sales volume and product count histograms for categories targeted for VOC limit reductions, are included later in the Proposed Amended Rule – Requirements (c) – VOC Limits section of this document.

PROPOSED AMENDED RULE

Staff proposes the following modifications to PAR 1168:

Purpose and Applicability (a)

The purpose and applicability clarifies that the purpose of the rule is to reduce VOC and toxic air contaminants from adhesives, adhesive primers, sealants, and sealant primers. Furthermore, the rule applies to “any person who *uses*, sells, stores, supplies, distributes, offers for sale or manufactures for sale any adhesives, adhesive primers, sealants, or sealant primers, unless otherwise specifically exempted by this rule.” Staff added “distributes” for clarity.

Definitions (b)

Changes are proposed to the definitions to clarify the meaning of terms used within the regulation and to remove definitions that are obsolete. Additionally, many definitions are revised to provide more consistency between this regulation and the Ozone Transport Commission’s (OTC) Model Rule for ~~Adhesives and Sealants~~ Consumer Products (9). The model rule is utilized as the framework for a number of states’ adhesive regulations.

Some definitions refer to categories that have been incorporated into the catch-all “Other” category, which led to confusion. An effort has been made to make it clear that regulated products without a specific category limit are subject to the appropriate “Other” limit. Definitions that restated a dictionary definition and provided no additional insight have also been deleted. The proposed rule will remove the following definitions as obsolete:

- Adhesive Bonding Primer

- Adhesive Primer for Plastic
- Adhesive Promoter
- Adhesive Solid
- Aerosol Spray Can
- Aerospace Component
- Aircraft
- Aircraft Tire Repair
- Architectural Sealant or Sealant Primer
- Ceramic Tiles
- Coating Solid
- Foam
- Glue
- Low-Solids Adhesive Primer
- Nonmembrane Roof Adhesive
- Nonmembrane Roof Sealant
- Orthotics and Prosthetics
- Primer
- Propellant
- Rubber Foam
- Sheet Applied Rubber Lining Operation
- Space Vehicle
- Viscosity
- Wood Parquet Flooring
- Wood Plank Flooring

The following definitions are revised or added for clarification or to be more consistent with the CARB CPR and OTC Model Rule.

- ABS to PVC Transition Cement
- ABS Welding Cement
- Adhesive
- Adhesive Primer
- Adhesive Tape
- Aerosol Adhesive
- Aerosol Product
- Architectural Application
- Architectural Appurtenance
- Big Box Retailer
- Building Envelope
- Building Envelope Membrane Adhesives
- Ceramic, Glass, Porcelain, and Stone Tile
- CPVC Welding Cement
- Clear, Paintable, and Immediately Water-Resistant Sealant
- Contact Adhesive

- Consumer Products Regulation
- Cove Base
- Cyanoacrylate Adhesive
- Dip Coat
- Distribution Center
- Edge Glue
- Electrostatic Application
- Energy Curable Adhesive and Sealant
- Exempt Compounds
- Flow Coat
- Foam Insulation
- Foam Sealant
- Grams of VOC per liter of regulated product, less water and less exempt compounds
- Grams of VOC per liter of material
- Grout
- Hand Application Methods
- HVLP Spray
- Indoor Floor Covering Adhesive
- ~~Insulating Foam~~
- Low-Solids
- Maintenance
- Manufacturing
- Marine Appurtenances
- Marine Deck Sealant
- Marine Deck Sealant Primer
- Non-Staining Plumbing Putty
- Outdoor Floor Covering Adhesive
- Ozone-Depleting Compound
- Person
- Plastic Adhesive Primer
- Plastic Welding Cement
- Plastics
- Polyethylene Terephthalate
- Pump Spray
- PVC
- Potable Water Architectural Sealant
- Pressure Sensitive Adhesive
- Private Labeler
- PVC Welding Cement
- Reactive Products
- Regulated Product
- Reinforced Plastic Composite
- Repair
- Rubber

- Rubber Vulcanization Adhesive
- Sealant
- Single_Ply Roof Membrane Sealant
- Toll Manufacturer
- Toxic Air Contaminant
- Traffic Marking Tape Adhesive Primer
- Transfer Efficiency
- Vinyl Compositions Tile
- Vehicle Glass Adhesive Primer
- Waterproof Resorcinol Glue

The following is a summary of the substantial rule definition changes. Throughout the rule, the phrase ‘adhesives and sealants’ was replaced with the phrase ‘regulated products’ to clarify that requirements apply to adhesives, adhesive primers, sealants, and sealant primers. Those and other minor definitions changes are included in the summary below:

- ABS to PVC Transition Cement – The definition recognizes a category of products that are used to join ABS and PVC building drains and sewers. The product category is limited to products that comply with ASTM D3138.
- ABS Welding Cement – The definition was added to be consistent with the other Plastic ~~Cement~~ Cement categories that define the type of plastic first and then define the category.
- Adhesive Primer and Sealant Primer – Primers must be film forming to clarify that solvents used to clean and prepare the surface prior to application of an adhesive or sealant is subject to Rule 1171 – Solvent Cleaning Operations. Additionally, language was added to clarify that other terminology used in lieu of “primer” including, but not limited to “promoter” or “bonding primer” are to be classified as “primer” in this rule.
- Adhesive Tape – This term was defined as these tapes are proposed for exemption from the rule.
- Aerosol Adhesive – This term was modified for clarity to remove specific categories in the CARB CPR to prevent need for amending the rule in the future if CARB modifies their aerosol adhesives. In addition, the definitions of Aerosol Product and Pump Spray, from the CARB CPR, were included to support the definition of Aerosol Adhesive.
- Architectural Appurtenance – The definition was made consistent with the terminology used in Rule 1113 – Architectural Coatings.
- Big Box Retailer – Added to define the retailers responsible for the proposed reporting requirements within this rule.
- Building Envelope and Building Envelope Membrane Adhesives – Added to define a new category of adhesives that are subsets of the existing default category from ‘Other Adhesives’.

- Ceramic, Glass, Porcelain, and Stone Tile Adhesive – The definition of Ceramic Tile was modified to apply to all tile products, which include but are not limited to ceramic, glass, porcelain, and stone tile.
- CPVC Welding Cement – The definition was added to harmonize with the OTC.
- Clear, Paintable, and Immediately Water-Resistant Sealant – A product category and VOC content limits have been included for the products excluded from the CPR.
- Contact Adhesive – This definition was revised to harmonize with the CPR definition of this term.
- Consumer Products Regulation (CPR) – The definition was added to reference the California Air Resources Board’s regulation whenever this term is utilized within the rule.
- Cove Base – The -definition was amended to be consistent with the OTC.
- Cyanoacrylate Adhesive – The proposed rule removes the exemption for these products. The minimum cyanoacrylate content has been removed allowing products to take maximum advantage of the reactive portion of these types of products.
- Dip Coat – The definition was added to specify method of application.
- Distribution Center – The definition was added to specify applicability for reporting requirements.
- Edge Glue – Added to define a new category of adhesives, this is a subset of the existing default category of the “Other Adhesives”.
- Electrostatic Application – This term -was defined as it is included in the transfer efficiency section.
- Energy Curable Adhesives and Sealants – A definition has been added to provide manufacturers with a test method (ASTM D 7767) for thin film products when determining VOC content during manufacturing of the adhesives and sealants themselves.
- Exempt Compounds – This definition was revised to add the name of Rule 102, which is referenced in the definition.
- Flow Coat – The definition was added to specify method of application.
- Foam Insulation – This definition was originally included as “insulating foam” and revised to foam insulation. The definition was included to clarify that foam insulation is applicable to the rule.
- ~~Foam Sealant and Insulating Foam~~ – These definitions were included to clarify that foam sealants are applicable to the rule with specific VOC limits.
- Grout – Added to define a new category of sealants.
- Manufacturing, Maintenance, and Repair – These definitions are included to clarify the applicability of the rule.
- Marine Appurtenances – This term was included to clarify what products are classified as marine adhesives and sealants.

- Non-Staining Plumbing Putty - Added to the rule to define new category of sealants.
- ~~Other Plastic Welding Cements – The VOC limit for this category was added to address reasonably available control measures (RACM) and best available control measures (BACM) requirements for cellulosic plastic welding and styrene acrylonitrile (SAN) welding adhesives.~~
- Ozone-Depleting Compound and Toxic Air Contaminant – These definitions are included to clarify the applicability of the rule.
- Person – This term was revised to reference the definition in Rule 102.
- Plastic Adhesive Primer – This definition was included to clarify the function of plastic adhesive primers. ~~Products subject to this definition must meet the specifications of ASTM F656.~~
- Plastics – This definition was expanded.
- Potable Water Architectural Sealant – Added to the rule to define new category of sealants used for drinking water and water treatment.
- Pressure Sensitive Adhesive – Included in the rule to define new category of primers used for the application of pressure sensitive adhesives.
- Private Labeler – This definition was included to clarify the applicability of the rule.
- PVC Welding Cement – The definition was added to harmonize with the OTC.
- Reactive Product – The definition of Reactive Diluent was modified to Reactive Product to reflect how these products are tested.
- Regulated Product – The definition was added to clarify that the rule applies to adhesive, adhesive primers, sealants, and sealant primers whenever this term is utilized.
- Reinforced Plastic Composite and Waterproof Resorcinol Glue – Added to address RACM/BACM requirements.
- Rubber – This definition was added, as there are several references to rubber adhesives.
- Rubber Vulcanization Adhesive – This definition will replace Sheet-Applied Rubber Lining Operation to clarify which operations are subject to the VOC content limits in this category. The previous definition allowed some rubber bonding operations unnecessarily high VOC content limits while not addressing technology limitation for vulcanization operations.
- Sealant – This definition was modified to mirror with the OTC and CARB.
- Singe_-Ply Roof Membrane Sealant – This definition was amended based on stakeholder feedback.
- Thin Metal Laminating Adhesive – This definition was amended to describe a type of adhesive product instead of the process as previously defined.
- Toll Manufacturer – This definition was added to clarify how a Private Labelers is defined for the purposes of this rule.

- Vehicle Glass Adhesive Primer – Added to define new category of primers.
- Vinyl Compositions Tile (VCT) – The definition was modified for consistency with rule language.

Requirements (c)

VOC Limits

Two approaches are taken to determine new proposed VOC limits for regulated products. The first approach is to investigate available products on market shelves and distributor, supplier, and manufacturer websites. The second, where available, is to review product sales information provided in the survey. The data is analyzed to examine market trends and market share of low-VOC products. Where available, products sales information is provided below under each category designation (Table 3 through 11 and Figures 2 through 17). Please note for the following histograms: the dashed red line indicates the future proposed VOC limits, the x-axis is the VOC distribution, in g/L, and the y-axis represents the sales volume or product count. Available future compliant products, i.e., products that meet the proposed VOC limits, are also provided below by product category. This represents only a sampling of products and not every product is listed.

Adhesive – Architectural Applications – ABS to PVC Transition Cement

This category was added based on stakeholder input. The proposed most restrictive clause stipulates that if a regulated product may be designated as various categories listed in the Table of Standards, the lowest VOC limit of those varying categories applies. For the case of ABS to PVC, the stakeholders indicated they needed the higher VOC limit to adhere the PVC to the ABS. Staff is proposing an initial limit of 510 g/L with a VOC reduction in 2023 to ~~34~~25 g/L when the PVC limit is proposed to be lowered.

Adhesive – Architectural Applications – CPVC and PVC Welding Cement

The 2013/2014 survey indicated that CPVC and PVC Welding Cement products have a VOC content close to the 490 g/L and 510 g/L existing rule limits. Staff is proposing a 425 g/L limit for the PVC welding cement and 400 g/L for the CPVC welding cement categories based on products released after the survey. There is currently a product being marketed as a multi-purpose welding cement for a combination of ABS, PVC, and CPVC ~~at with a VOC content below 325 g/L and a product marketed to the irrigation market for PVC and CPVC at 400 g/L below the future limit for those categories.~~ Based on stakeholder feedback, the definitions for these categories were changed from the preliminary draft proposal to allow flexibility in the reformulation of the products. Some of the uses of the plastic welding cements must meet requirements in the plumbing code, the adoption of the lower limits is contingent on altering the required ASTM methods (ASTM F493 and D2564). These products meet the performance standards; however, they do not meet the requirements to dissolve a certain percent of the polymer (3% and 10%), according to the ASTM methods listed in the plumbing code. Stakeholders indicated they would work on modifying the ASTM standards. ~~District~~ Staff can help guide this process through participation on the ASTM committee. The proposed rule includes a technology assessment to ensure the changes to the ASTM methods are successful prior to the proposed limits going into effect.

Adhesive - Architectural Applications – All Other Outdoor Floor Covering Adhesives

Most of the reviewed All Other Outdoor Floor Covering Adhesives are very low in VOC content. More than half are freeze/thaw stable. The proposed VOC content limit for this category is 50 g/L. This proposed limit is to align the VOC limit for this category with the current limit for All Other Indoor Floor Covering Adhesives so that all other Floor Covering Adhesives categories can be combined in the future. This will simplify compliance with the rule. Nearly all of the products reviewed had a VOC content of 50 g/L or below; therefore, staff does not anticipate emission reductions from this change.

The table below shows a list of future compliant products and sales volume and product count distributions.

Table 3: All Other Outdoor Floor Covering Adhesives Less Than Proposed VOC Limit

Product Name	VOC Content (g/L)
Bostik D808 Ext Carpet Adhesive	<1
Flexco Flex-Tuft Adhesive	17
HB Fuller TEC 975	0
Parabond 2850	0
Roberts 6700	0
Roberts Capitol CA024	0
Shaw 6300	0
XL Brand Stix 1100	0
Proposed:	50

Adhesive - Architectural Applications – All Other Roof Adhesives

All Other Roof Adhesives consist of roofing products excluding Single-Ply Roof Membrane Adhesives. However, some products categorized as All Other Roof Adhesives are the same products used for Single-Ply Roof Membrane Adhesives as built up roofing system may consist of a single-ply or multiple-plys. The reviewed products are either high-solids asphalt or reactive products. The asphalt products require high heat to apply. Further sub-categorization of the All Other Roof Adhesive category may be necessary. The proposed VOC limit for this category is 200 g/L. Staff proposed a future technology assessment to determine if sub-categorization for this category are warranted.

The table and two figures below show a list of future compliant products and sales volume and product count distributions.

Table 4: All Other Roof Adhesives Less Than or Equal to Proposed VOC Limit

Product Name	VOC Content (g/L)
Tremco Incorporated 372004 - PREMIUM IV ASPHALT	0
Johns Manville MBR COLD APPLICATION ADHESIVE 4.7 GAL (70000015)	178
Matrix Matrix™ 203 Plastic Roof Cement	200
Johns Manville MBR COLD APPLICATION ADHESIVE 53GAL (70000016)	178
Tremco Incorporated 372000 xxx - PREMIUM III ASPHALT	0
Tremco Incorporated 365305 xxx - POWERPLY WHITE ON WHITE ADHESIVE	184
Tremco Incorporated 360610Lxxx - ELS	169
Tremco Incorporated 361592 xxx - POLYROOF SF	21
Tremco Incorporated 182500 xxx - 100% SOLIDS INSUL ADHESIVE	10
Johns Manville MBR BONDING ADHESIVE BASE 4.4 GAL (70000028)	0
Tremco Incorporated 365600 XXX - BURMASTIC ADHESIVE SF	21
Tremco Incorporated 370110 xxx - ECOLASTIC	20
Johns Manville MBR BONDING ADHESIVE ACTIVATOR .6 GAL (70000027)	0
Tremco Incorporated 362300 xxx - LOW RISE FOAM INSULATION ADHESIVE	0
Tremco Incorporated 372004 - PREMIUM IV ASPHALT	0
Johns Manville MBR COLD APPLICATION ADHESIVE 4.7 GAL (70000015)	178
Tremco Incorporated 362300 xxx - LOW RISE FOAM INSULATION ADHESIVE	200
Proposed:	200

Figure 2: All Other Roof Adhesives Sales Volume

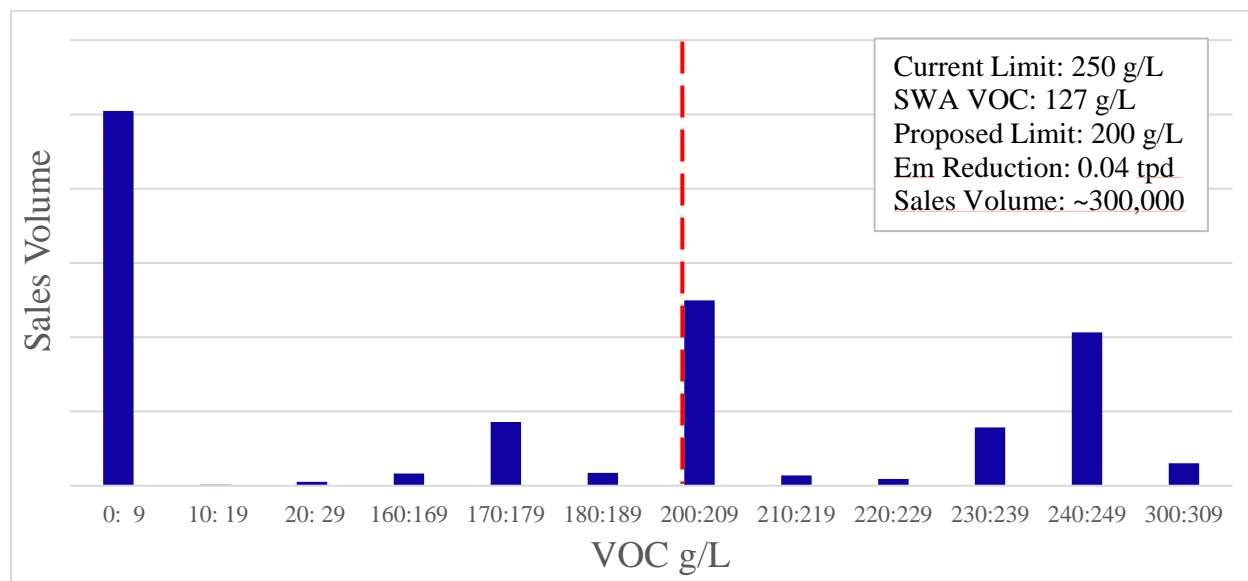
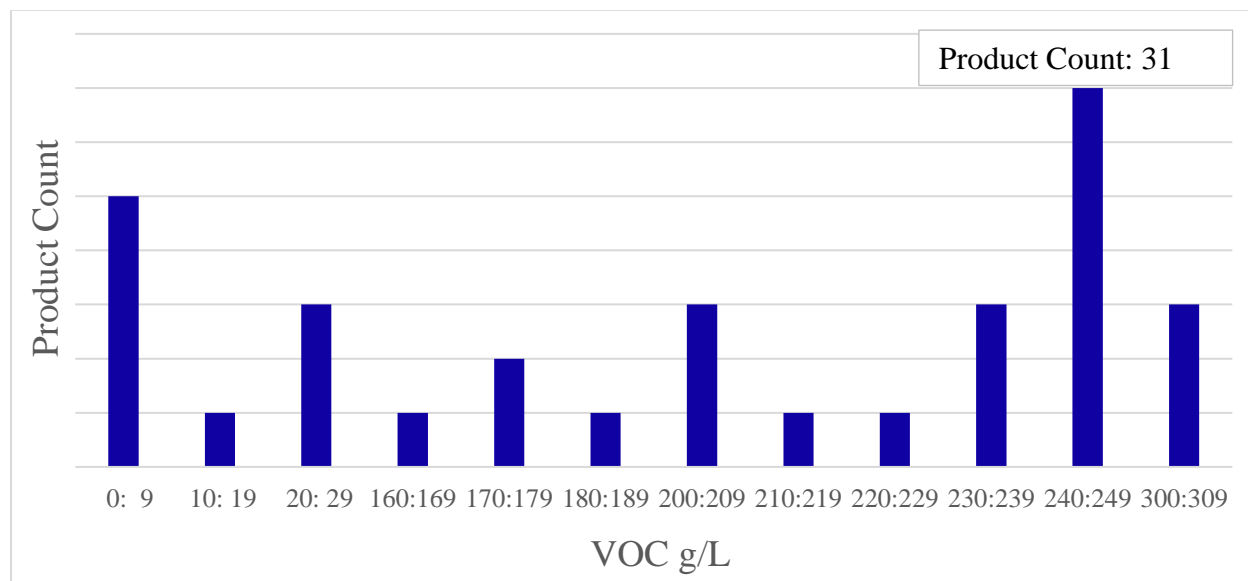


Figure 3: All Other Roof Adhesives Product Count



Adhesive - Architectural Applications – Single-Ply Roof Membrane Adhesives

Most of the products in the Single-Ply Roof Membrane Adhesive category have VOC contents below 125 g/L. These products are primarily water-based or reactive. Solvent-based products may contain exempt solvents including PCBTF. Concerns have been raised regarding the use of water-based adhesives in cool weather (<50°F) or when the temperature is near the dew point. In Southern California, the weather normally is warm enough not to interfere with roofing operations.

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From the survey data, it appears that the water-based products represent approximately 50 percent of the market share. Staff proposed a future technology assessment to determine if sub-categorization for this category are warranted.

The table and two figures below show a list of future compliant products and sales volume and product count distributions.

Table 5: Single- Ply Roof Membrane Adhesives Less Than Proposed VOC Limit

ADHESIVE	TYPE	VOC g/L	EPDM	PVC	TPO
Alfa WB 611FR	Water	0			
Carlisle FAST Adhesive	Reactive	<100	X	X	X
CarlisleAquabase 120	Water	<10	X		X
Chemlink Single-Ply EPDM Adhesive	Reactive	32	X		
DAP Roof Sealant		<200			
Durolast Duro-Fleece CR20	Reactive	68		X	
Durolast Duro-Fleece Membrane Adhesive	Reactive	<100		X	
Firestone ISO Spray S	Reactive	54			X
Firestone ISO Stick	Reactive	<100			X
Firestone Water Based Bonding Adhesive	Water	<100	X		X
Firestone XR Stick	Reactive	13			X
Flex FB Low Rise Foam Adhesive	Reactive	<100	X	X	X
Flex FleecebackSubstrate Adhesive	Water	<100		X	X
Flex WB 7008 Lamination Adhesive	Water	<100		X	X
GAF Everguard WB bonding Adhesive	Water	<20		X	X
GAF Olybond 500 Adhesive Fastener	Reactive	<100		X	X
JM EPDM Membrane Adhesive Water Based	Water	<100	X		
JM Roofing System Urethane Adhesive	Reactive	0	X	X	X
JM TPO Membrane Adhesive Water Based	Water	<100			X
Tremco Tremply HP 4510 Adhesive WB	Water	17			
Proposed:		200			

Figure 4: Single- Ply Roof Adhesive Sales Volume

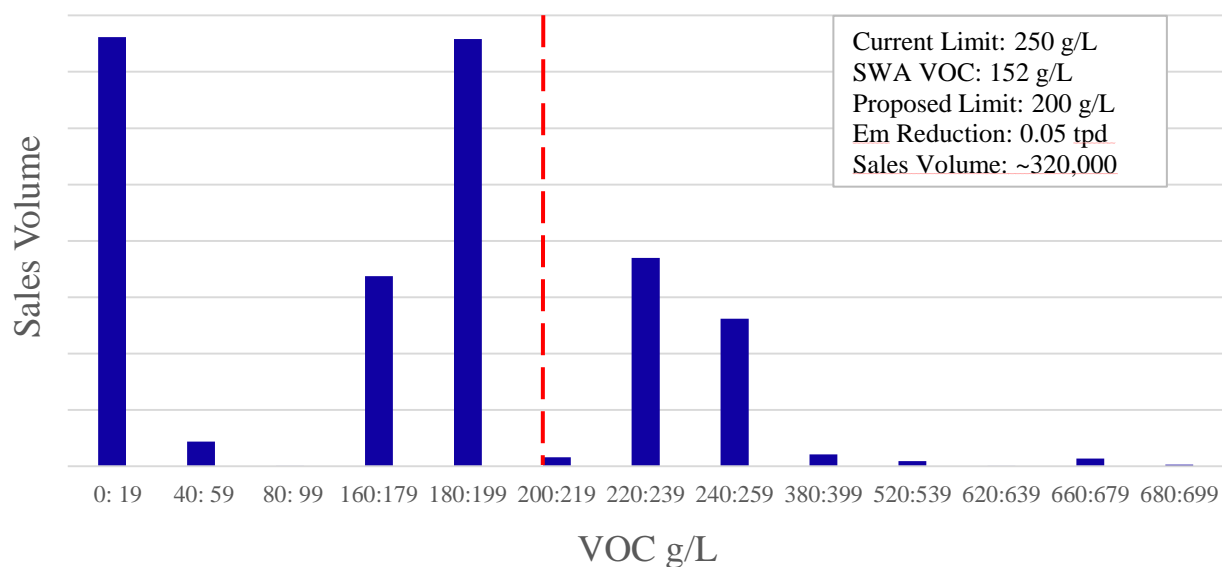
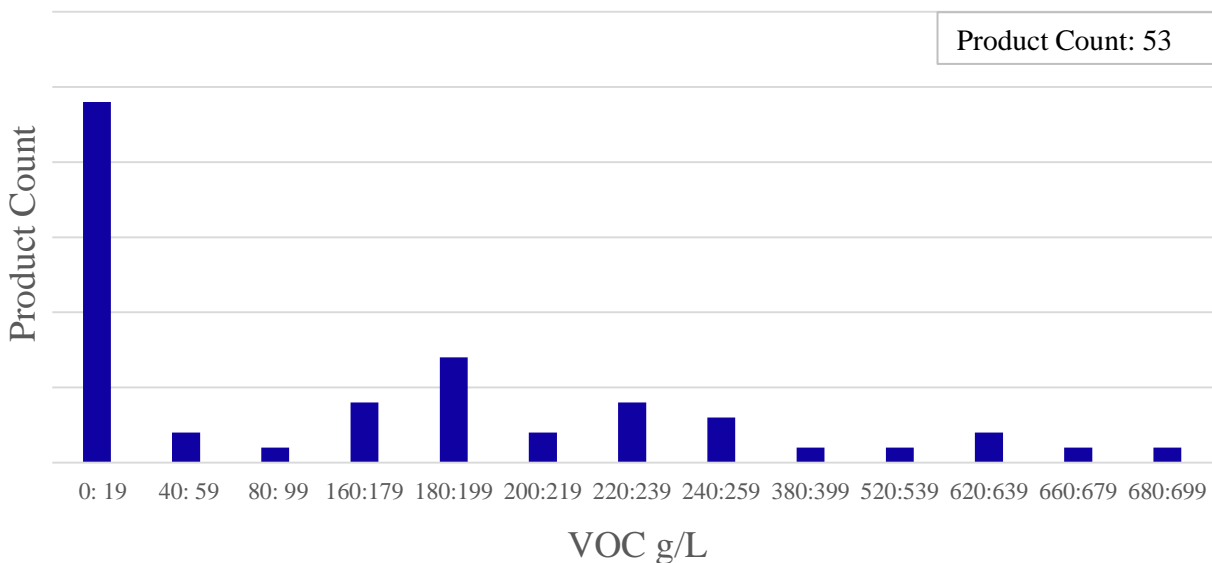


Figure 5: Single- Ply Roof Adhesive Product Count



Adhesive - Architectural Applications – Wood Flooring Adhesives

Nearly half of the products reviewed and surveyed had a VOC content of 20 g/L or below, which is the proposed limit for this category. The table and two figures below show a list of future compliant products and sales volume and product count distributions.

Table 6: Wood Flooring Adhesives Less Than or Equal to Proposed VOC Limit

Product Name	VOC Content (g/L)
AAT Problemsolver EW - Engineered Wood Flooring Adhesive	<1
APAC 979	15
APAC 999	20
DriTac 1001 All in One	0
Roberts R1509 Wood & Bamboo Flooring Adhesive	<1
TEC Woodlock	0
Titebond 771-Step Wood Flooring Adhesive 7719A	20
USG Durock Wood Flooring Adhesive	2
WF Taylor 2020 Wood Master Engineered Floor Adhesive	19
WF Taylor Meta-Tec MS-Plus	0
Proposed:	20

Figure 6: Wood Flooring Adhesive Sales Volume

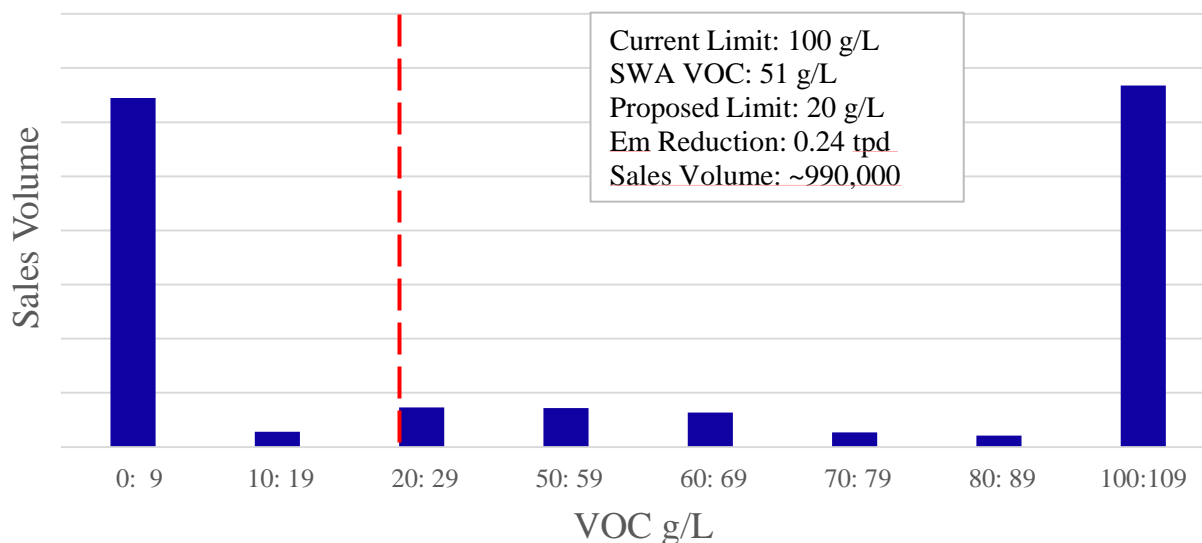
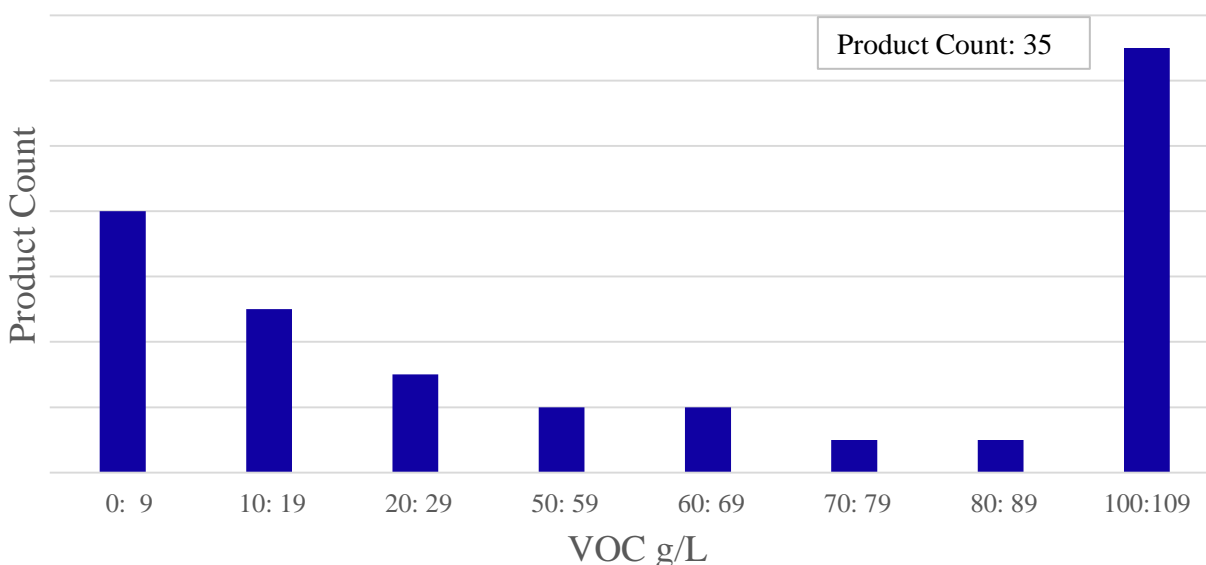


Figure 7: Wood Flooring Adhesive Product Count



Adhesive – Rubber Vulcanization Adhesive

This definition and VOC limit will replace the current version of the rule’s definition for Sheet-Applied Rubber Lining Operation to clarify which operations are subject to the VOC content limits in this category. The proposed higher VOC limit of 850 g/L that goes into effect upon rule adoption is offset by excluding Rubber Vulcanization Adhesive from the 55 gallon per year exemption in the proposed rule language. The future proposed limit will reduce the VOC limit to 250 g/L in 2023 to grant manufacturers time to reformulate to the default VOC limit.

Adhesive - Top and Trim Adhesives

The June 2002 amendment of Rule 1168 included a category for Top and Trim adhesives. Top and Trim adhesives are used to adhere automobile and marine trim, including headliners, vinyl tops, vinyl trim, sunroofs, dash covering, door covering, floor covering, panel covering, and upholstery. The VOC limit was set at 540 g/L, less water and exempt compounds, until January 1, 2004, when the VOC limit was projected to be reduced to 250 g/L. In October 2003, the rule was amended and the proposed VOC limit reduction was delayed for one year to allow manufacturers additional time to reformulate. The rule was amended again December 2004 (10), the Staff Report included the following assessment for Top and Trim Adhesives:

“Although initial results were promising on the availability and use of top and trim adhesives meeting the 250 grams VOC per liter standard by January 1, 2005, more recent information reveals that additional time will be required to develop acceptable products meeting that limit. Therefore, staff is recommending that the compliance date for the 250 grams of VOC per liter standard be moved to January 1, 2007 and the current limit of 540 grams of VOC per liter remain in effect until then.”

While the initial results were promising, the technical challenge of high heat resistance was never overcome and Top and Trim Adhesive users switched to higher VOC products (620 g/L), using the 55 gallon per year exemption. All reported sales for the Top and Trim category in 2012 was

for the high-VOC products. Rather than decrease emissions from this category by 0.2 tpd, the 250 g/L limit in conjunction with the volume usage exemption increased emissions by 0.04 tpd. To address this migration to exempted products, staff is proposing to reinstate the 540 g/L limit until 2023 and exclude Top and Trim Adhesives from the 55 gallon per year exemption. This would allow manufacturers time to reformulate and allow District staff to maintain the emissions reductions already claimed in previous versions of the rule. Staff is confident that the removal of the 55 gallon exemption will result in manufacturers reformulating to the 250 g/L future limit but because of the past issues, staff will conduct a technology assessment to ensure the 250 g/L limit is feasible.

Adhesive - Waterproof Resorcinol Glue

The definition and VOC limit are identical to the provisions included in the OTC Model Rule for Adhesives and Sealants. The proposed limit for this category is 170 g/L. This proposed change is to address BACM requirements and is not projected to result in any significant emission reductions due to the limited use of these products.

Sealant – Architectural Applications – Clear, Paintable, and Immediately Water-Resistant

Architectural sealants already exist at 250 g/L that serve a similar purpose as this carved out category. This product category and VOC content limit have been included for the products, which are excluded from the CARB CPR. Although District staff does not recognize the necessity to have a product that is clear and paintable and immediately waterproof, District staff does understand that enforcement of these types of products would drive business out of the Basin. Currently, District staff interprets the regulated products that fall within this category as All Other Architectural Sealants, which has a VOC limit of 250 g/L. Staff proposed a VOC limit of 380 g/L upon rule adoption with a VOC limit reduction to 250 g/L in 2023 to align with the District's current categorization of this product. ~~The two figures below show a list of future compliant products and sales volume and product count distributions.~~

Sealant - Architectural - Foam Sealants and ~~Insulating Foam~~ Insulation

Foam Sealants are products used to fill and form durable, airtight seals to common building substrates. They are typically sprayed into building cavities to provide water resistance, thermal resistance, or acoustic dampening. Their use has been increasing as building owners and property managers seek to reduce building energy consumption. Staff is proposing to include two categories of expanding foam sealants: 'foam sealants' that are typically used to fill small gaps around windows, doors, and floor and are typically supplied in aerosol cans and 'insulating foams' that are typically supplied in large canisters, applied by professionals, and sprayed into wall cavities to provide thermal insulation or minimize air infiltration.

The foam itself is typically a one-component or two-component polyurethane that contains little or no VOC. However, the propellants used in some of the aerosol products do contribute to the VOC content. The majority of the products offered for sale and the majority of the volume reported used are aerosol products. As they are substantially different from typical semi-solid paste or gel caulks and sealants, some may have concluded that these products would not be considered Architectural Sealants. To alleviate the confusion, staff is proposing to specifically define these two categories, which fall under the default VOC limit of 250 g/L. Staff is proposing to reduce the VOC limit of the foam sealant to 50 g/L, effective January 1, 2023, provided the technology

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assessment demonstrates the VOC limits are feasible. As the VOC in these products is predominantly from the propellants, it is expected that to comply with the proposed limits, manufacturers will use alternative non-VOC propellants or utilize application techniques that do not depend on propellants to disburse the product. ~~The insulating foams, which are already formulated between 0–50 g/L, will have a VOC limit of 50 g/L upon rule adoption.~~

Based on a comment letter submitted to the Stationary Source Committee on September 13, 2017 from the American Chemistry Council and subsequent discussions, staff is revising the proposed amendment as follows:

- Rename “insulating foam” “foam insulation,”
- Streamline the definition for foam insulation to reflect current practices in the industry, and
- Upon adoption, the VOC limit for foam sealants and insulation foams will be 250 g/L, reduced to 50 g/L effective January 1, 2023, based on the results of the technology assessment

The table and two figures below show a list of future compliant products and sales volume and product count distributions.

Table 7: Foam Sealants Less Than Proposed VOC Limit

Product Name	VOC Content (g/L)	Aerosol
Clayton Touch n Foam	155	Yes
DAPtex Plus Multi-Purpose Foam Sealant	167	Yes
DOW Froth Pak	< 20	No
Henkel OSI WINTeQ Foam	177	Yes
Red Devil Foam & Fill Minimal Expanding	150	Yes
Red Devil Foam & Fill Triple Expanding	150	Yes
Proposed:	200/50	

Figure 8: Foam Sealants Sales Volume

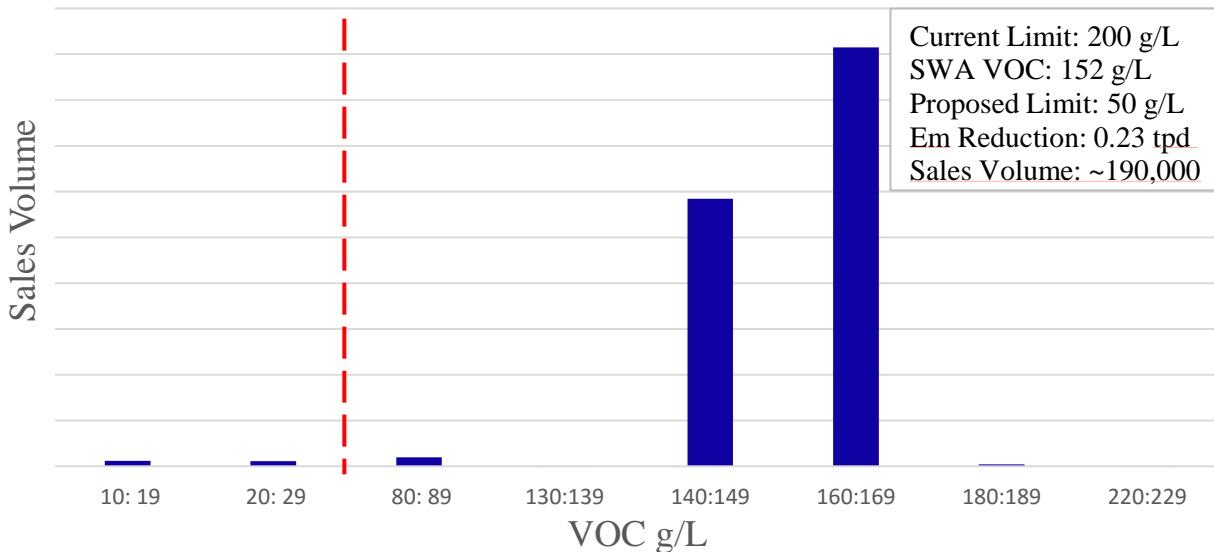
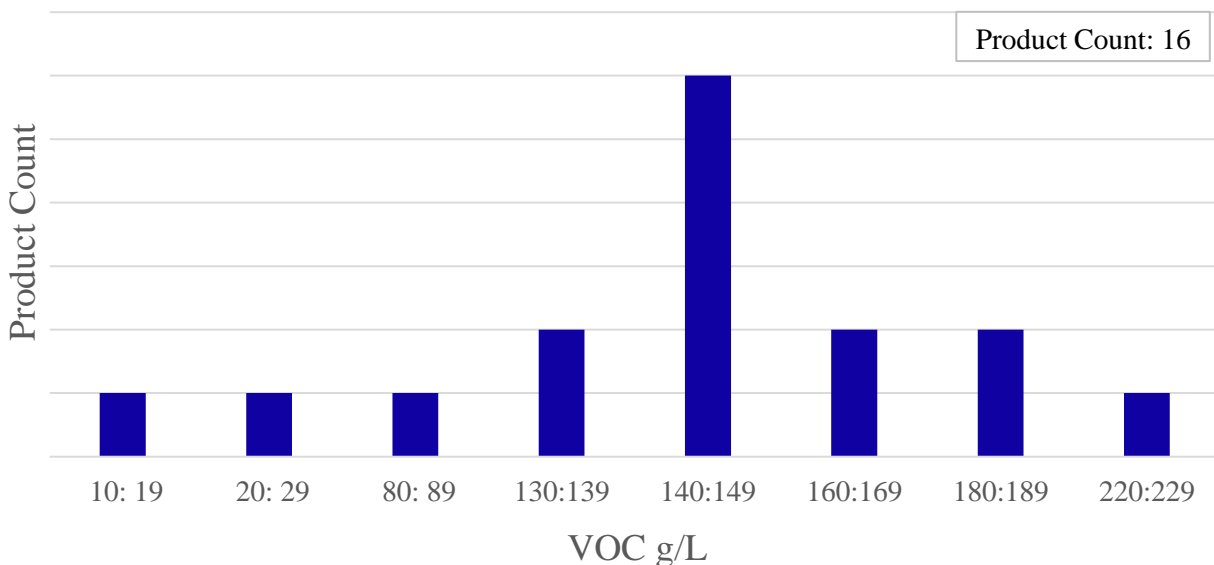


Figure 9: Foam Sealants Product Count



Sealant – Architectural – Grout

This definition and VOC limit was added to clarify that grout is regulated as an Architectural Sealant. The proposed VOC limit upon rule adoption is 65 g/L to reflect currently available products. Staff is not projecting emission reductions from this category.

Sealant – Architectural – All Other Roof Sealants

This category includes all roof sealants except Single-Ply Roof Membrane Sealants. Most of the products in this category have a VOC content of 300 g/L or less. These products are asphalt or

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polyurethane-based. The low-VOC roof sealants in this category are reactive or elastomeric products that require the surface to be moisture free. The higher-VOC solvent based products are applicable during rainfall. While roofing construction normally does not occur during rain, this category includes roofing repair products that are often used to seal leaks while it is raining. The proposed limit for this category is 250 g/L. Staff proposed a future technology assessment to determine if sub-categorization for this category are warranted.

The table and two figures below show a list of future compliant products and sales volume and product count distributions.

Table 8: All Other Roof Sealants Less Than Proposed VOC Limits

Product Name	VOC Content (g/L)	Immediately Water Resistant
DAP Premium Polyurethane Roof & Flashing Sealant	36	No
Chem Link M-1	< 20	No
DeWitt's 617 Clear Roof and Construction Sealant	14	No
Epmar Flexible Seal 60	> 300	Yes
Franklin International Titebond WeatherMaster Metal Roof Sealant	28	No
Geocel 2300 CPW	> 300	Yes
Henry 900	5	No
Henry 925B	5	No
Loctite PL Polyurethane Roof & Flashing Sealant	35	No
Red Devil RD 3000 Blacktop & Roof Repair Sealant	35	No
Sasheo Through the Roof	300	Yes
Seaman FTR 101	82	No
Tremco Reglet Joint Sealant 30	53	No
Tremco TremSEAL Pitch Pocket Sealer	0	No
Proposed:	250	

Figure 10: All Other Roof Sealant Sales Volume

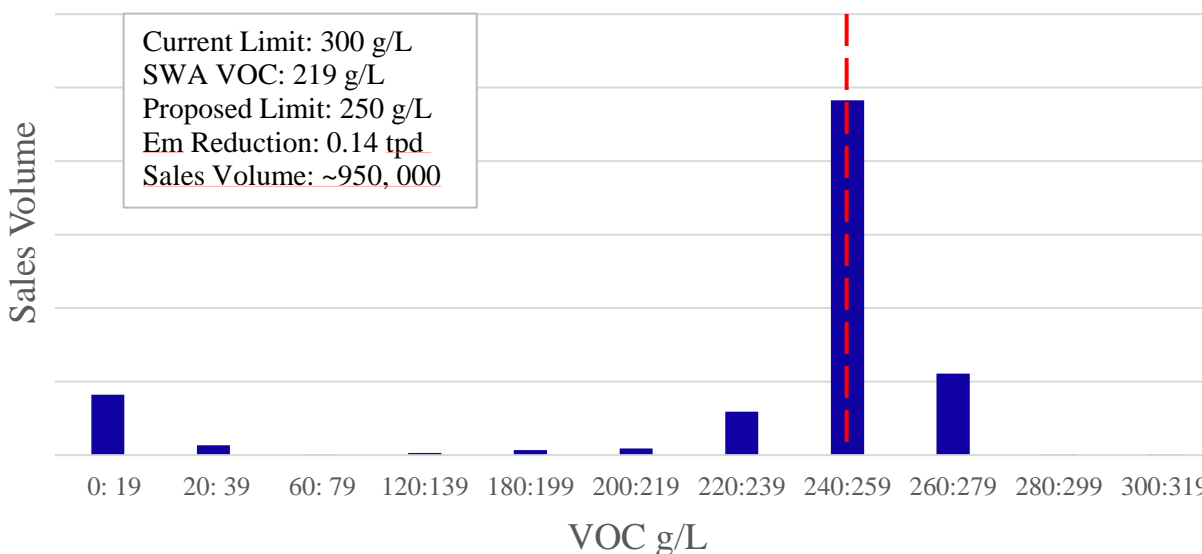
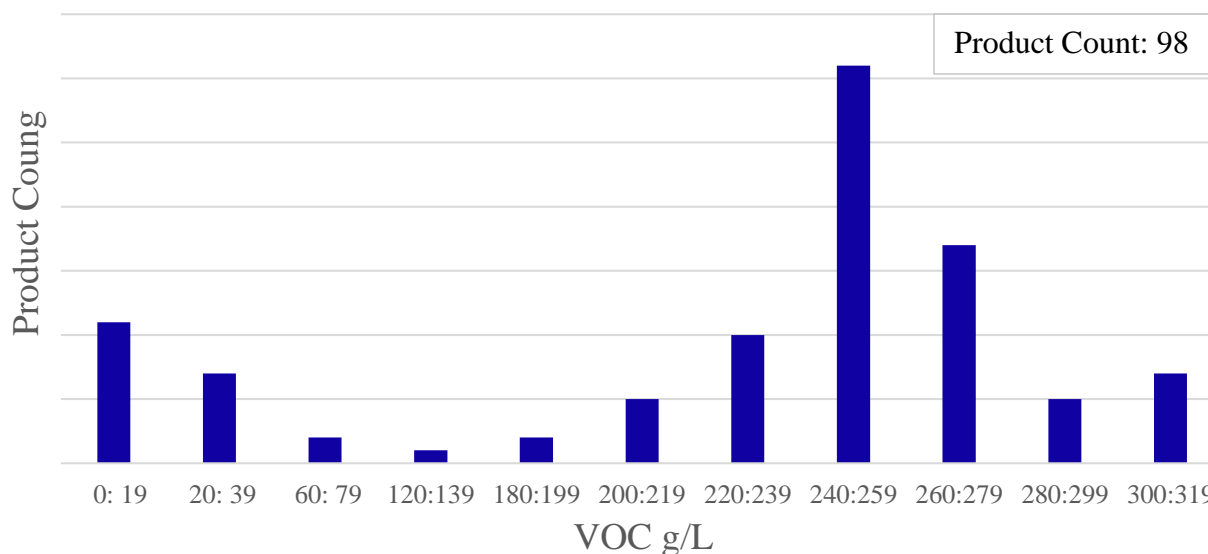


Figure 11: All Other Roof Sealant Product Count



Sealant – Architectural – Single-Ply Roof Membrane Sealants

Single-Ply Roof Membrane Sealants are divided between very low VOC content water-based, 100 percent solids technology, and solvent-based technologies, including exempt solvent-based products with VOC contents between 170 and 250 g/L. This category includes specialized sealants, such as waterproofing mastics. The overall volume is much lower than All Other Roofing Sealant products. The proposed VOC limit is 250 g/L. Staff proposed a future technology assessment to determine if sub-categorization for this category are warranted.

The table and two figures below show a list of future compliant products and sales volume and product count distributions.

Table 9: Single- Ply Roof Membrane Sealants Less Than Proposed VOC Limit

Product Name	VOC Content (g/L)	Notes
Carlisle Sure-Seal 2 Part Pourable Sealer	<100	Substrates must be primed
Carlisle Universal Single-Ply Sealant	<100	
Carlisle Sure-Seal One Part Pourable Sealer	<100	Substrates must be primed
Carlisle White One Part Pourable Sealer	<100	EPDM/TPO Substrates must be primed
Firestone Pourable Sealant S-10	<100	
Firestone FillGard Pourable Sealer	<100	
Firestone FillGard M Pourable Sealer	<100	
JM EPDM/PVC Pourable Sealer	<100	
JM TPO Pourable Sealer	<100	
Sika Sarnafiller (Chemlink Pro Pack)	<100	
Sika Sikaflex - 11FC	<100	Substrates must be primed
Sika Sikaflex - 1a	<100	
GAF EverGuard Grey Pourable Sealant (A and B)	<100	
Seaman FTR 101	<100	
Durolast DURO-CAULK PLUS	<100	
Durolast Pitch-Pan Filler	<100	
Tremco TremSeal S	<100	May require use of primer or toluene wipe
Tremco TremSeal Pitch Pocket Sealer	<100	May require use of primer
Tremco SOLARGARD Seam Sealer	<100	
Mule-Hide Universal Single Ply Sealant	<100	
Mule-Hide Pourable Sealer	<100	Substrates must be primed
Mule-Hide One-Part Pourable Sealer	<100	Substrates must be primed
Proposed:	250	

Figure 12: Single- Ply Roof Sealant Sales Volume

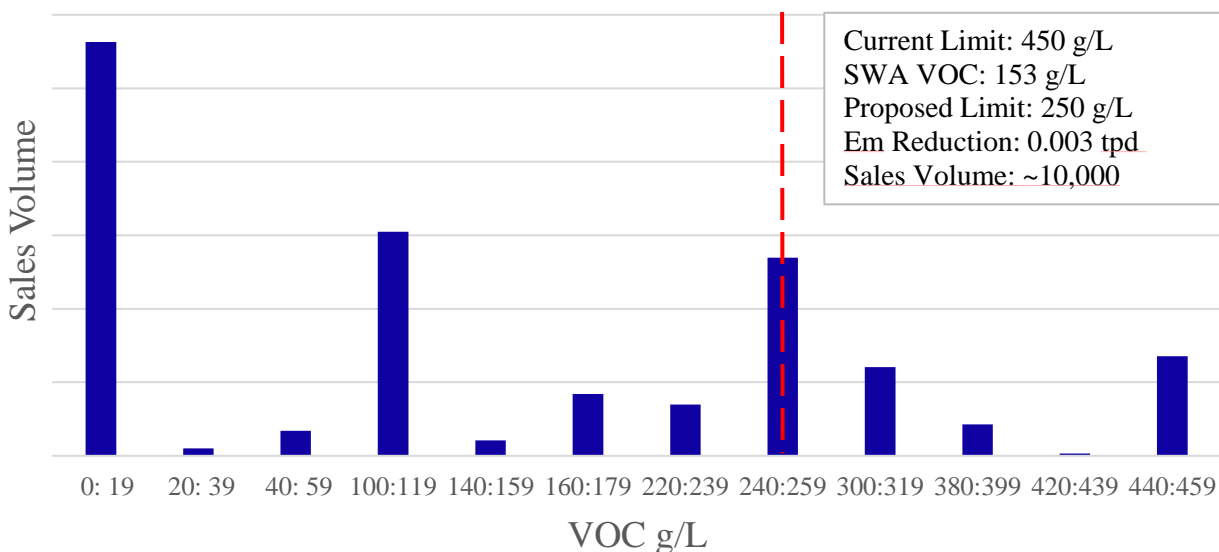
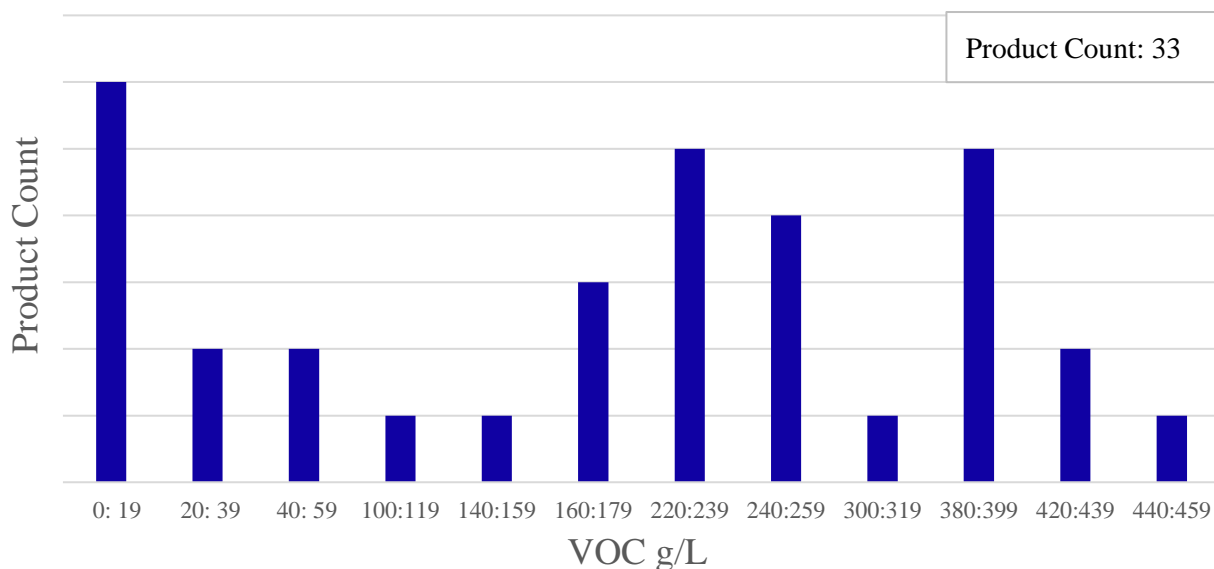


Figure 13: Single- Ply Roof Sealant Product Count



Sealant – Architectural – All Other Architectural Sealants

All Other Architectural Sealants includes all sealants, except roofing sealants, used during the construction, maintenance, or repair of building structures and their appurtenances. Most products offered for sale have very low-VOC content. The most popular products have somewhat higher VOC content. Combined with the very large volume of Architectural Sealants sold, the VOC emissions from this category remains substantial. Most of the reviewed products are water-based,

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silicone-based, or high solids products with very low VOC content. The proposed limit for this category is 50 g/L.

The table and two figures below show a list of future compliant products and sales volume and product count distributions.

Table 10: All Other Architectural Sealants Less Than Product VOC Limit

Product Name	VOC Content (g/L)
BOSS 370 HVAC/R Silicone Sealant	29
C.R. Laurence M66	9
Color Rite ASC	22
DAP Alex Plus Clear	44
Franklin International Titebond All Purpose	14
Franklin International Title Multi-Purpose 100% Silicone	29
Henry HE925B	10
Kel Kem Red Hi Temp Silicone	32
Mapeflex P1	25
Mapei Planibond JF	36
OSI Greenseries Flameseal	33
OSI Greenseries SC-175	45
Project 1 6000-6500	28
Surebond SB-188	30
White Lightning MaXimum Paintable Polymer Sealant	30
White Lightning WL30060	45
Proposed:	50

Figure 14: All Other Architectural Sealants Sales Volume

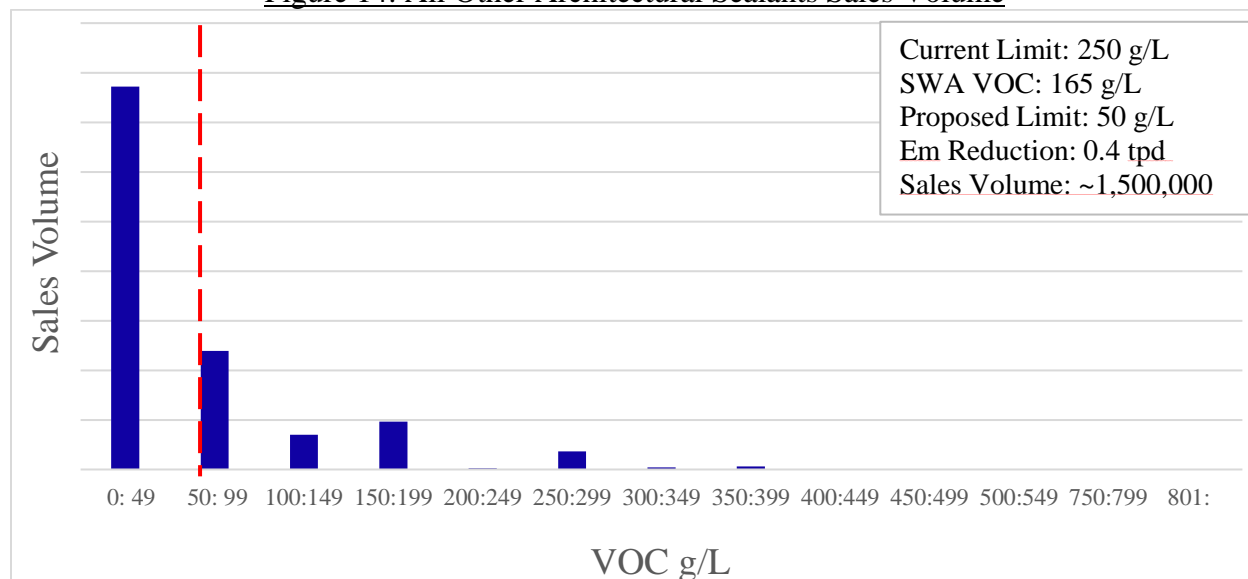
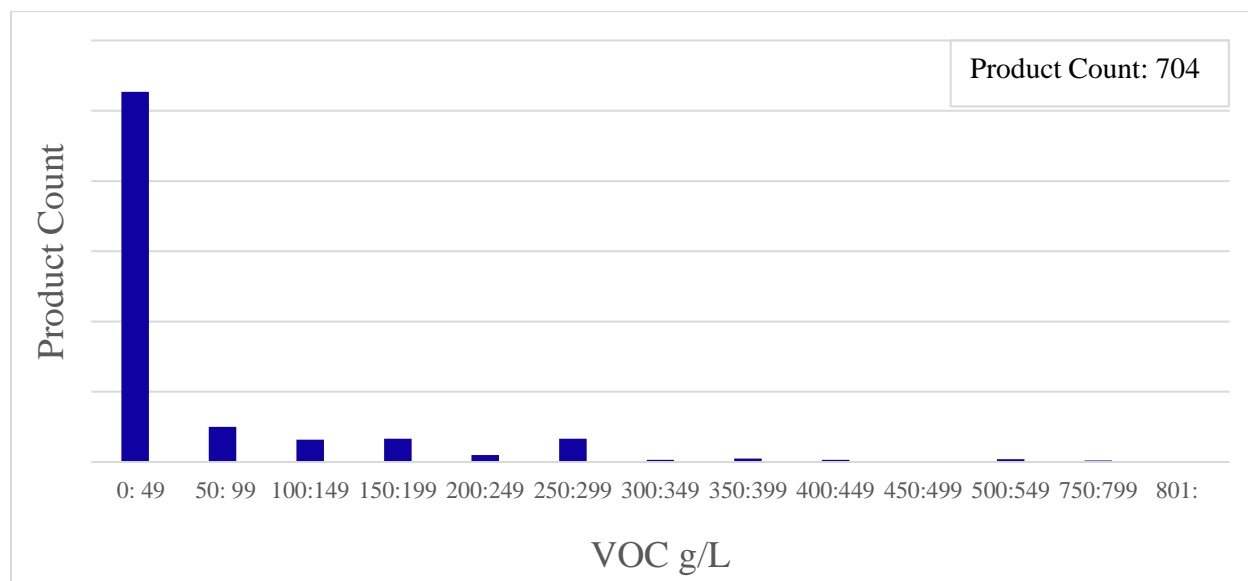


Figure 15: All Other Architectural Sealants Product Count



Sealant – All Other Sealants

All Other Sealants includes sealants that are not for architectural applications or roadway applications. The current limit is higher than the default category of 250 g/L, which can lead to rule circumvention. In addition, there is a large number of products formulated below the proposed limit.

The table and two figures below show a list of future compliant products and sales volume and product count distributions.

Table 11: All Other Sealants Less Than Proposed VOC Limit

Product Name	VOC Content (g/L)
3M PN08609 3M SUPER FAST URETHANE BLACK	19
Stabond Corporation STASEAL 5000B	49
Color Rite, Inc Color Rite Acrylic Caulk/Sealant	20
3M PN08361 URETHANE SEAM	93
BASF Corporation MasterSeal 900 Stan	0
3M PN08308 3M HEAVY BODIED SEAM SEAL 200ML SYR	12
3M PN08310 3M(TM) BARE-METAL SEAM SEALER BEIGE 200 ML	14
3M PN08500 ALL AROUND AUTOBODY	22
3M PN08360 URETHANE SEAM SEALER	129
Gaco Western LLC F183M (B-Side)	66
3M PN08369 3M MSP Seam Sealer White 310mL	141
3M PN08370 3M MSP Seam Sealer Gray 310mL	41
Gaco Western LLC F5500PLT (B-Side)	24
3M PN08509 BDG & GLZG CPD BLK	129
Proposed:	250

Figure 16: All Other Sealants Sales Volume

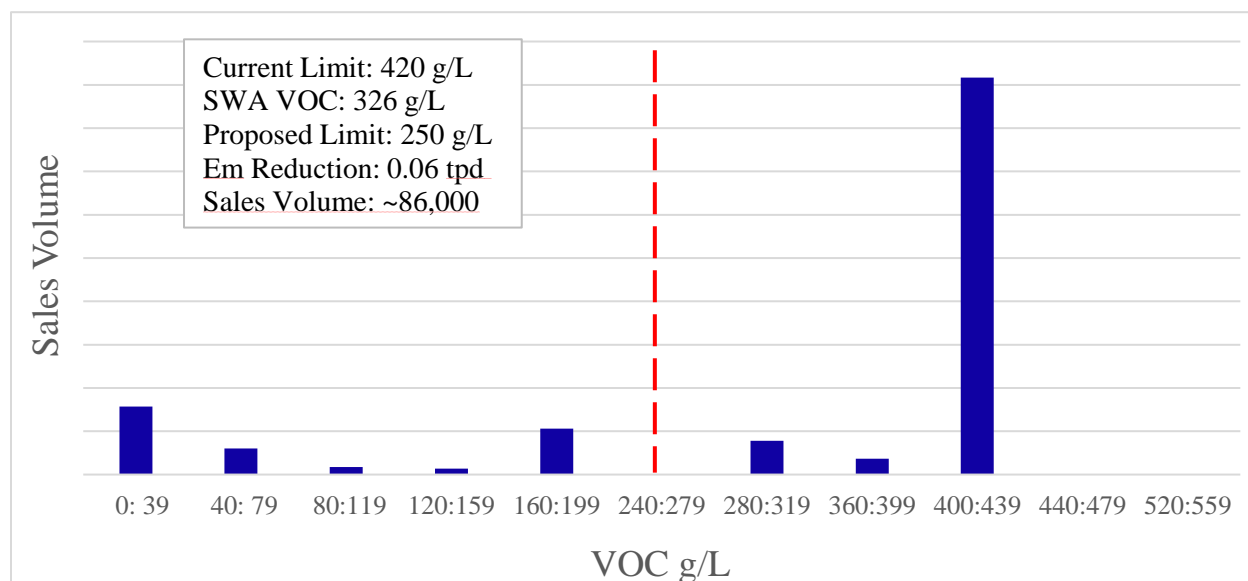
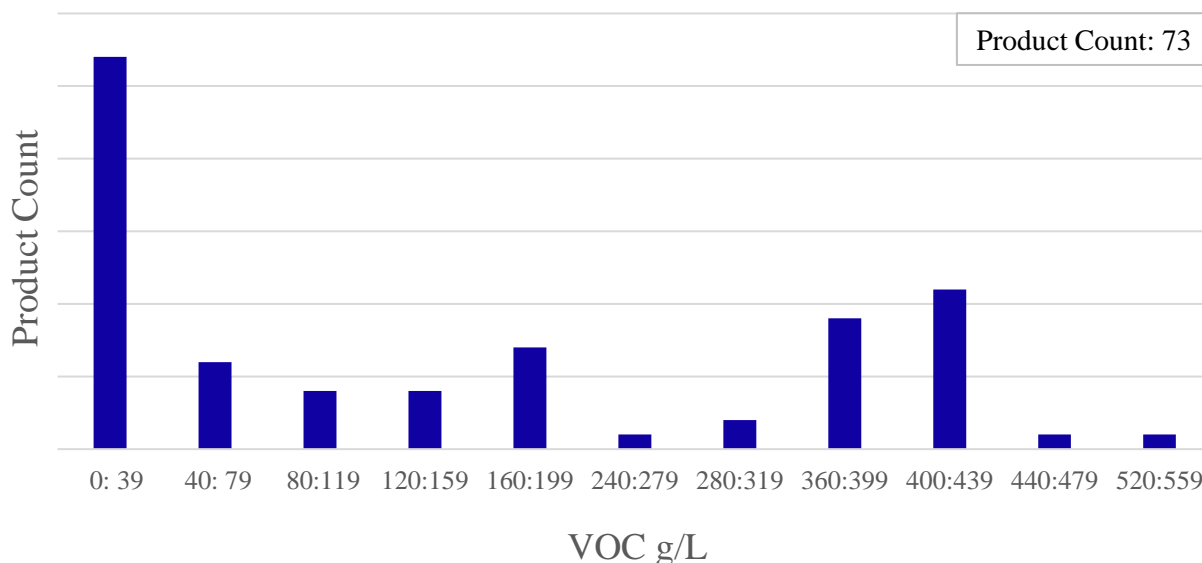


Figure 17: All Other Sealants Product Count



Proposed VOC Content Limits

The proposed changes to VOC limits for regulated products are provided in the table below. The proposed limits will go into effect on or before January 1, 2023. There are several categories where the effective date is proposed for January 1, 2023 to allow additional time for product reformulation. Technology assessments are proposed for Plastic Welding Cement categories, Foam Insulation, Foam Sealants, Roofing categories, and Top and Trim Adhesives. The proposed changes in plastic welding cement categories, which include ABS to PVC Transition Cement, CPVC Welding Cement, and PVC Welding Cement, require additional time for reformulation that not only includes a reduction in VOC content but reevaluation of performance according to ASTM standards. Because the VOC reductions are contingent on changes to the ASTM standards, staff is proposing to conduct a technology assessment near the proposed effective date. Some stakeholders support the proposed VOC limits for Foam Sealants, but due to the limited number of products at the proposed limit, staff will conduct a technology assessment to determine feasibility near the proposed effective date. Due to the complicated regulatory history with the Top and Trim category, staff is proposing a technology assessment for this category. Staff will also conduct a technology assessment for roofing categories, which include Single-Ply Roof Membrane Adhesive, Single-Ply Roof Membrane Adhesives, All Other Roof Adhesives, and All Other Roof Sealants, to allow staff to work with industry to assess their request for specified subcategories to be defined, evaluated, and created.

Since the SCAQMD is an extreme nonattainment area, the EPA reviews our regulations to confirm that we meet RACM/BACM requirements. The EPA identified four categories that do not meet the RACM/BACM requirements: cellulosic plastic welding, SAN welding adhesive, reinforced plastic composite adhesives, and waterproof resorcinol glue. The San Joaquin Valley APCD (SJVAPCD) regulates cellulosic plastic welding and SAN at 100 g/L; those products are regulated under the Other Plastic ~~Cements~~ Cements-Welding Cements category with a 250 g/L VOC limit in the current rule language. The SJVAPCD also regulates reinforced plastic composite adhesives at 200 g/L, which is regulated under the default 250 g/L VOC limit in the current rule language. The Bay

Area AQMD (BAAQMD) regulates waterproof resorcinol glue at 170 g/L, which is also regulated under the default 250 g/L VOC limit in the current rule language. Staff is proposing to carve out categories for reinforced plastic composite adhesives and waterproof resorcinol glue with the lower-VOC limit. In addition, staff is proposing to lower the ~~lower~~-VOC limit for Other Plastic Cement Welding Cements to 100 g/L to address the cellulosic plastic welding and SAN categories. Staff is not projecting any emission reductions from these changes, as the sales volume for these products are minimal.

Table 12: Regulated Product Proposed VOC Content Limit

Category	VOC Content Limit (g/L)			
	Current	Upon Rule Adoption	1/1/2019	1/1/2023
Adhesives				
Architectural Applications				
Building Envelope Membrane Adhesive	250			
Roofing				
Single-___Ply Roof Membrane Adhesive	250			200*
All Other Roof Adhesives	250			200*
Wood Flooring Adhesive	100			20
All Other Outdoor Floor Covering Adhesive	150		50	
Edge Glue Adhesive	250			
Plastic Welding Cement				
ABS to PVC Transition Cement	510			34 25*
CPVC Welding Cement	490			400*
PVC Welding Cement	510			425*
All Other Plastic Welding Cements	250		100	
Rubber Vulcanization Adhesive	250	850		250
Top and Trim Adhesive	250	540		250
Waterproof Resorcinol Glue	250		170	
Substrate Specific Adhesive Applications				
Reinforced Plastic Composite	250		200	
Sealants				
Architectural				
Clear, Paintable, and Immediately Water Resistant Sealant	250	380		250
Foam Insulation	250			50*
Foam Sealant	250			50*
Grout	250	65		
Insulating Foam Sealant	250	50		

Category	VOC Content Limit (g/L)			
	Current	Upon Rule Adoption	1/1/2019	1/1/2023
Non-Staining Plumbing Putty	580	150		50
Potable Water Sealant	250	100		
Roofing				
Single Ply Roof Membrane Sealant	450			250*
All Other Roof Sealants	300			250*
All Other Architectural Sealants	250		50	
All Other Sealants	420			250
Adhesive Primers				
Pressure Sensitive	200	785		
Vehicle Glass	250	700		

* Subject to Technology Assessment

Regulated Product Categorization

Previously, the most restrictive clause for regulated products only applied to other source specific rules. The requirements are expanded to include the most restrictive limit included in Table 1 of Rule 1168, excluding the substrate specific adhesives.

Sell-Through Provision

Sell-through and use-through provisions are included in the proposed rule to allow manufacturers and suppliers to deplete regulated products in the warehouse or on the shelf. The provision also allows users to use up remaining product rather than having to dispose of them. The sell-through and use-through effective dates should accommodate the typical three--year shelf life of these regulated products.

Disposal of Regulated Products and VOC-Laden Cloth

The requirements are clarified to specify that disposal provisions apply to all regulated products and VOC-laden cloth or paper, not just products used for stripping cured adhesives or sealants.

Solvent Cleaning Operations

The requirements are clarified that all cleaning operations are subject to Rule 1171 – Solvent Cleaning Operations.

Transfer Efficiency

The requirements are clarified. The exclusion for high viscosity regulated products is moved to the exemption subdivision, paragraph (i)(6).

Control Devices

The requirement for the use of air pollution control equipment to comply with the rule is made consistent with other VOC rules. Specifically, the control device must collect at least 90 percent

by weight of VOC emissions and reduce collected emissions by at least 95 percent by weight for an overall minimum efficiency of 85 percent by weight.

Storage and Mixing

The proposed rule requires that containers for storage or mixing shall remain closed except while in use. Containers of products with VOC content in excess of the limits may not be stored on premises except for use in approved air pollution control equipment or to be sold and used outside the SCAQMD.

Test Methods (e)

Methods

Staff included clarification in the test method section before the list of test methods. Rule 1168 applies to many product types and lists several VOC test methods, not all of which are appropriate for each type of product. Staff expanded paragraph (e)(1) to explicitly state that a test method will not be used if the test method specifically states it is not appropriate for a product type or product chemistry. Examples includes SCAQMD Method 313, which specifically states it is not to be used for Ultraviolet/Electron Beam (UV/EB)-cured coatings, and Subpart PPPP of 40 CFR Part 63, which states it is not appropriate for one-part moisture cured urethane adhesives. In addition, language was added to clarify how the SCAQMD addresses samples that could be analyzed by several different test methods. This rule applies to diverse products and chemistries and many products are analyzed by a series of test methods to determine the most appropriate test method. The decision is based on product type (adhesive or sealant, one-part or two-part, reactive products or non-reactive), VOC content, and sometimes the specific chemistry (energy curable products, cyanoacrylate adhesives). For some products, the choice of test methods is very clear, PVC Welding Cement is always analyzed by SCAQMD Method 316A. For some products however, staff must go through it is a multi-step process to determine the most appropriate VOC test method. There is only one VOC method that is most appropriate for each product. SCAQMD planning and laboratory staff will work with the stakeholders to develop a guidance document to clarify which products ~~types~~ are tested by which test method and ~~if deemed necessary~~, will seek Governing Board approval for the guidance document.

Three additional VOC content methods are also included in the proposal, and SCAQMD Method 302, is removed. SCAQMD Method 313 - Determination of Volatile Organic Compounds (VOC) by Gas Chromatography-Mass Spectrometry (11) is included for high water content or high exempt solvent content regulated products. ASTM Test Method 6886 (Standard Test Method for Determination of the Weight Percent Individual Volatile Organic Compounds in Waterborne Air-Dry Coatings by Gas Chromatography) is included as a comparable method to SCAQMD Method 313. For compliance purposes, the SCAQMD laboratory will rely on the more rigorous M313, and provide a guidance document to explain the differences between the two methods such that a manufacturer utilizing M6886 will be aware of how their results could differ from results obtained by the SCAQMD laboratory. Both methods provide improved accuracy for verifying low-VOC regulated products, and is intended to improve compliance determinations and facilitate the use of regulated products with VOC contents of 50 g/L or less. For reactive adhesives, Appendix A to Subpart PPPP of 40 CFR Part 63 – Determination of Weight Volatile Matter Content and Weight Solids Content of Reactive Adhesives (12) is included. This method is a sandwich method where the adhesive cures between two substrates to prevent moisture in the atmosphere from competing

with the reaction taking place in the adhesive. The method uses a relatively thick layer of adhesive so it is only appropriate for products applied at a similar film thickness. This method is not appropriate for sealants as they are exposed to ambient air during cure. Reactive sealants are tested using SCAQMD Method 304 using a 24-hour induction time prior to placing the sample in the oven.

Staff also added a clause for equivalent test methods, which allows for other methods to be used once they have been reviewed to be equivalent by the Executive Officer, CARB, and the U.S. EPA. This allows for some flexibility for new innovative test methodologies for emerging technologies. An example is the test method development underway for foam sealants.

In regard to ASTM 7767 *Standard Test Method to Measure Volatiles from Radiation Curable Acrylate Monomers, Oligomers, and Blends and Thin Coatings Made from Them*, the test method for estimating the VOC content of thin-film energy curable products, it was included in the definition of energy curable adhesives and sealants instead of the test method (enforcement) section. This is because a third party laboratory, such as the SCAQMD laboratory, cannot independently perform this analysis and have confidence that the results accurately reflect the composition of the sample. The method is not performed on the fully formulated product, but estimates the VOC by measuring the VOC content of the reactive components of the product with a specified photoinitiator. If enforcement staff collected a sample of a thin-film energy curable product, they would have to ask the manufacturer to supply the raw materials and a photoinitiator in order to perform the method. This would not be adequate to confirm compliance. If compliance staff were to come across such a product in the field, they would contact the manufacturer and ask for formulation data, including the results of ASTM 7767 if used. SCAQMD laboratory staff could speciate the sample on the GC/MS to confirm some of the raw materials contained in the formulation data to qualitatively confirm the veracity of the formulation data. To be clear, the GC/MS VOC Method 313, which can be used to quantitate the VOC of certain adhesives and sealants, cannot be used for energy curable products due to their reactive nature. At this time, staff is not aware of any thin-film energy curable adhesives or sealants but when these products become prevalent, staff will work with the manufacturers to develop or enhance a method for the analysis that can be used to independently verify the compliance of these products.

Administrative Requirements (f)

Labeling

VOC content and date of manufacturing are proposed for inclusion on the container labels of regulated products. It is acceptable to list the VOC content as the maximum VOC allowed for the regulated product category or the maximum VOC anticipated for a product instead of the specific VOC to account for batch-to-batch variations. The proposed effective date for the labeling requirement is January 1, 2019. Products in containers one fluid ounce or less and products solely subject to the CARB CPR are exempt from this provision. The labeling requirements are consistent with the OTC Model Rule. Products that are subject to the CARB CPR are regulated by the weight percent VOC in a product and not by the grams of VOC per liter of regulated product. Those products that may be subject to both the CARB CPR and this rule would not be required to include the grams per liter VOC on the label but would be required to maintain supplemental documentation (e.g., product datasheet, via the manufacturer's webpage), readily accessible by

SCAQMD staff, that included the grams per liter VOC. The grams per liter VOC has to include all LVP-VOC compounds that are exempted in the CARB CPR.

Several other labeling provisions were added in this section for specific categories that have higher VOC limits to account for the increases in the VOC limits justified by stakeholders. These categories are as follows:

- ABS to PVC Transition Cement
- Pressure Sensitive Adhesive Primer
- Rubber Vulcanization Adhesives
- Top and Trim Adhesive

Reporting Requirements

The 2013/2014 survey data indicated that the emission inventory for adhesives and sealants is higher than previously estimated (4.1 tpd versus 10.5 tpd). Having strong inventory data is critical for planning purposes, emission reduction calculations, and understanding the products that are being used within our jurisdiction. To achieve this, the proposed rule will require manufacturers and private labelers of regulated products to submit a Quantity and Emission Report (QER) every three years, from the years 2019 to 2025; and every five years, thereafter, until, and including 2040 as demonstrated in the table below. Staff is proposing for each report to include the previous two years of sales to provide a more complete inventory but address stakeholder feedback regarding the challenges of reporting past sales data. The QERs will have the reported years separated, e.g., the 2017 sales must be distinguished from the 2018 sales. Staff will develop spreadsheets, similar to those provided for the 2013/2014 survey for reporting purposes to assist those subject to reporting.

Table 13: Reporting Timeline

Reporting Deadlines		Reported Years
Manufacturers or Private Labelers	Big Box Retailers & Distribution Centers	
September 1, 2019	May 1, 2019	2017, 2018
September 1, 2022	May 1, 2022	2020, 2021
September 1, 2025	May 1, 2025	2023, 2024
September 1, 2030	May 1, 2030	2028, 2029
September 1, 2035	May 1, 2035	2033, 2034
September 1, 2040	May 1, 2040	2038, 2039

The QER for regulated products will include the following information:

- Product manufacturer (as labeled)
- Product name and code
- Applicable Rule 1168 category
- The grams of VOC per liter of regulated product (less water and exempt solvents)

- The grams of VOC per liter of material
- ~~• Utilization of Sell Through Provision~~
- ~~• Designation as to whether or not the product is Low Solids~~
- Whether the product is waterborne or solvent based)
- Total annual volume sold into or within the District, including products sold through distribution centers located within or outside the District, reported in gallons of container size
- Whether the product was sold under a specific provision of the rule:
 - Sell-through provision
 - Low-Solids Pproduct
 - Exemption under paragraph (i)
 - Complying with subparagraph (c)(7) – Control Device
 - Complying with subparagraph (c)(8) – Alternative Emission Control

As of January 1, 2000, the Health and Safety Code 41712(h) allows districts to regulate aerosol adhesives. Staff is not exercising the District's authority and is maintaining the exemption for aerosol adhesives and aerosol adhesive primers due to the fact these aerosols are already regulated by CARB, which is currently surveying the industry and may consider lower VOC content limits in the near future. In addition, there is currently insufficient data on quantity and emissions from these types of products used in the District. To address the lack of inventory data, staff is proposing to require manufacturers and private labelers of these exempted aerosol adhesives to submit reporting for products shipped into the District so the SCAQMD can quantify the number and types of aerosol adhesive products that are being used within our jurisdiction. Those manufacturers and private labelers of these products would also be required to submit a QER according to the reporting timeline in the table above.

The QER for aerosol adhesives and aerosol adhesive primers will include the following:

- Product manufacturer (as listed on the label)
- Product name and code
- Percent VOC by weight
- Total weight sold, including products sold through distribution centers located within or outside the District
- Container size of product

The exemptions for aerosol adhesives and primers does not include adhesives and primers that are applied with the use of refillable pressurized spray systems, as stated in subparagraph (c)(9). The aerosol adhesive exemption specifies that the exemption only applies to non-refillable aerosol spray systems.

The proposal would also require that Big Box retailers and distribution centers report to the manufacturer/private labeler, according to the Reporting Timeline in the table above, to assist the manufacturers or private labelers in providing accurate data to the District.

The QER for Big Box retailers and distribution centers will include the following:

- The manufacturer or private labeler's product name and code

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- The quantity of each regulated product, aerosol adhesive, and aerosol adhesive primer distributed into the District.

In addition to the reporting described above, facilities that use regulated products under the 55 gallon per year exemption in paragraph (i)(7) shall provide the volume purchased and the name and address of the company where the products were purchased from. This will allow the District to better assess the continued need for the exemption by product category and improve the enforceability of the annual limitation. The annual report submitted by the facilities utilizing the 55 gallon per year exemption will include the following:

- Product manufacturer (as listed on the label)
- Product name and code
- The grams of VOC per liter of regulated product (less water and exempt solvents)
- The grams of VOC per liter of material
- Unit size of product
- Total volume purchased, in gallons
- The name and address of the company or retailer where the products were purchased

Lastly, manufacturers or suppliers of regulated products shall maintain records of VOC content determination. VOC content determination may be calculated based on product formulation or by laboratory analysis. The data used in determining VOC content must be retained for three years and be made available upon request. VOC content values of 20 g/L or lower may be reported as “20 g/L or less”. Otherwise, the calculated or analyzed VOC content shall be reported.

Staff included subparagraph (f)(4) on confidentiality of information that states that information submitted under the reporting requirements can be designated as confidential.

Prohibition of Sales and Use

Currently the regulation prohibits the sale and use of regulated products that contain chloroform, ethylene dichloride, methylene chloride, perchloroethylene, and trichloroethylene. The proposal will also expand this prohibition to include all Group II exempt solvents except volatile methyl siloxanes (VMS). Small, but non-negligible, quantities of VMS are widely used in silicone-based sealants.

The prohibition of sales does not apply to products reasonably assumed to be subject to the CARB CPR or to manufacturers or suppliers who inform their distributors in writing that the regulated product is not to be used in the District, and who maintain such notification letters for three years, available to the Executive Officer upon request. This is further explained in the Exemption section of this report.

The requirements in subparagraph (g)(1) were moved to subparagraph (c)(1) for clarity and consistency.

Exemptions

The provisions of the Exemption section, whether they were retained, newly proposed, or modified, have been rearranged and organized for clarity. Exemptions included in subdivision (b) Definitions, paragraph (c)(5) Transfer Efficiency, and subdivision (g) Prohibition of Sale and Use

were moved to subdivision (i) Exemption. The exemptions from specific requirements were grouped together and organized by subdivision for clarity.

The exemption for adhesive tapes, that was proposed in the definition of an adhesive was removed, as it is included in (i)(1)(b). The exemption for adhesive tapes and papers was included because those products do not have an appreciable VOC content. This exemption does not include primers for such products.

The proposed Prohibition of Sale section previously contained an exemption for products shipped, supplied, or sold to persons for use outside of the District, this was moved to (i)(1)(C). The exemption makes it clear that products shipped for use out of the District are exempt from all provisions of the rule, not just the prohibition of sale.

The subparagraph requiring manufacturers or suppliers of regulated product to maintain notification letters demonstrating due diligence in notifying those who are purchasing product, whether for resale or to the end-user, was also moved to the Exemption section. ~~District~~ Staff will not include specifications within the rule language to stipulate explicit requirements for a manufacturer, supplier, or distributor to demonstrate written proof that the regulated products exceeding the VOC limits set forth within the rule will not be sold or used within the SCAQMD's jurisdiction. Instead, staff will provide a guidance document on the District's webpage, which will provide options to demonstrate proof of exemption from this rule. Lastly, the provision with the proposed revision including a sunset date for those products containing methylene chloride was moved from the prohibition section to the ~~e~~Exemption section. Staff also proposed an exemption in section (i)(1)(E) to clarify that those distribution centers that do not ship regulated product, aerosol adhesives, or aerosol adhesive primers into the District are not subject to the provisions of this rule.

Staff initially proposed to replace the rule exemption of all aerosol adhesives with a limited exemption of 16 ounces per day determined on a monthly average. However, due to considerable stakeholder feedback, limited sales and emissions data for aerosol adhesives, and future limits on aerosols to be considered by CARB, staff decided to retain the current exemption but will require manufacturers or private labelers to report all aerosol adhesives and aerosol adhesive primers sold into the District.

Staff is also proposing an exemption for regulated products sold in quantities of one fluid ounce or less to mirror the similar size exemption from the CARB CPR for their regulated product.

Effective January 1, 2019, the 55 gallon per year exemption will no longer be available to users of Rubber Vulcanization Adhesives or Top and Trim Adhesives. These two categories of uses were nearly completely dependent on the exemption because no effective lower VOC content products were available. As noted in the VOC content limits discussion above, the proposed amendments include higher VOC content limits for these two categories temporarily to allow time for reformulation. As effective compliant products become available, the exemption is no longer necessary for these operations.

Staff proposed exemptions in sections (i)(5)(D) and (i)(7), to address a high-VOC adhesive used in small volumes for critical infrastructure repair and exempting products that would not contain VOC, respectively.

The proposed rule maintains an exemption from recordkeeping, subdivision (d), for products that contain 20 g/L or less VOC content. The streamlined requirement is intended to be an incentive for users to switch to lower VOC regulated products.

Finally, as previously stated in this report, staff removed the proposed language from the Purpose and Applicability section regarding regulated products subject to the CARB CPR and included that clarification in the proposed eExemption section. Products that are one pound (16 fluid ounces) or less and have an applicable limit in the CARB CPR are not regulated by this rule unless they are incorporated into or used exclusively in the manufacture or construction of the goods or commodities, or used in pollution-generating activities at stationary sources, which include area sources, such as in manufacturing operations. Manufacturing is limited to the use of tools and labor to make things for sale. Where regulated by the CARB CPR, consumer and institutional uses of consumer product as well as repair and maintenance activities at manufacturing facilities of consumer products remain outside of the scope of Rule 1168. Examples of such activities include repair of machinery, building maintenance, and office supplies. The proposed language is written to explicitly state that those products with established VOC limits in the CARB CPR are exempt from the provisions of this rule.

KEY CONCERNS

Stakeholders have brought several concerns to staff's attention through working group meetings, comment letters, conference calls, and emails. Staff addressed many of those concerns and addresses formal comment letters later in this report. This section highlights those key concerns.

The CARB CPR and Rule 1168 Jurisdiction

Stakeholders were concerned with the proposed language in the Purpose and Applicability and Exemption subdivisions referencing the CARB CPR. The regulated industry felt the SCAQMD was expanding the scope of the rule and overreaching its regulatory authority by including consumer products. This concern is the result of a fundamental misunderstanding of the state and local regulation and default VOC limits in the current rule. ~~District~~ Staff is not proposing to expand its regulatory authority, but instead, is clarifying the rule to reflect how it is interpreted by the SCAQMD and CARB as detailed in the correspondence letter.

There are two key aspects of the misunderstanding: the default VOC limit in Rule 1168 and what products are not regulated by the CARB CPR. The current version of Rule 1168 contains a default VOC limit of 250 g/L in paragraph (c)(1). All adhesives that are not specified in the tables must meet that existing and default VOC limit. The proposed amended rule includes the default 250 g/L in the table of standards for several subcategories of adhesives as 'all other' limits (e.g. all other roof adhesives, ~~all other outdoor floor adhesives~~), but does not change current applicability and enforceable limit. To the second point, local air districts have the authority to regulate consumer products that are not regulated by the CARB CPR; therefore, any products that are exempted or do not have a VOC limit in the CARB CPR can be regulated by the local air districts.

Some stakeholders believed that products explicitly exempted or not specifically defined by the CARB CPR were also exempt from local air districts because they are consumer products and consumer products are regulated by CARB. However, consumer products not regulated by the CARB CPR can be regulated by the local air districts¹. Any adhesive or sealant not regulated by the CARB CPR fall under Rule 1168. If there is not a specific category in the table of standards, then the product is subject to the default VOC limit. A clear example of this longstanding regulatory construct is pipe cements, which are not included in the CARB CPR so use of those products, regardless of size, where they are purchased, how they are marketed, or who uses them, is subject to Rule 1168.

Reporting Requirement

Another key concern expressed by stakeholders is the reporting requirements. Stakeholders expressed that annual reporting is too burdensome. Staff worked to establish a balance between obtaining the necessary data while minimizing the impact on the regulated industry.

Accurate inventory data is critical for planning and the majority of emissions from adhesives and ~~sealers~~ sealants come from consumer products not subject to the CPR and small facilities not subject to the SCAQMD AER program. Both of these use categories are not typically subject to SCAQMD permitting or recordkeeping requirements. Thus there is very limited data available to determine the adhesive emission inventory, product availability, or product trends.

To address the lack of data, the SCAQMD conducted a voluntary survey of product sales as part of rule development in 2013. The initial results from the survey were somewhat inconclusive because of limited participation. Further steps were taken to require some larger adhesive and sealant manufacturers to provide sales information. The information collected indicates that the emission inventory is significantly higher, ~~approximately 300% greater~~ than the 2016 AQMP estimate. Additionally, there were some categories where the sales data showed some trends towards lower VOC adhesive and sealant technologies, particularly in products used for architectural and construction applications.

The mandatory reporting demonstrated clear benefits: enhanced understanding of the primary categories contributing to adhesive and sealant emissions and the widespread availability of low-VOC products in many applications. Stakeholders participating in the rule development process acknowledged the usefulness stating, “With regard to the proposed reporting and recordkeeping provisions, ASC and its members understand South Coast’s interest in developing some type of mandatory reporting requirements for companies that are marketing their products in the district. The question remains should the type of detailed reporting...be required on an annual basis...A more cost-effective approach would be a requirement that companies participate in such reporting on a five-year schedule or one year prior to the District undertaking a revision to the rule.”² Similarly, the American Coatings Association stated, “While the ACA recognizes the importance of a meaningful and accurate database to determine the status of current adhesive and sealant

¹http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1168/carb_cpr_correspondence.pdf?sfvrsn=4

² Adhesive and Sealant Council letter to SCAQMD, January 14, 2014

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technology, it must also be recognized that annual reporting is extremely costly and burdensome to manufacturers...Consequently, ACA recommends that SCAQMD consider a reporting cycle of three (3) years. Reporting every 3 years will allow the SCAQMD sufficient data on these products to monitor and track technology trends sufficiently.”³

SCAQMD staff has responded to these industry recommendations by proposing to require manufacturer reporting initially on a three-year cycle transitioning to a five-year cycle. This strikes a balance between the SCAQMD’s need for accurate emission information and the burden of reporting on manufacturers. In addition, the reporting requirement is proposed to sunset ~~at~~ in 2040.

Some stakeholders have requested that as an additional incentive, reporting should not be required of products with an ultra-low VOC content of less than 20 g/L. However, without the reporting data provided by the manufacturers of these products, it would not be possible to determine accurate emission inventories or observe trends in the use of ultra-low VOC content products. Alternatively, staff has provided an incentive by exempting all other requirements for businesses using ultra-low VOC content products. This would encourage the use and sales of ultra-low VOC content products ideally offsetting the costs of reporting.

Staff tried to find a compromise that would ~~give staff provide~~ sufficient information for planning and inventory but lessen the burden on the regulated industry. The following demonstrates the evolution of the reporting requirements proposed by staff to reach a consensus:

Staff pProposal:	Industry Feedback:
Initial Proposal: Annual Reporting 2018 – 2020 Bi-Annual Reporting No S unset d ate Indefinite R eports	Bi-Annual Reporting but 2 years data
Second Proposal: Bi-Annual Reporting 2018 – 2024 Then E very 5 years Indefinite R eports	Report e Every 3 years, include sunset date
Third Proposal: Report E very 3 years 2019 – 2025 Then E very 5 years Reports i nclude p Prior 3 years sales 6 R eports in 21 years	Report e Every 5 years It is challenging to report older data (three years of data especially going back to 2016)
Final Proposal: Report E very 3 years 2019 – 2025 Then E very 5 years Reports i nclude P rior 2 years sales	

³ American Coatings Association letter to SCAQMD, January 16, 2014

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6 Reports in 21 years Sunset 2040	
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As a comparison to the proposed reporting, the following table compares the reporting requirements in other SCAQMD VOC regulations:

PAR 1168	Rule 1113/314	Rule 1143
Fees		
None	~ \$2 million annually	None
Report Frequency		
Every 3 years 2019 – 2025 Every 5 years 2025 - 2040 6 Reports in 21 years	Annual	Annual
Sunset Date		
2040	None	None
Approximate Emission Inventory		
10.5 tpd	11 tpd	7.3*

*Estimated inventory projected for 2014 when Rule 1143 was adopted with annual reporting requirements.

Foam Insulation

The American Chemistry Council requested that insulating foams should not be included in the rule amendments because insulating foams are not considered “sealants” by industry, as their *primary* purpose is not to fill a gap, but rather, to insulate. Staff acknowledges that these products are used for insulation but to serve that function, they must *fill the gap* in the wall cavity; therefore, they meet the current sealant definition. The proposed amendment addresses this uncertainty by including a definition for foam insulation. To address their concern, staff consulted the CARB Consumer Products Regulation and the Ozone Transport Commission Model Rule for Consumer Products, both of which include “weatherproof gaps” in the definition of a sealant, which further supports the treatment of foam insulations as sealants. Staff is proposing to harmonize the definition of sealant in PAR 1168 with the CARB Consumer Products Regulation and the Ozone Transport Commission Model Rule, as stakeholders have requested; thus further clarifying that insulating foams fall under Rule 1168.

PVC Welding Cement Proposed Limit

A concern was raised regarding the current availability of PVC Welding Cements meeting the proposed VOC limit of 425 g/L. Staff based the proposed VOC limit on two products that are currently available in the marketplace. The pipe welding industry is dominated by four major manufacturers; two of the leading manufacturers have commercial products at the proposed VOC limit currently available at retail outlets. For example, Oatey

reformulated their All Purpose Cement from 510 g/L to below 325 g/L in 2016. All Purpose cements are used to weld ABS, CPVC, and PVC. In addition, there is a product currently available to the irrigation market for PVC and CPVC that is below the proposed future limit.

The proposed VOC limit reductions are not effective until January 1, 2023, allowing five years for product reformulation, testing, and certification. The proposed rule also includes a technology assessment so staff can evaluate the progress of the reformulation efforts and report to the Board.

EMISSION INVENTORY

The emission inventory for the proposed rule was determined by reviewing the 2016 AQMP inventory emissions for adhesive and sealants, reviewing reported emissions for 2016 as part of the District's Annual Emissions Report program, and by examining survey data provided by adhesive and sealant manufacturers and suppliers in 2013.

According to the 2016 AQMP, the 2017 emissions from adhesives and sealants subject to the rule are estimated to be 4.1 tpd. The VOC emissions reported through the AER program in 2015 totals 0.1 tons per day, or approximately one percent of overall emissions subject to the rule. The majority of the emissions come from small volume users including manufacturing, commercial, and consumer applications. Architectural uses appear to be the most prevalent use with 84 percent of reported products falling into one of the architectural categories.

Since the survey only provided information on a fraction of the products sold in the SCAQMD, staff scaled the survey data to estimate the contribution by category. In addition, the emissions were grown based on population growth to reflect the current inventory.

Daily VOC emissions estimated from all sources are 10.5 ~~tons per day~~tpd as detailed in the table below.

Table 14: Estimated VOC Emission Inventory

Emission Source	Emissions (tons per day)	Total Sales
Adhesives	6.0	7,200,000
Sealants	4.5	3,800,000
Total	10.5	11,000,000

CONTROL TECHNOLOGY

Compliance with PAR 1168 is expected to be met with manufacturers reformulating regulated products by substituting certain chemicals with other chemicals that contain less VOCs, less or no toxics, and no stratospheric ozone-depleting compounds. The manufacturers will have considerable flexibility, and may use any compliant alternative reformulation, in order for their product to meet the VOC limits in PAR 1168. Physical modifications to or new installations of manufacturing equipment, including the installation of control equipment, would not be expected to be needed in order to reformulate products.

For certain categories, there are existing products that meet the proposed lower VOC content limits so reformulation is practicable. For some other categories, technology-forcing reformulation will be necessary and in those cases, the proposed rule provides ample time (e.g., five years) and possibly a technology assessment to determine the status of the ongoing reformulation efforts. Finally, end-users can comply with the rule using alternative options such as the 55-gallon per year exemption; control devices, such as emission collection systems; or an Alternative Emission Control Plan.

EMISSION REDUCTIONS

The proposed rule will reduce the VOC content limits for most of the architectural adhesive and sealant categories, including foam sealants. The proposal includes new VOC content limits for Waterproof Resorcinol Glue, Plastic Welding Cements, and Reinforced Plastic Composite Adhesives. Also proposed is to increase the VOC content limit for Top and Trim Adhesives and Rubber Vulcanization Adhesives.

In the case of Top and Trim Adhesives, District staff found that emissions increased from the use of these products compared to the estimated reductions proposed in previous versions of the rule. Since 2003, the VOC limit reduction to 250 g/L was delayed twice to allow manufacturers to reformulate. Rather than decrease emissions from this category by 0.2 tpd, the 250 g/L limit in conjunction with the volume usage exemption increased emissions by 0.04 tpd. To address this migration to exempted products, staff is proposing to reinstate the 540 g/L limit and exclude Top and Trim Adhesives from the 55 gallon per year exemption. This will allow manufacturers time to reformulate to 250 g/L by 2023, and allow the District to maintain the emissions reductions already claimed in previous versions of the rule.

The emission reductions are estimated using the scaled emission inventory data along with SWA information collected from the survey. SWA material VOC content is determined by reviewing available products. The emissions reductions are calculated by assuming that the material VOC content of those above the proposed limit will be reduced to the same SWA material VOC content of the products that already meet the proposed limit. The estimated emission reductions are presented in the table below.

Table 15: Estimated Emission Reductions from PAR 1168

Category	Emission Reductions (tpd)			
	Upon Adoption	2019	2023	Total Reduction (tpd)
All Other Architectural Sealants		0.37		0.37
Clear, Paintable, and Immediately Water Resistant Sealant			0.02	0.02
CPVC Welding Cement			0.01	0.01
Foam Sealant			0.23	0.23
All Other Roof Adhesives			0.04	0.04

Category	Emission Reductions (tpd)			
	Upon Adoption	2019	2023	Total Reduction (tpd)
All Other Roof Sealants			0.14	0.14
All Other Sealants			0.06	0.06
PVC Welding Cement			0.18	0.18
Rubber Vulcanization Adhesive			0.06	0.06
Single_Ply Roof Adhesive			0.05	0.05
Single Ply Roof Membrane Sealant			0.003	0.003
Top and Trim Adhesive	-0.21		0.21	
Wood Flooring Adhesive			0.24	0.24
Totals:	-0.21	0.37	1.16	1.38

The emission reductions from the proposed amendments will be 1.4 ~~tons per day~~tpd by 2023.

PAR 1168 will partially implement 2016 AQMP measures CTS-01 and MCS-01.

COST-EFFECTIVENESS AND INCREMENTAL COST-EFFECTIVENESS

The cost-effectiveness is estimated at \$12,400 per ton of VOC reduced, which is in the range of recently amended VOC rules and less than \$30,000 per ton of VOC cost-effectiveness in the 2016 AQMP. The detailed analysis can be found in the Socioeconomic Assessment.

Staff evaluated the incremental cost-effectiveness of further reductions from adhesives and sealants and determined that greater emissions reductions would not be cost-effective at this time. For this analysis, staff considered reducing the VOC content from plastic welding. Unlike a typical adhesive which consist of a sticky substance that bonds two surfaces together, plastic welding uses a solvent to temporarily dissolve/soften plastic so it can adhere to itself or another plastic (ABS, CPVC, PVC, SAN). If a near-zero VOC alternative could be developed for plastic welding, an additional one tpd VOC reduction could be achieved. Plastic welding is used on many types of products including building drains, sewers, pipes, irrigation systems, shower pans, and other building components. A functional change to solvent welding would yield significant VOC reductions but would also require a fundamental change to the materials being bonded. Not only would there be the cost of product development, which would have to go beyond product reformulation to identify an alternative technology, but there is a cost of developing the new building materials, testing protocols, certifications, and training for the end-users. Staff estimates that the incremental cost for the adhesives would be slightly higher than the current estimate for reformulating the plastic welding cement, is approximately \$3/gallon. The cost to redesign the building materials for the plastics that is used for pipe, flooring, roofing etc. would be significant due to the volume of product sold. Annually, 10 billion pounds of vinyl products are sold in the United States. Based on population, over 500 million pounds are sold in the SCAQMD. If only 5% of that vinyl is used in building materials that would need to be redesigned or altered and the incremental cost was \$1/pound, that would represents over 25 million pounds of products and the overall cost/ton reduction would be over \$100,000/ton.

Further VOC content reductions beyond the current proposal for regulated products is possible but would result in a significant increase in cost. Staff estimates that the cost-effectiveness would more than double for the addition reduction. In the future, such low-VOC technologies may emerge and evolve, thus making further VOC reductions cost-effective.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

PAR 1168 is considered a “project” as defined by the California Environmental Quality Act (CEQA), and the SCAQMD is the designated lead agency. Pursuant to CEQA Guidelines Sections 15252 and 15070 and SCAQMD Rule 110, the SCAQMD has prepared an Environmental Assessment (EA) for PAR 1168. The environmental analysis in the Draft EA concluded that PAR 1168 would not generate any significant adverse environmental impacts and therefore, no alternatives or mitigation measures are required. The Draft EA was released for a 30-day public review and comment period from August 16, 2017 to September 15, 2017. Two comment letters were received from the public relative to the Draft EA and responses to the comments have been prepared. The comment letters and the responses to the comments have been included in Appendix B of the Final EA.~~Responses to comments will be prepared for any comment letters that are received relative to the Draft EA.~~

~~Subsequent to the public review and comment period, release of the Draft EA, will be updated to reflect any modifications were made that are made to the proposed project, and the Draft EA will be converted to a Final EA. The comment letters and the individual responses to the comments will be included in an appendix to the Final EA. The Final EA will be included as an attachment to the Governing Board package. The SCAQMD Governing Board must review the adequacy of the Final EA, including responses to comments, prior to certification of the Final EA and adoption of PAR 1168. Staff has reviewed the modifications to the proposed project and concluded that none of the modifications constitute significant new information or a substantial increase in the severity of an environmental impact, nor do they provide new information of substantial importance relative to the Draft EA. As a result, these revisions do not require recirculation of the EA pursuant to CEQA Guidelines Sections 15073.5 and 15088.5. Therefore, the Draft EA is now a Final EA and is included as an attachment to the Board package. The Board must review the adequacy of the Final EA, including responses to comments, prior to certification of the Final EA and amending Rule 1168.~~

COMMENTS AND RESPONSES

Public Workshop Comments

Public Workshop Commenter #1: Doug Raymond – National Aerosol Association

Commented that the foam sealant limits should be eliminated, as there is currently no available VOC test method.

Response to Public Workshop Comment 1:

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The SCAQMD lab is currently undergoing test method development for products applicable to foam sealants and will work with industry on this challenge. The test method issue will be further addressed at the time of the technology assessment.

Public Workshop Commenter #2 – Rita Loof, - RadTech International

The commenter expressed the following:

1. Requested the test method for thin film UVEB Curable products, ASTM Test Method 7767 to be included in the Test Methods section of the rule.
2. Suggested the guidance document receive Governing Board approval.
3. Believes the proposed reporting is overly burdensome and costly to the manufacturer.
4. Believes low-VOC products should be exempted from the labeling and reporting requirements.

Response to Public Workshop Comment 2-1

Please see the detailed discussion in the test method section of this report.

Response to Public Workshop Comment 2-2:

~~Staff is willing to~~will bring the VOC Guidance Document to the Governing Board for approval ~~if the working group deems necessary.~~

Response to Public Workshop Comment 2-3

Please see the detailed discussion in the key issues section of this staff report on the reporting requirements.

Response to Public Workshop Comment 2-4

Please see the detailed discussion in the key issues section of this staff report on the need to have all products reported to have a full profile of the emissions inventory. It is critical that this inventory includes near zero VOC, low-VOC, and higher-VOC products. Although the commenter believes that requiring low-VOC product manufacturers to report would be a disincentive for manufacturers from selling within the District, staff believes the opposite would result. When staff has a full profile to evaluate reported emissions and incorporate that data in future rule development, those low-VOC products would be the long standing products that would then have a greater share of the marketplace for complying with SCAQMD rules. Although the commenter expressed their lack of support for Rule 314, this companion rule has proven to be vital and extremely effective in reducing VOC emissions from Architectural Coatings and has led to less stringent rule making.

Public Workshop Comment 3: Amber Coluso – Port of Los Angeles

The commenter expressed the following:

1. Please include labeling requirements for the Safety Datasheets (SDS).

2. There are limited products available specifically for the marine environment and often they have to use non-marine products for marine use. It is very hard to use a waterborne product in a marine environment. They would prefer to have a category specific for a marine adhesive instead of combining it with the automotive category, as is the case for top and trim adhesives.

Response to Public Workshop Comment 3-1

The SCAQMD does not have the authority over what is included on SDS.

Response to Public Workshop Comment 3-2

For low volume use where a high-VOC product is needed, the 55_-gallon per year exemption is available. The proposed VOC limit for ~~Top~~ and ~~Trim~~ ~~Adhesives~~ ~~limit~~, which applies to automotive and marine use, will increase to 540 g/L upon rule adoption. Staff is proposing to lower the limit back to 250 g/L by 2023. The proposed VOC limit reduction will also includes a technology assessment. At the time of the assessment, staff will specifically inquire about the adhesives available for marine use and carve out a higher limit or exemption if needed.

Public Workshop Comment 4: Will Lorenz – General Coatings and the Roof Coatings Manufacturers Association

Industry viewed Clear, Paintable, and Immediately Water-Resistant category as unregulated, but now staff is proposing 250 g/L by 2023. The commenter suggested that the limit should be at 380 g/L in 2019, delaying the 250 g/L until 1/1/2023, with a technology assessment.

Response to Public Workshop Comment 4

Staff proposed a 380 g/L limit upon adoption, but will not propose a technology assessment as this product is currently subject to Rule 1168, at a VOC limit of 250 g/L. The proposal will forego compliance with 250 g/L until 2023. A further discussion is included in the response to written comment below in section 2-2.

Written Comments Received after the Public Workshop

Comment Letter #1



August 2, 2017

via e-mail - nsilva@aqmd.gov

Ms. Nicole Silva
Planning, Rule Development, and Area Sources
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Subject: Proposed Amended Rule 1168¹

Dear Ms. Silva:

The Consumer Specialty Products Association (CSPA)² appreciates the opportunity to review and comment on the South Coast Air Quality Management District (AQMD or the District) proposed amended Rule 1168 (PAR). Numerous CSPA member companies manufacture and/or market consumer products that are used in the District, and are engaging in a review of the draft proposal.

The overwhelming majority of CSPA member companies' products are subject to the provisions of the Air Resources Board's (ARB's) comprehensive statewide Consumer Products Regulations.³ Thus, CSPA has concerns about how PAR 1168 interfaces with the current ARB

¹ The text of Preliminary Draft Rule dated July 21, 2017 is posted on the AQMD website at: <http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1168/PAR1168.pdf>

² The Consumer Specialty Products Association (CSPA) is the premier trade association representing the interests of companies engaged in the manufacture, formulation, distribution and sale of more than \$100 billion annually in the U.S. of familiar consumer products that help household and institutional customers create cleaner and healthier environments. CSPA member companies employ hundreds of thousands of people globally. Products CSPA represents include disinfectants that kill germs in homes, hospitals and restaurants; air fresheners, room deodorizers and candles that eliminate odors; pest management products for home, lawn and garden, and pets; cleaning products and polishes for use throughout the home and institutions; products used to protect and improve the performance and appearance of automobiles; aerosol products and a host of other products used every day. Through its product stewardship program, Product Care[®], and scientific and business-to-business endeavors, CSPA provides its members a platform to effectively address issues regarding the health, safety and sustainability of their products. For more information, please visit www.cspa.org.

³ See Regulation for Reducing Emissions from Consumer Products 17 CCR §§ 94507-94571; and Alternative Control Plan Regulation for Consumer Products and Aerosol Coating Products 17 CCR §§ 94540-55.

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August 2, 2017
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regulations for adhesive and sealant products. In addition, CSPA has specific technical concerns with PAR 1168.

1. The inclusion of “All Other” product subcategories in Paragraph C, “Table 1 – Regulated Product Categories and VOC Limits” lacks the requisite precision for a fairly enforceable regulation. In addition, the use of such a vague and all-encompassing term is too imprecise for the AQMD to accurately calculate emission reductions.

1-1

CSPA has serious concerns about the broad over-reach and inherent compliance issues related to the proposed limits for “All Other” subcategories in PAR 1168 (e.g., “All Other Sealants”). As the ARB noted in the June 16, 2014, letter to Dr. Chang, “Definitions are necessary because it is important to distinguish the universe of products that are subject to the VOC standards from those that are not subject to standards.”⁴ The frequent use of the broad and amorphous term “All Other” in “Table 1 – Regulated Product Categories and VOC Limits” is contrary to the fundamental premise of an environmental regulation like Rule 1168: clearly identifying a particular regulatory standard that applies to a specifically defined product category. Absent such clarity manufacturers, distributors, retailers, and users of the products to cannot reasonably understand and comply with the regulation; and thus, the regulation cannot be enforced fairly by the AQMD.

Moreover, the vaguely defined “All Other” subcategories lacks the requisite precision for the AQMD to accurately calculate emission reductions that will be achieved by the new limits on the volatile organic compound (VOC) content of adhesive and sealant products.

Therefore, CSPA urges the AQMD to delete any and all references to “All Other” product subcategories in Paragraph C, “Table 1 – Regulated Product Categories and VOC Limits.”

2. As currently drafted, PAR 1168 could frustrate companies’ compliance efforts by creating a patchwork of potentially conflicting statewide and District regulations.

1-2

California leads the nation in the effort to reduce the impacts of air pollution. Since 1989, CSPA has worked cooperatively with ARB to develop VOC and reactivity limits that apply to numerous and broad categories of consumer products while maintaining the technical and commercial feasibility of the products. Those efforts have resulted in more than 50% reduction in VOC emissions from consumer products, which has contributed to the improvement in air quality throughout the entire State of California.⁵ In addition, the AQMD’s regulations have improved the health and quality of life for all residents in the South Coast Air Basin.

⁴ Letter from Ellen Peter, Esq., Chief Counsel, ARB, to Dr. Elaine Chang, Deputy Director, AQMD (June 16, 2014) at p. 3

⁵ ARB regulations establish VOC limits for broad categories of consumer product; when fully effective, these regulations will reduce VOC emissions by about 50 percent compared to 1990 levels. See “Staff Report: Initial Statement of Reasons for Proposed Rulemaking Proposed Amendments to the Antiperspirants and Deodorants Regulation, the Consumer Products Regulation, the Aerosol Coating

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1-2
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The Health and Safety Code gives the ARB authority to regulate consumer products, and defines a "consumer product" as "... a chemically formulated product used by household and institutional consumers. . . ." ⁶ Moreover, in exercising its authority to implement this statutory mandate, the ARB has interpreted the term "consumer products" to include "institutional products" or "industrial and institutional (I&I) products" (i.e., chemically formulated products used by institutional consumers).⁷

1-3

As currently drafted, PAR 1168 would expand the scope of the current District regulation to include **any** non-manufacturing uses of consumer products that are not subject to VOC limits established by the ARB Consumer Products Regulations.⁸ Such regulatory action would circumvent the California Legislature's clearly worded mandate that consumer products should be subject to regulations that are "commercially and technologically feasible and necessary" ⁹ and could create a patchwork of potentially conflicting statewide regulations (measured by percent VOC by weight) and District regulations (VOC content measured by grams per liter).

3. Technical Concerns.

1-4

Purpose and Applicability – PAR Paragraph (a): CSPA suggests including clarification similar to that found in Rule 1113 stating "that is intended to be field applied with the District." And so it would read, This rule applies to ~~all commercial and industrial~~ **any person who sells, stores, supplies, offers for sale or manufactures for sale any sales and applications of** adhesives, ~~adhesive bonding primers,~~ adhesive primers, sealants, ~~or sealant primers, or any other primers,~~ unless otherwise specifically exempted by this rule **that is intended to be field applied within the District.**

1-5

Definitions – PAR Paragraph (b)(7) Aerosol Adhesive: CSPA suggests language reflecting innovation in the aerosol industry to include aerosol products manufactured and marketed in containers other than cans, including plastic containers. Thus, the sentence would read: AEROSOL ADHESIVE ~~means is~~ any adhesive packaged as an aerosol product in which the spray mechanism is permanently housed in a ~~nonrefillable~~ **container** designed for hand-held application . . .

1-6

Administrative Requirements – PAR Paragraph (f): CSPA appreciates the discussions at the AQMD Working Group meetings regarding the reporting requirement and requests that the

Products Regulation, the Tables of MIR Values, Test Method 310, and Proposed Repeal of the Hairspray Credit Program" (August 7, 2013) at Executive Summary–2.

⁶ Cal Health & Safety Code § 41712(a)(1).

⁷ 17 CCR § 94508(a)(77).

⁸ See PAR 1168 Paragraphs (a) and (i)(11).

⁹ See Cal Health & Safety Code § 41712(b). The Health and Safety Code authorizes and requires ARB to adopt regulations to achieve the maximum feasible reduction in VOCs emitted by consumer products if the regulations are: (1) necessary to attain state and federal ambient air quality standard; and (2) commercially and technologically feasible and necessary.

CSPA Comments – Proposed Amended Rule 1168

August 2, 2017

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1-6
con't

frequency and the specific information requested be revised to lessen the administrative burdens on those who must report. CSPA urges the District to survey industry no more frequently than every five years, beginning with the year of rule adoption. During the interim years, population growth factors or economic indicators could be used to estimate product sales and use, as the California Air Resources Board does.

Thank you for your consideration of our concerns. Please contact us by phone (202-872-8110) or e-mail (jyost@cspa.org and kpowers@cspa.org) if you have questions about issues presented in these comments. We look forward to working constructively with you during this rulemaking proceeding.

Respectfully,



Joseph T. Yost
Vice President
Strategic Alliances & Industry Relations



Kristin Power
Senior Vice President
State Government Relations
& Public Policy

cc: Ravi Ramalingam, P.E., Chief, Consumer Products and Air Quality Assessment Branch,
Air Quality Planning and Science Division, Air Resources Board
CSPA Air Quality Committee
American Coatings Association
Adhesives and Sealants Council

Response 1-1

Please see the discussion in the key comment section for a further discussion.

The current rule language has default VOC limits and categories similar to the “all other” categories in the current proposal of PAR 1168. In subparagraph (c)(1) of the 2005 version of Rule 1168, a default limit of 250 g/L is set for “adhesives, adhesive bonding primers, adhesive primers, or any other primer” that do not have a VOC limit listed within the rule. The current version of the rule has several tables for the various general categories of regulated product. Staff is proposing to remove the default clause previously listed as (c)(1), and incorporate that limit throughout a single table (Table 1 in subparagraph (c)(1)), which is similar to other SCAQMD VOC rules.

Staff proposed certain “all other” categories to reflect those current limits listed within Rule 1168. The “all other adhesives” category is set at 250 g/L to maintain the current default limit listed in (c)(1) of the current rule. The “All Other Roof Adhesives” category replaced the “nonmembrane roof adhesive” category, which has a current limit of 250 g/L. The “All Other Roof Sealant” category replaced the “nonmembrane roof sealant” category, thus having a current limit of 300 g/L as in the current version of the rule. The sealant category of “All Other Architectural Applications” is set at 250 g/L to maintain the current rule limit of 250 g/L for “~~a~~Architectural sSealants.” The “~~a~~All ~~e~~Other sSealant” category is proposed to reflect the current rule limit of 420 g/L for “~~All~~ Other Sealants.”

Response 1-2

When staff began the rule development process in 2013, staff acknowledged industry’s concern regarding the statewide and regional regulations ~~of~~ for consumer products. Staff worked with CARB regarding clarification on the applicable jurisdiction of the CARB CPR and Rule 1168 and received clarification through the 2014 CARB correspondence letter referenced in this staff report. In that correspondence letter, CARB stated that if CARB regulations do not specify a VOC standard that applies to a product, then CARB does not regulate the VOC content of that product and local air ~~D~~istricts have the authority to adopt their own VOC standards of that product, regardless of whether or not it is a consumer product. This interpretation is in harmony with SCAQMD’s interpretation of the regulatory authority. Pipe cements for example, are not regulated by the CARB CPR, although they are consumer products, and have long been regulated by SCAQMD.

Staff is not proposing to regulate consumer products regulated by the CARB CPR. Staff is clarifying that all adhesive, adhesive primer, sealant, and sealant primer products, are subject to Rule 1168 if the product is not regulated by the CARB CPR, regardless of size, or if used at a stationary source.

Response 1-3

Staff is not proposing to expand the scope of Rule 1168, but clarifying that all adhesive, adhesive primer, sealant, and sealant primer products, not regulated by the CARB CPR, regardless of size, are subject to Rule 1168. This is consistent with recent rule making activities, such as the adoption of Rule 1143 – Consumer Paint Thinners & Multi-Purpose Solvents in 2009 where staff adopted

a rule that is applicable to consumer products because those products were not regulated by the CARB CPR. Although California Health and Safety Code, ~~s~~Section § 41712 authorizes CARB to regulate certain consumer products, local air districts retain the authority to adopt VOC standards for any consumer product category for which CARB has not already adopted a standard. See Cal. Health & Safety Code, Section § 41712(f). The SCAQMD has the authority to regulate any adhesives or sealants not regulated by the CARB CPR. Response 1-4

In response to including clarification similar to language found in Rule 1113 – Architectural Coatings, PAR 1168 is intended to reduce volatile organic compounds (VOC) from various sources beyond just “field applied” applications. The SCAQMD has coating rules that distinguish field application (Rule 1113) and shop applications (e.g. Rule 1107 – Coating of Metal Parts and Products and Rule 1136 – Wood Products Coatings). In contrast, Rule 1168 applies to both field and shop application of ~~adhesive and sealant~~regulated products, such as the manufacture of goods or commodities and repair work (shoe repair, ~~or~~ furniture repair, etc.).

Response 1-5

Staff appreciates the commenter’s suggestion, but staff will retain the language defining “Aerosol Adhesive” as it is the same definition as the CARB CPR. The proposed rule is retaining the exemption for aerosol adhesives; therefore, it is important that the definition mirror the CARB CPR definition.

Response 1-6

Please see further discussion in the ~~k~~Key issues-Concerns section of this staff report.

Staff revised the initial proposal of annual reporting to reports being submitted every three years until 2025, then every five years thereafter, until the proposed sunset date of 2040. The proposed frequency has taken into consideration the burden reporting may cause on industry, by reducing the number of proposed reports from 21 reports (if submitting annually) from 2019 to 2040, to six reports being submitted during that same timeframe. Annual reporting is the best option to ensure an accurate inventory, but staff is trying to address the concerns of industry.

Comment Letter #2



www.roofcoatings.org

August 17, 2017

Nicole Silva
Planning, Rule Development & Area Sources
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178

RE: Proposed Amended Rule 1168; RCMA Public Comments

Dear Ms. Silva:

The Roof Coatings Manufacturers Association (RCMA)¹ and its member companies appreciate the opportunity to comment the South Coast Air Quality Management District's (SCAQMD) Proposed Amended Rule 1168. RCMA appreciated that District staff has updated its Rule 1168 regulatory language to reflect stakeholder comments made in written and oral form during the Working Group process. We have the following comments for the public workshop:

2-1

1. Reporting and Labels of Consumer Products in an Industrial Setting

RCMA feels strongly that the California Air Resources Board (CARB) Consumer Products has governing authority over consumer products used in the State including ones proposed for industrial settings. We are concerned that future jurisdiction issues will prevent manufacturers from properly harmonizing units and restrict utilization of methods to calculate VOC limits, in order to demonstrate compliance with this rule.

In discussions with SCAQMD, RCMA appreciates that the District has proposed to allow "g/L" labeling on supplemental product documentation so that manufacturers are still able to continue to label for CARB and be compliant with Rule 1168. However, since most consumer sealants and adhesives utilize "% VOC by weight" as their VOC unit, the proposed draft still requires manufacturers to calculate VOC content for both sets of regulations to demonstrate compliance. This can lead to confusion in the marketplace, as manufacturers will constantly be faced with determining which regulations apply to their product, and which limit, label, and VOC calculation method should be employed.

Thus, RCMA requests that SCAQMD allow manufacturers to employ their existing method ("% VOC by weight") when calculating VOC limits to determine compliance with Rule 1168. This would allow SCAQMD to move forward with its interpretation of its authority, while also minimizing negative impacts on manufacturers.

¹ RCMA has served as the national trade association representing a large majority of the manufacturers of asphaltic and solar reflective roof coatings and the suppliers to the roof coatings industry. Roof coatings protect commercial and residential roofs against water, chemicals, and physical damage. This can extend the life of the roof system, reducing building-owner costs and tear-off waste. Roof coatings have numerous benefits to energy use and the environment. Reflective roof coatings lead to lower roof temperatures, which in turn reduce the Urban Heat Island Effect, air conditioning costs, and peak energy use. The vast majority of RCMA member companies are family-or employee-owned, privately held small businesses.

2-2

2. Creation of "Clear, Paintable, Immediately Water-Resistant" Category in Table 1

The implementation of this category has RCMA very concerned. Previously, there was no SCAQMD limit or category established for these products under the current Rule 1168. In discussions with staff, there was an assumption that prior to this category's creation, these products would currently meet "All Other Architectural Applications" category at 250 g/L. As an association that represents manufacturers, we have been unable to find products in the Basin that are clear, paintable, immediately water-resistant, effective, and meet the 250 g/L limit. Since there are no products that meet the proposed limit, RCMA believes that the 250 g/L limit is unfeasible and technology forcing. Furthermore, this reinforces the ambiguity of the "all-other" category where adhesive and sealants are subject to restricted limits without determining whether technological feasibility applies.

In the 2nd Working Group presentation, there was a proposal for SCAQMD to "raise" the limit to 380 g/L, based on the sales weighted average of products in a survey currently sold in the South Coast basin. We find this to be a guess at best and without a technology assessment, we have no other reason to know if products that perform within this new category are technologically feasible to get to a lower VOC.

RCMA proposes two things: (1) the 380 g/L limit for "Clear, Paintable, Immediately Water-Resistant" be moved to effective on "1/1/2019" and the proposed 250 g/L limit be moved to "1/1/2023" with the added note that it is dependent on the results of a technology assessment; (2) complete a technology assessment for "Clear, Paintable, Immediately Water-Resistant" products to ensure that they can meet the 250 g/L limit and still be effective before the limit goes into effect.

It is unrealistic and anti-competitive to immediately impose a limit on these products without giving industry time to reformulate and clarify the confusion for the supply chain and consumers on what the limit would be on these products.

2-3

3. Test Methodology

It appears that paragraph (e)(6) has been imported from Rule 1113: "when more than one test method is specified for testing, a violation of **any** of the test methods used would constitute a violation of this rule." However, Rule 1113 applies to architectural coatings products (i.e. products that are wide ranging but fairly homogenous in their application techniques and packaging).

In contrast, Rule 1168 products are far more specific by technologies, applications, packaging, and uses. Therefore, industry needs to know what test methods the various products are being measured with if SCAQMD allows manufacturers to use equivalent test methods. This current language for test methodology is not properly focused on defining VOC compliance. Instead, we believe this "any" wording as making this 1168 revision contentious and potentially creating an unfounded enforcement concern

RCMA would like to propose the District create a stakeholder group to discuss which test methods would be appropriate for each product category, and suggests revising or removing section (e)(6).

The Association appreciates the positive relationships we have built with the South Coast Air Quality Management District and looks forward to continuing collaboration to work toward improved air quality and achievable regulatory activities.

Sincerely,

A handwritten signature in cursive script that reads "Chelsea Ritchie".

Chelsea Ritchie
Director of Legislative and Regulatory Affairs
Roof Coatings Manufacturers Association (RCMA)
750 National Press Building
529 Fourteenth Street, NW
Washington, D.C. 20045

Response 2-1

Manufacturers and private labelers that manufacture regulated product applicable to Rule 1168 currently have to comply with the VOC content set forth by the rule in the units of grams per liter (g/L). Other agencies may elect to allow manufacturers to list the VOC content of their product by weight percent, but SCAQMD VOC rules require that the VOC content be according to g/L to ensure proper and consistent enforcement. Since there may be products that are applicable and in compliance with the CARB CPR, but incorporated into or used exclusively in the manufacture of the goods or commodities, SCAQMD staff proposed the alternative to container labeling by listing the VOC content in supplemental documentation from the manufacturer. Staff has also explained to industry that there are products considered consumer products that are exempted from the CARB CPR, and thus subject to Rule 1168. Staff will retain the g/L in the table of standards, and in the requirements for labeling and reporting as explained throughout this staff report.

Response 2-2

Staff disagrees with industry's belief that those products that are classified as Clear, Paintable, and Immediately Water Resistant Sealant are unregulated by Rule 1168. To address this misunderstanding of the regulatory authority over this category, staff received clarification from CARB through the CARB correspondence letter. Staff categorizes these products as Architectural Sealants, with the current limit of 250 g/L. Although industry felt that these products were unregulated, SCAQMD has always viewed these products as subject to Rule 1168, regardless of size.

Staff recognizes that products categorized as Clear, Paintable, and Immediately Water Resistant Sealants do not meet the limit of 250 g/L, but has given industry ample notice that these products are applicable to Rule 1168 and would be clarified by explicitly defining a category in PAR 1168. Furthermore, staff delayed enforcement against this category of products in an effort to work with industry to reach compliance with the requirements of this rule.

This rule amendment process began in 2013, at which point the affected industry was aware of the SCAQMD's interpretation of the regulation and the intention to reduce the VOC limit. Staff had proposed to reduce the VOC limit to 50 g/L by January 1, 2018 for these products to align the VOC limit with the future VOC limit for architectural sealants. The current proposal is to reduce the VOC limit to 250 g/L by January 1, 2023 so they comply with the current VOC limit. While industry had four years to conduct research and development, the current proposal allows an additional six years before the lower VOC limit becomes effective with a less drastic VOC limit reduction.

Further, many low-VOC sealants are clear and immediately waterproof, or paintable and immediately waterproof, so end-users have products available to meet the need of having an immediately waterproof sealant. The SCAQMD is in an extreme non-attainment area for ozone, so all VOC reductions must be considered.

Response 2-3

Staff recognizes the concern created with including the previously proposed language for Multiple Test Methods in (e)(6) and removed that language. Staff is proposing to create a guidance

document to explain the test method determination based on type of product, chemistry, and VOC content. Staff agrees with the comment that a stakeholder group should be formed to discuss the creation of the guidance document and will seek Governing Board approval ~~if deemed necessary~~.

Comment Letter #3



August 30, 2017

Ms. Nicole Silva
Air Quality Specialist
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4182

Dear Ms. Silva:

The Adhesive and Sealant Council (ASC) is a North American trade association representing 121 manufacturers of adhesives, sealants and suppliers of raw materials to the industry. As director of government relations for ASC, I appreciate the opportunity to offer comments on the South Coast Air Quality Management District's (SCAQMD) proposed revision to Rule 1168.

Section (a): Purpose and Applicability

Since 2014 ASC has been concerned with the AQMD's decision to expand the scope of Rule 1168 to include non-manufacturing uses of consumer products for which there is no volatile organic compound limit (VOC) mandated by the California Air Resources Board's (CARB) *Regulation for Reducing Emissions from Consumer Products*. This decision will result in consumer adhesive and sealant products presently not regulated by CARB being subject to the South Coast's "all other" category of 250 g/l without any technological feasibility considerations.

3-1

Subsequently this will create a sense of confusion among manufacturers, distributors, retailers and the end user community as to how these two regulations interrelate and what parties may be held responsible for future violations. As one example, smaller regional manufacturers marketing products into California, designed only for the consumer market, may be unaware they are committing a violation within the confines of the South Coast.

Consumer adhesives and sealants are marketed in a wide range of retail venues throughout the district and manufacturers of these products have no control over who purchases these products and how they are used. At some future point SCAQMD enforcement staff may find such products being used inappropriately in a manufacturing facility yet the current rule proposal provides no absolution for an unknowing product manufacturer who could then be subject to financial penalties.

ASC urges that South Coast reconsider adding consumer products not presently regulated by CARB to this rule.

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Section (c): Requirements

It is ASC's understanding from discussions with its members that for the most part the latest proposed VOC limits will be manageable but there are some applications that still raise serious concerns.

One application category of concern is the Wood Flooring Adhesive limit being reduced from the current 100 g/l to 20 g/l in 2021. While water-based products will most likely meet that lower limit, it is unclear whether these types of products will address all the types of situations by which wood flooring must be bonded. There are certain challenging bonding situations where the adhesives require either a polyurethane or another solvent-based alternative is required.

Some examples would include:

3-2

- Solid wood planking that is now available in widths of 24";
- Engineered wood flooring -- most subflooring in new construction is not absorbent enough for water-based adhesives thus when this type flooring wider than 3" it is likely to cup with anything less than higher solvent alternative;
- Bamboo flooring.

In addition, most water-based adhesives are formulated outside of the South Coast and shipped into California in unheated transportation. Water-based materials susceptible to freeze-thaw conditions could be compromised during shipping in winter months and more likely to fail particularly when attempting to bond more challenging applications.

One final comment with regard to the Wood Flooring Adhesives issue, it should be pointed out that SCAQMD's *Draft Staff Report for Rule 1168*, issued in July 2017, lists eleven wood flooring adhesive products that would meet the new 20 g/l limit (page 22). Discussions with our members seem to indicate that at least two and possibly more of these products are not generally classified as wood flooring adhesives. ASC asks that SCAQMD staff review this list again and determine how many of these products actually meet the Rule 1168 definition of Wood Flooring Adhesive.

3-3

Another area of concern is the spray foam sealant category. First, it is important to note that while the rule proposal seems to address only polyurethane foam sealant and ignores Latex-based foam sealants. These Latex-based foam sealants are products that greatly differ from the polyurethane foam sealant products, in terms of chemistry, application and market share.

Unlike polyurethane products, these products would need a freeze-thaw stable chemical such as ethylene glycol, propylene glycol or an alcohol as their ingredient in order to protect the product from freeze cycles. These freeze-thaw stable chemicals are VOC's, thus contributing to the overall VOC content of the product. Additionally, the Latex-based foam sealant products are used in smaller indoor applications by those consumers who would prefer the use of an MDI free

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foam sealant. These products are almost never used by the facilities in the district in a manner that would constitute a non-consumer use.

Making up less than one percent of the foam sealant market, regulating the Latex-based foam sealant category would not offer much VOC emission reductions in the district. The proposed 50 g/L VOC limit for the Foam Sealant category assumes a successful reformulation of the category where a non-VOC propellant is used to dispense the foam. Even should a hydrocarbon propellant with a non-VOC delivery system be successfully commercialized, Latex-based foam products would still have enough VOC's in their formulation as freeze-thaw stable chemicals that would render the product noncompliant under this proposed rule.

3-3
cont

Considering that Latex-based foam sealants are the only MDI free foam sealant options available to those consumers who do not want to risk exposure to MDI for health reasons, regulating these products would place them out of these customers' ability to purchase.

We strongly recommend the agency to treat the Latex-based foam sealants as a separate product category by explicitly excluding it from the Foam Sealant definition and subject the category to the default VOC limit of 250 g/L.

With regard to spray polyurethane foam limit that would assign 200 g/l limit upon adoption of the rule and a reduction 50 g/l in 2023, ASC believes this reduction to the lower limit is not practical and seems arbitrary given the present delivery agents available.

One proven alternative, HFC-134a, has been eliminated as a result of the U.S Environmental Protection Agency's (EPA) Significant New Alternatives Policy regulations on foam blowing agents. Current available hydrofluoroolefins (HFOs) that have been suggested do not meet product performance requirements because they lack appropriate vapor pressure. Any blowing agent used in insulating foam sealant aerosol cans must not only help the product create the insulating foam by producing closed cells in the foam, it must also behave as a propellant that will remove the entire product from the can to avoid product waste. The current HFOs are not drop-in replacements that will allow these products to meet these requirements. Foam sealant product change developments and building code testing require a minimum of 3 to 5 years for conversion.

Currently the proposed rule would initiate a technology assessment to be conducted by January 1, 2022 with a report on the results of the technology assessment be reported to the District's Stationary Source Committee prior to the January 1, 2023 proposed implementation date. ASC suggests removing the 50 g/l VOC limit from the proposal until a technology assessment actually finds that a lower VOC limit is warranted. At that time a lowered limit can be implemented in a future rule with an acceptable timetable.

Finally, the proposed 'foam sealant' category requires further refinement. As written in the draft, the two distinct product types are mixed and would create confusion to the regulated community. ASC proposes the following changes to correctly address the aerosol foam sealant can products as outlined in the Preliminary Draft Staff Report:

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(35) FOAM SEALANT is ~~a an aerosolized one component pre-polymerized~~ foam used to fill and form a durable, airtight, water-resistant seal to common building substrates such as wood, brick, concrete, foam board and plastics. ~~Foam sealant includes insulating foam.~~

~~(43) INSULATING FOAM is polymer-containing material injected into wall cavities to provide thermal resistance and sound reduction.~~

3-4

ASC recognizes the District's efforts to update the VOC limit for the Top and Trim Adhesive category but we believe these products still need a transition period to reformulate these products to meet the proposed VOC limit. The introduction of new raw materials will create logistical challenges and would put added strains on our members' facilities, especially when inventories of the old raw materials and other related items such as product labels and containers have not yet been exhausted. Product labels are preprinted and would typically take about 3 months to develop and get ready for production. ASC realizes that these challenges do not arise from the proposed VOC limit going into effect upon adoption, but from the potentially very short transition period relating to the exclusion of the Top and Trim Adhesive category from the low volume exemption under (i)(7). While we strongly support the exclusion of the Top and Trim category from this exemption, we believe the industry would need more time to transition into the new VOC limit. The proposed January 1, 2018 date for this exclusion would become unworkable if this proposed rule is adopted in the later parts of Calendar Year 2017. We recommend modifying the text in (i)(7) to read as follows:

.... ~~Effective January 1, 2018, a~~ facility may not use this paragraph to exclude non-compliant rubber vulcanization adhesives and top and trim adhesives one year after the date this rule is adopted.

3-5

One other area of concern in the Requirements Section is the District's decision to limit the sell-through and use through-period to three years from the point the rule takes effect. While the Council recognizes that most of the products regulated by Rule 1168 are rapidly sold and utilized, the latest proposal does not assign a responsibility for disposal of "orphaned" products remaining on the shelves beyond the three-year limit. ASC believes an unlimited sell-through period is appropriate in this situation.

Section (f) Administrative Requirements

3-6

ASC recognizes that South Coast has made concessions with regard to reporting requirements timetable proposal but the District also should recognize that even the most recent proposal will represent an extremely burdensome information request for our members.

For example, it appears that the District will not allow product grouping and require that individual products. In the past larger companies have grouped and reported very similar products with different technologies that still are very close in VOC content. By now requiring that these products be reported individually, companies will be confronted with further administrative burdens that will provide no real additional understanding to the District staff. While companies may report volumes of products *shipped* into the District, there is no real ability to know what volume of these products are actually *sold* in the District.

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This expensive and labor intensive exercise whether it be every three years or every five years, will still remain a remarkable cost burden to adhesive and sealant manufacturers that may provide very limited additional information to the District staff.

3-7

Another concern that ASC members have is new requirement that end users report information related to the existing 55-gallon exemption. Several ASC members have noted to us that they sell products covered by these requirements through distributors and, therefore do not have a direct relationship with these end users. This will require that these distributorships be responsible for explaining to those impacted by the rule the reporting requirements, and our members are unsure whether some distributorships will have the willingness or expertise to explain the new requirements to those using our members' products.

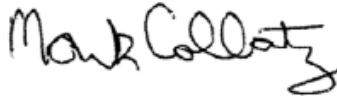
Section (i): Exemptions

3-8

With regard to exemptions ASC would like to recognize and thank the District for clarifying that Rule 1168 does not apply to adhesive tapes as well as maintaining the aerosol adhesive that allows the use of specialized products need by various industries within the South Coast.

If you have any questions, please contact me at 301/986-9700 ext. 112

Respectfully submitted,



Mark Collatz
Director of Government Relations

Response 3-1

See the ~~Key comment~~ Concerns section of this staff report and responses to comments 1-1, 1-2, and 1-3.

Staff also would like to acknowledge the commenter's request to "reconsider adding consumer products not presently regulated by CARB to this rule." Although language has been added to provide clarity to the existing exemption regarding the CARB CPR, SCAQMD always considered products excluded from the CARB CPR to be regulated by Rule 1168. The position SCAQMD has regarding its regulatory authority over regulated products that are excluded from the CARB CPR was further supported by the CARB correspondence letters.

Response 3-2

Staff based the proposal on the survey data, which showed that about half of the currently available products meet the future proposed VOC limit. The survey did not include product type (waterborne or solvent based), so no assumptions on formulation from the data can be made.

With respect to freeze/thaw stability agents, staff has reviewed numerous technical data sheets for products that will meet the proposed limits and has found that a significant percentage of them are freeze/thaw stable. While adding co-solvents is one method to enhance freeze/thaw stability, there are other, non-VOC methods as well. Freeze thaw is not a significant issue in the SCAQMD, but shipping of products can be an issue. On a recent visit to a large distribution center, staff noted many containers of different regulated products that stated they are not freeze thaw stable. Therefore, the manufacturers and distributors have mechanism to prevent freezing during shipping and storage.

The list of products in the staff report is just a subset of products found through internet searches or based on the survey responses and is not intended to be a comprehensive list of future compliant products.

Based on this comment and the high sales volume of product that must be reformulated, staff will delay the effective date until January 1, 2023.

Response 3-3

Foam sealants include both latex and polyurethane foams. Most SCAQMD product categories are not specific to a particular chemistry but to the *use* of the product. Most discussions regarding foam sealants focus on polyurethane chemistries because the majority of products are polyurethane. Concerning the methylene diphenyl diisocyanate (MDI) in the foam, the one component urethanes contain pre-polymerize polyurethane so there is no exposure to free MDI in those products.

Concerning HFC-134a, staff wants to point out the Significant New Alternative Policy or SNAP regulation was recently overturned. Staff is not encouraging the use of compounds with a high Global Warming Potential but wanted to make this clarification.

Staff removed the 200 g/L requirement to be effective upon adoption and instead proposed a 250 g/L current limit for Foam Sealants with a 50 g/L limit effective in 2023 and 50 g/L limit for Insulating Foam. Staff proposed a ~~5~~five year implementation timeline to allow time for reformulation. The initial proposed amendment in 2014 included a 20 g/L VOC limit with an effective date of January 1, 2018. The current proposal for the Foam Sealant category is a 50 g/L VOC limit effective January 1, 2023 and includes a technology assessment for staff to evaluate the progress of reformulation. Staff developed this limit and timeframe with stakeholder feedback on what is feasible. Staff amended the proposal to include an early technology assessment in 2020 to gauge progress on reformulation efforts.

Staff included a separate definition for insulating foam, and changed the definition of foam sealant accordingly. Based on a comment letter submitted to the Stationary Source Committee on September 13, 2017 from the American Chemistry Council and subsequent discussions, staff revised the proposal to rename “insulating foam” “foam insulation” with a 250 g/L VOC limit.

Response 3-4

Staff agrees and is proposing an effective date of January 1, 2019.

Response 3-5

Staff would like to clarify that ~~the three-year proposed~~ sell-through and use-through provisions begin when the reduced VOC limit for a particular category becomes effective. An unlimited sell-through provision is inconsistent with other consumer product regulations and with the shelf life of these products. Products do not have an unlimited shelf life; therefore, unlimited sell-through is not warranted.

Response 3-6

See comment 1-6.

Staff ~~has proposed~~ similar reporting requirements to ~~that which is included in~~ Rule 314 – Fees for Architectural Coatings, which exclude grouping. Although Rule 314 originally allowed grouping, staff found that grouping led to inaccurate reporting (during audits manufacturers could not explain which products were grouped) and can be an issue when verifying compliance (if a manufacturer groups products, inspection staff has no way to verify if any specific product was reported).

Response 3-7

Rule 1168 has always had a prohibition of sale for regulated products. This prohibition of sale extends to the manufacturer and the supplier, whether that be the direct sale from the manufacturer to the distributor, or the distributor to the end-user. If a product was marketed for sale for noncompliant use, then the point of sale could be responsible for violation of the rule.

The 55-gallon per year exemption applies to the end-user. SCAQMD enforcement staff will ensure that the end-users are complying with this regulation. If the end-user ~~were was~~ violating the exemption by using more than 55-gallons per year, the violation would be on the end-user

unless it can be proven that the manufacturer or distributor knowingly provided more than 55-gallons per year of a non-compliant product to a facility.

Response 3-8

Staff appreciates the commenter's support of the proposed exemption for adhesive tape.

Comment Letter #4



August 30, 2017

SENT VIA E-MAIL

Nicole Silva
Air Quality Specialist
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Re: SCAQMD Proposed Amended Rule 1168

Dear Ms. Silva:

Members of the Southern California Air Quality Alliance have been actively participating in the rule development process for proposed amended Rule 1168. I have also attended many of the working group meetings, either in person or via teleconference. We appreciate the willingness of SCAQMD staff to consider and address our concerns.

4-1

After reviewing the latest version of the proposed rule amendments, we have one concern remaining: the "sell through" provision contained in subparagraph (c)(3) of the proposed amendments. Our concern is not so much with the "sell through" provision *per se*, but with its applicability to "use" of the product as well. As the rule language currently reads, it is possible for a person to legally purchase a product at the end of the "sell through" period and not be able to legally use it the next day. It is likely that most of the products subject to the rule will have date codes showing when they were manufactured which are not readily decipherable by the purchaser and we believe it is unfair to the purchaser to impose liability for use of product that was only recently purchased but beyond the three year "sell through" period.

We therefore request that an additional "use through" period be provided beyond the "sell through" period. We would suggest an additional 1-2 years.

Thank you for your consideration of this request.

Very truly yours

A handwritten signature in black ink, appearing to read "C. Coleman".

Curtis L. Coleman, Esq.
Executive Director
Southern California Air Quality Alliance

6601 Center Drive West
Suite 500
Los Angeles, CA 90045
Attn: Curtis L. Coleman
(310) 348-8186 Ph
(310) 670-1229 Fax
colemanlaw@earthlink.net

Response 4-1

Please see response to comment 3-5.

The three-year sell-through period allows the manufacturer, distributor, and end-user to decrease the inventory of remaining stock within the “shelf-life” of the products. The majority of the products manufactured before the VOC limit change is sold within in the first year of the sell-through period. The remaining two years provides a buffer to sell/use any remaining products so the manufacturer does not have to go to each retailer to collect old unsold containers. Staff feels the three-year time period is ample for both sell-through and use-through.

Comment Letter #5



**ERA | EPDM ROOFING
ASSOCIATION**

July 17, 2017

Nicole Silva
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Dear Ms. Silva:

On behalf of the Single Ply Roofing Industry (SPRI) and the EPDM Roofing Association (ERA), we are providing joint comments on Proposed Amended Rule (PAR) 1168 – Adhesive and Sealant Applications (06/09/17 draft). The SPRI and the ERA are trade associations representing the manufacturers of commercial roofing products; member lists may be found on our websites. The Associations appreciate this opportunity to comment on PAR 1168 with an eye toward allowing the South Coast Air Quality Management District (District) to substantially achieve its emissions reductions goals while maintaining an economically vibrant local roofing industry.

The SPRI and ERA have been active in all aspects of the rulemaking on PAR 1168, including attending working group meetings, workshops and providing comments for the District staff's consideration in its forthcoming environmental assessment. The ERA and SPRI very much appreciate the generosity of the SCAQMD staff to take phone calls from and have meetings with our staff and members to answer questions and clarify issues. The Associations are committed to improving air quality as evidenced by our work with the Northeast and Mid-Atlantic states as they adopted their new VOC regulations over the past ten years.

As we will explain in more detail below, the SPRI and ERA do not support the currently proposed limits of 200 g/L VOC on single-ply adhesives, 250 g/L on single-ply sealants and is also concerned about the proposed 200 g/L limit in the other roofing adhesive category. These limits are not realistic for all products contained in the product categories because products used in many roofing applications are developed for use in very specific situations, with specific products and installation methods, and for specific purposes. The roofing industry has a high percentage of adhered roofs. EPDM and PVC systems are generally put down as adhered; with PVC is in the 50% range and EPDM in the 65% range. TPO has less adhered systems but has more total square footage of adhered than EPDM and PVC combined.

5-1

If the District adopts these proposed limits, the life expectancy of many roofs will be shortened, roofing costs may increase significantly, employment in the roofing industry may be limited (particularly in cooler months) and in some cases the integrity of roofs may be compromised. The resulting socio-economic impacts on the local roofing industry could be severe and would be unjustified. The ERA and SPRI propose alternative limits of 250 g/L and 450 g/L on some applications in some product categories in an effort to help the District achieve its goals without these adverse impacts. In addition, the ERA and SPRI are offering to collaborate with the District on the development of subcategories of the product categories in order to distinguish among the difference in adhesives and sealants.

5-1
cont

Below we elaborate on these and other specific issues raised by PAR 1168, I'd like to provide an overview of single-ply roofing systems and some of the general challenges associated with PAR 1168.

Single-Ply Roofing Systems: Adhered & Mechanically Attached Systems

Adhered single ply roofing systems are also very common in the commercial roofing industry. Adhered systems have also been offered by many manufacturers for decades. An adhered single ply roofing system utilizes an adhesive to bond the roofing membrane to the roof deck or a substrate such as rigid insulation board or other cover board. These include wood fiber board, gypsum board, polyisocyanurate board, plywood, OSB or other cover boards to name a few. The insulation and/or cover board can be mechanically attached to the structural deck (dependent on deck type) or adhered to the deck using an adhesive. If the cover board is mechanically attached, it is typically fastened in a specific pattern which distributes the load equally across a typical 4ft by 8ft board. Fastening patterns and fastener frequency is dictated by many design factors which include the design wind speed, building height and other factors which are very important and detailed in the building code. Once the cover board or insulation is fastened or adhered to the roof deck, a single ply membrane can be adhered to the cover board/insulation using adhesive. The adhesive can be from many different classes of adhesive depending on the local site conditions. Adhesives are offered in a variety of compositions but the most widely used are solvent based contact adhesives.

Mechanically attached as the name implies, is designed so that the membrane is attached to the roof deck by means of a mechanical fastening. The fastening is utilized to secure the membrane through the cover board or insulation to the structural roof deck of a building. The cover board or insulation is also mechanically attached to the roof deck using separate fasteners and plates. The resulting system attachment concentrates the wind loads on the membrane at these fastening rows. The deck type, fastener, plate and/or bar and membrane dictate the maximum wind load performance of a mechanically attached system. Even with mechanically attached roof assemblies, some adhesives, primers or cleaners are required. For example, most parapet wall applications still require the use of adhesives for membrane attachment.

There are some significant performance differences between an adhered system and a mechanically fastened system. Some of the key differences are as follows:

- An adhered single ply roofing system offers the highest wind uplift ratings in the industry. Depending on the complete roofing assembly, wind uplift ratings in excess of 225 psf are common. This is very important in the design of roofing assemblies in high wind speed areas. For example, these areas would include buildings located in hurricane prone areas, high rise buildings (in excess of 50ft.), buildings located adjacent to mountain ranges and areas adjacent to large bodies of water, to name a few. Mechanically attached roofing systems have to be fastened in very narrow fastener rows with high fastener densities to achieve a wind uplift rating in the same range. The maximum adhered uplift available is in excess of 900psf.
- An adhered single ply roofing system provides improved wind uplift load distribution across the roof. When an adhered system is installed, the fastened or adhered cover board or insulation distributes the wind uplift load symmetrically across the entire roof. A mechanically attached roofing system "point" loads the roof at the fastening rows. Point loading typically limits the roofing system design depending on the actual deck type and specific deck attachment. (note –

Factory Mutual Insurance Company recently limited the fastener row spacing of mechanically attached systems over metal deck due to “point” loading).

- Puncture resistance of an adhered roofing system is typically significantly greater than a mechanically attached roofing system. When the membrane is adhered to a cover board, there is an additive effect to resisting puncture from elements such as hail. Since a mechanically attached membrane is loose between the fastening rows, this reduces the puncture resistance of the membrane in most cases.
- Since an adhered system is adhered or fastened to the roof deck at a uniform rate, the system moves with the building as expansion and contraction occur during the course of the day. Temperature swings of 30°F or more can create a significant amount of movement in a building. Mechanically attached systems are subject to more localized movement since the attachment method concentrates loads in rows.

5-1
con't

As illustrated in the attached schematics, while there are hundreds of combinations that make up a roofing system and a roofing assembly, it can be grossly simplified into the four types shown. The urethane adhesive used to secure the insulation in many assemblies will skew your “Single Ply Roofing Membrane Adhesives” sales volume data because urethane adhesives are primarily used for insulation or cover board attachment. Using less insulation is simply not a good option for the thermal performance of the roofing assembly and energy performance of the building, even in a temperate climate like Southern California. Urethane adhesives can be used for Single Ply Membrane, but may be limited to attaching fleece-backed membranes. Fleece-backed membrane is a highly specialized roof system that is typically higher in cost. Transitioning to fleece-backed systems is not a feasible option for the industry, neither for the roofing contractor nor the building owner.

General Challenges with PAR 1168

The following basic concepts about the roofing industry should help you understand our specific comments on PAR 1168.

- Not all adhesives are alike, having been designed for ultimate bond with specific membranes; and not all of them can be used with every roofing assembly and/or for the same purposes. 20% of products would meet the VOC criteria, but the membrane type would be limited to fleece-backed membrane for urethane systems which presents a significant product restriction to the consumer.
- Further complicating matters, 30% of the sealants that DO meet the VOC criteria ALSO require a primer.
- 80% of the products currently in the marketplace would be eliminated. Some of these eliminated products are used in vertical applications. ALL roofs have parapets of some sort or other vertical applications. In these instances, products with currently permitted VOC levels are needed to be able to handle this level of detail.
- The roof system is an integral part to the overall building envelop, protecting the buildings occupants and contents from the elements. Roofing adhesives and sealants were designed to adhere and maintain a watertight seal over a wide range of weather extremes for 20-30 years. These adhesives and sealants are used to install large areas of roofs in the South Coast district that impact numerous buildings. The estimated emissions reduction of PAR 1168 for Single Ply

5-1
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and Non-Membrane Roofing Adhesives and Sealants is ~0.2TPD, which is a fraction of the emissions reduction achieved for Wood Flooring Adhesives, Foam Sealants, Architectural Sealants, and PVC Welding (~1TPD reduction).

- Polymers used in adhesive formulations vary due to membrane type, and solvents used in dispersing polymers are specific. For example, solvents used for neoprene polymer (used in EPDM adhesives) are xylene and toluene. Other solvents like hexane and heptane are used in the formulation as drying agents.
- There are functional limitations with exempt solvents, such as low flash points, higher dry-times, potential increase in blistering, high costs, limited availability and excessive pungent odor.
- Application concerns include longer dry-times with water based adhesives and urethanes used in ribbon applications process and fleece-backed materials.
- Some products have usage limitations based on climatic conditions; for example, the average lows in the South Coast Air Basin during December – February are such that some low VOC products can be used only between 10am-2pm during those months. In addition, even during those times when the ambient temperature may go above the temperature required to use the product, the surface temperature of the roof may remain cooler due to night-time radiative cooling. A white paper by the Director of Technology at Johns Manville, Zebonie Sukle, found the following:
 - Case studies demonstrating field issues with water-based and low VOC adhesives at temperatures below 55 degrees.
 - Lab testing and field data that demonstrates concerns when using water-based adhesive at temperatures less than 60 degrees with dew points of 45 and higher.
 - Application issues with the “spreadability” of low VOC adhesives at temperatures less than 60 degrees.

Compiled reports from both Associations’ members indicate installation-related performance issues with water-based and low VOC adhesives and sealants in the following states: Alabama, Georgia, Florida, Nevada, North Carolina, Texas, and California. Of the cases in California at least three roofs are *located in the South Coast Air Quality Management District*.

- Some products have shipping and storage limitations; for example, some water-based and low VOC products must be shipped at and stored at or above 60 degrees. If adhesives are shipped from a cold climate, they must not freeze during shipment and the product will be ruined and will need to be thrown out. Solvent based adhesives can be exposed to below freezing temperatures and then be brought up to room temperature and used, but water-based adhesives cannot. Therefore, even if application temperatures are high enough to install, getting the product to the customer can be an issue in the winter. The vast majority of roofing adhesives in the market today are manufactured in Indiana, Ohio, and Pennsylvania. In addition, not every distribution center and/or roofing contractor’s warehouse are climate controlled.
- Various professionals in the roofing industry have discussed issues with excessive rooftop moisture from concrete decking. Again, problems have been experienced in Southern California with base flashings adhered to concrete substrates (such as walls) with excess moisture using water based bonding adhesives (which are often mated too soon to hasten application, thus trapping moisture from the adhesive) to concrete substrates with excessive moisture often results in un-adhered areas. Solvent based bonding adhesives are much more forgiving in this regard (see article “Moisture Problems Overhead”).
- Many of the challenges associated with the use of water-based and LOW VOC products are related to temperature. While the climate of SCAQMD is generally temperate, temperatures

5-1
cont

drop below 50 degrees with some regularity and below 40 degrees on occasion. Based on the challenges outlined in the Suple research and detailed in case studies, roofing contractors in SCAQMD are going to encounter significant delays during periods of cold weather if they are required to use products that meet the proposed standards.

- While all of our manufacturing members offer some adhesives that meet the proposed standard, those particular products cannot be used in every roofing assembly and for every application. In particular, limiting the product availability of adhesives will likely force a move to only one type of roofing installation with a smaller number of components, thereby significantly limited availability for the Southern California consumer.

General Challenges with PAR 1168 and Proposed Limits

5-2

- The current VOC limit for roofing sealants is 450 g/L. PAR 1168 would reduce that limit to 250 g/L. Unfortunately, some sealants critical to most roofing applications are not available in such low VOC concentrations, and they are not expected to be available in the foreseeable future. In particular, cut edge sealant cannot meet the proposed 250 g/L limit. Moreover, there are some other specialized sealants used in some roofing applications that cannot meet the proposed limit. If the limit applies to all sealants uniformly, then the associated roofing applications will not be available in the District, severely restricting roofing options. The ERA and SPRI propose the development of subcategories for the product categories and that the limit remain at 450 g/L for some of these subcategories.

5-3

- The current VOC limit for roofing adhesives is 250 g/L. PAR 1168 would reduce that limit to 200 g/L. Unfortunately, adhesives critical to roofing applications that carry 30-year warranties are not available in such low VOC concentrations, and they are not expected to be available in the foreseeable future. If this limit applies to all roofing adhesives uniformly, then roofing applications will be limited to those that carry shorter 10- to 20-year warranties. This will result in more frequent re-roofing and increased roofing costs in the District, as compared with surrounding areas. These cost increases would certainly have a negative impact on the local roofing industry, in terms of both sales and employment. Roofs that are also replaced more frequently will negatively impact air quality by the transportation needed to deliver materials for the new roof and by transporting the old roof to the landfill. Moreover, low VOC adhesives have long curing times and temperature restrictions that only allow them to be used in warmer weather, which likely would significantly reduce the length of the roofing season, with negative impacts on sales and employment.

The SPRI and ERA propose the development of subcategories for the product categories and that the limit remain at 250 g/L for most adhesives. There is a sub-category of products, insulation adhesives, where there is sufficient product availability below 100 g/L.

5-4

- To determine if we can lower the VOC content of products to less than the proposed limits will require significant development efforts by all manufacturers. Since manufacturers warrant many roof systems for upwards of 30 years, they must conduct the proper studies to ensure that any new adhesive will perform over that period of time. This work includes laboratory studies, field studies and code testing with such entities as Factory Mutual and Underwriters Laboratories. This development work can easily exceed a 2-3 year time frame. After the development and approval processes, then time is needed to bring the products to the marketplace and train roofing contractors in the unique application methods of these new, lower VOC products. Therefore, the Associations request that single-ply and other roofing adhesives have the effective implementation date of January 1, 2023.

5-5

- In addition, as referenced above, the ERA and SPRI would like to propose subcategories for the product categories. However, the roofing manufacturing community needs adequate time to evaluate the technical merits of the proposed VOC standards for 50 categories of adhesives and sealants and provide feedback to the agency on the merits of the proposed subcategories. Therefore, the SPRI and ERA request a three month time period to develop the next set of comments on these subcategories and can provide this information the SCAQMD by September 30, 2017.

Conclusion

The Single Ply Roofing Industry (SPRI) and the EPDM Roofing Association (ERA), very much appreciate the generosity of the SCAQMD staff to take phone calls from and have meetings with our staff and members to answer questions and clarify issues. The SPRI and ERA are committed to improving air quality and continuing to work with SCAQMD staff to maintain an economically vibrant local roofing industry.

Thank you for your time.

Sincerely,



Ellen Breipohl Thorp
Associate Executive Director
EPDM Roofing Association



Mike Ennis
Technical Director
Single Ply Roofing Industry

cc: Mike Ducharme, Carlisle SynTec, Inc.; Chair, EPDM Roofing Association
Zeb Suple, Johns Manville; President-Elect, Single Ply Roofing Industry



ERA | EPDM ROOFING
ASSOCIATION

August 30, 2017

Nicole Silva
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Dear Ms. Silva:

5-6

On behalf of the Single Ply Roofing Industry (SPRI) and the EPDM Roofing Association (ERA), we are providing joint comments on Proposed Amended Rule (PAR) 1168 – Adhesive and Sealant Applications (06/09/17 draft). The SPRI and the ERA are trade associations representing the manufacturers of commercial roofing products; member lists may be found on our websites. The Associations appreciate this opportunity to comment on PAR 1168 with an eye toward allowing the South Coast Air Quality Management District (District) to substantially achieve its emissions reductions goals while maintaining an economically vibrant local roofing industry.

The SPRI and ERA have been active in all aspects of the rulemaking on PAR 1168, including attending working group meetings, workshops and providing comments for the District staff's consideration in its forthcoming environmental assessment. The Associations are committed to improving air quality as evidenced by our work with the Northeast and Mid-Atlantic states as they adopted their new VOC regulations over the past ten years.

The purpose of this letter is to serve as a supplement to our communication dated July 17, 2017, to identify a new set of subcategories that is applicable to the single-ply roofing industry, and to set the VOC limits that the single-ply roofing industry can achieve in each subcategory.

(continued on next page)

The charts below detail these subcategories and limits.

Adhesives

Sub Category 2	Current VOC	PAR 1168 proposes	ERA-SPRI proposes
Single-Ply Roof Membrane Bonding Adhesive (Current)	250	200 by 2021	
Smooth Single-Ply Membrane Adhesive	-		stay at 250
Fleece Backed Single-Ply Membrane Adhesive	-		200 by 2019
Bituminous Membrane Adhesive	-		stay at 250
Insulation / Cover Board Adhesive	-		100 by 2019
Bituminous Flashing Adhesive			stay at 250

Sealants

Sub Category	Current VOC	PAR 1168 proposes	ERA-SPRI proposes
Single-Ply Roof Membrane (Current)	450	250 by 2021	
Single-Ply Roof Membrane - Lap Sealant / In-Seam Sealant	-		stay at 450
Single-Ply Roof Membrane - Cut Edge Sealant	-		250 by 2019
Single-Ply Roof Membrane OTHER - Non-Skinning / Non-Curing Water Block Sealant (water cut off mastic and term bar applications)	-		250 by 2021
Single-Ply Roof Membrane OTHER - Penetration Sealant (Pitch Pocket / Liquid Flashing)	-		250 by 2021
Bituminous Roofing Sealants	300		stay at 300

Primers

Sub Category 1	Sub Category 2	Current VOC	PAR 1168 proposes	ERA-SPRI Proposes
				-
Adhesive Primers	All other Adhesive Primers (includes Single Ply Membrane Primers)	250	250	
Adhesive Primers	Bituminous Membrane Primer (for Adhesive and Sealant)			increase to 350 (consistent with 1113)
Sealant Primers	All other Sealant Primers	750	750	

Conclusion

The Single Ply Roofing Industry (SPRI) and the EPDM Roofing Association (ERA), very much appreciate the generosity of the SCAQMD staff to take phone calls from and have meetings with our staff and members to answer questions and clarify issues. The SPRI and ERA are committed to improving air quality and continuing to work with SCAQMD staff to maintain an economically vibrant local roofing industry. We'd be happy to schedule another call with a small group to discuss any questions/concerns you may have.

Thank you for your time.

Sincerely,



Ellen Breipohl Thorp
Associate Executive Director
EPDM Roofing Association



Mike Ennis
Technical Director
Single Ply Roofing Industry

cc: Mike Ducharme, Carlisle SynTec, Inc.; Chair, EPDM Roofing Association
Zeb Sukle, Johns Manville; President-Elect, Single Ply Roofing Industry

Response 5-1

Staff appreciates the time spent by the commenter and the associations to give a thoughtful background explanation about the roofing industry and various roofing system applications.

Response 5-2

Staff is always willing to work with stakeholder to consider niche applications that may need higher VOC limits. This process takes time, as staff has to research the subcategories and begin the collaborative process of drafting new definitions. This process should occur at the beginning of the rule amendment. In this case, the process began in 2013/2014 when staff was proposing significant VOC reductions to roofing categories, with the inclusion of several exempt compounds. When staff removed the proposal to include new exempt compounds, staff changed the proposal to modest VOC reductions.

At this time, staff is proposing to extend the effective date of the lower VOC content limits to January 1, 2023 regarding roofing sealants, both Single-Ply Roof Membrane Sealants and All Other Roofing Sealants, and including a technology assessment to evaluate the potential subcategories the commenter suggests in Comment 5-6. Staff will incorporate the data received from reporting submittals in 2019, in addition to future stakeholder meetings regarding the technology assessment, to evaluate future possible subcategories for this category as well as other roofing categories.

Response 5-3

See response to comment 5-2. Staff is also proposing extending the effective date for roofing adhesives, which include the Single-Ply Roof Membrane Adhesives and All Other Roofing Adhesives, and a technology assessment for these categories to evaluate potential subcategories.

Response 5-4

Staff is proposing to extend the effective date of a lower VOC content limit for the four roofing categories to January 1, 2023.

Response 5-5

Staff spoke with the commenters regarding the time requested to suggest potential new subcategories. Given the thoughtful response from the commenter in this letter, staff has proposed a technology assessment for the roofing categories to fully evaluate and define potential new roofing subcategories prior to the proposed effective dates for VOC reductions.

Response 5-6

See response to 5-2.

Staff appreciates the commenter's efforts to provide suggested subcategories for the roofing categories within the given comment period. Although subcategories were suggested, staff was not provided supplemental documentation to define or evaluate those subcategories, nor –the

market share of those subcategories. The technology assessment is being proposed in lieu of creating new subcategories and allow time to properly define and evaluate these proposed new roofing subcategories.

Comment Letter #6



AmericanCoatings
ASSOCIATION™

August 31, 2017

Nicole Silva
Planning, Rule Development & Area Sources
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178

RE: Proposed Amended Rule 1168 Public Workshop; ACA Comments

Dear Ms. Silva:

The American Coatings Association (ACA)¹ submits the following comments regarding South Coast Air Quality Management District's (SCAQMD) Public Workshop on Proposed Amended Rule 1168. ACA appreciates the opportunity to provide comments on Rule 1168's proposed regulatory text and VOC standards. As always, our goal is to meet the District's need to maximize VOC reductions and provide top quality adhesive and sealant products for customers in the South Coast basin. We look forward to assisting SCAQMD throughout this rulemaking process.

ACA submits the following comments:

1. ACA Reiterates its Earlier Written Comments

ACA understands that SCAQMD has updated its Rule 1168 regulatory language to reflect several stakeholder comments that were made in both written and oral form before and during past Working Group meetings and at the Public Workshop. However, a number of our written comments were not specifically responded to and we want to reiterate the positions taken in those comments.² Comments that have not been responded to include:

- 6-1 - SCAQMD's inclusion of consumer products used in industrial settings to Rule 1168;
- 6-2 - Extending the compliance date for Rubber Vulcanization Adhesives;
- 6-3 - Modifying definitions;
- 6-4 - Changing the Aerosol Test Method Back to CARB Method 310;
- 6-5 - Extending the time for limits of new categories instead of having the limits apply upon adoption (i.e. foam sealant, grout, potable water, and clear, paintable, immediately water resistant);
- 6-6 - Using an initial baseline survey, supplemented by external data, rather than imposing the current reporting requirements;
- 6-7 - Requiring manufacturers to submit the volume of regulated products with the VOC content higher than the applicable limit;
- 6-8 - Adding unit harmonization;

¹ The American Coatings Association (ACA) is a voluntary, nonprofit trade association working to advance the needs of the paint and coatings industry and the professionals who work in it. The organization represents paint and coatings manufacturers, raw materials suppliers, distributors, and technical professionals. ACA serves as an advocate and ally for members on legislative, regulatory, and judicial issues, and provides forums for the advancement and promotion of the industry through educational and professional development services.

² ACA Written Comments submitted via email to Nicole Silva on 6/21/2017, 7/6/2017, and 8/2/2017.

- 6-9 - Including a later labeling compliance date;
- 6-10 - Removing facility reporting; and
- 6-11 - Standardizing the notification requirements.

Additionally, as stated previously, ACA believes that the estimated emissions reduction of 1.43 tpd is negligible compared to the burden that the Rule 1168 requirements impose on the regulated community.³

2. ACA Requests a Technology Assessment for the Clear, Paintable, and Immediately Water-Resistant Product Category

6-12

In Table 1, the category of “Clear, Paintable, Immediately Water-Resistant” is listed as having a current limit of 250 g/L because of the already-existing “All Other Architectural Applications” category. Upon adoption, SCAQMD proposes to raise the limit to 380 g/L, which appears to be the sales weighted average of products currently sold in the South Coast basin (as determined by the SCAQMD 2013/2014 Survey).⁴ Since there are no products that meet the proposed 250 g/L limit, ACA believes that this limit that becomes effective in 2021 is technology forcing. At this time, there are no products that are clear, paintable, immediately water-resistant, effective, and meet the 250 g/L limit. SCAQMD has limited data on these products, as well. Thus, ACA requests that SCAQMD complete a technology assessment for “Clear, Paintable, Immediately Water-Resistant” products to ensure that they can meet the 250 g/L limit and still be effective before the limit goes into effect in 2021.

As ACA has reiterated in previous comments, survey/manufacture reporting data should not be used to determine which limits are technologically feasible. Technology assessments are extremely important because they indicate which products are really working and performing as labeled. As such, ACA requests that SCAQMD complete a technology assessment for the “Clear, Paintable, Immediately Water-Resistant” product category before the proposed 250 g/L limit goes into effect in 2021.

3. Test Methods

6-13

ACA appreciates Staff’s removal of paragraph (e)(6) and the clarification that has been made to paragraph (e)(1). ACA supports the revised language in paragraph (e)(1). However, we would like more clarification and information about the guidance document that was mentioned during the Public Workshop. We appreciate that SCAQMD will be seeking stakeholder input in the development of the guidance document that will clarify which product types are tested by which test method. As always, ACA is happy to discuss which test methods would be appropriate for each product category.

4. ACA Requests the Following Changes to the Reporting Requirements

6-14

ACA appreciates how receptive SCAQMD has been in working with industry to come up with fair and reasonable reporting requirements under Rule 1168. However, as we have stated before, we still have issues with the reporting requirements in section (f)(2) as written. District Staff has repeatedly stressed the importance of collecting accurate adhesive and sealant inventory data for planning purposes. ACA fully understands the need for SCAQMD to gather this information, especially because the 2016 AQMP severely underestimated this inventory of regulated products. But, as we have stated several times

³ SCAQMD Preliminary Draft Staff Report (July 2017), page 42.

⁴ SCAQMD Working Group Meeting #2 Presentation.

before, compiling the information at the level of detail that the District is requiring will be extremely costly in time, money, and resources for our industry.

ACA acknowledges SCAQMD's stance that the Rule 1168 reporting requirements will not be as burdensome on industry as expected. However, we respectfully disagree. The most recent version of the rule requires distributors to report. From our understanding, SCAQMD included this provision in the hopes that it may lessen the burden on industry. But rather than lessening the burden, this creates an extra step for both manufacturers and distributors to ensure that their reports are accurate and complete. For larger companies, this issue will be especially pronounced because they have a widespread network of distributors and regulated products for which they will have to compile information. The reporting requirements remain very burdensome for industry as currently written.

Thus, as requested previously, we ask that SCAQMD allow for manufacturers to use alternate options such as "California Population Factors" or other tools to reduce the burden on our members associated with reporting. We acknowledge that SCAQMD VOC limits are different than those limits in neighboring districts, but this approach will still give both manufacturers and SCAQMD a general sense of the amount of products sold in the South Coast basin.

Thank you for your consideration of our concerns. Please do not hesitate to contact us if you have any questions.

Sincerely,



Rhett Cash
Counsel, Government Affairs



Raleigh Davis
Assistant Director, Environmental Health and Safety

Response 6-1

Please see the ~~Key Concerns~~ issues section in this staff report and responses to comments 1-1, 1-2, and 1-3.

Response 6-2

In the commenter's August 2, 2017 letter, the commenter requested staff to extend the proposed effective date for the 250 g/L VOC limit for Rubber Vulcanization Adhesives to January 1, 2022. The commenter requested this to parallel the 2014 proposal, which had proposed four years for reformulation (2014-2019). Staff received verbal support from other stakeholders stating that the proposed 2021 effective date is feasible. Staff has further revised the effective date to 2023. Staff would like to point out to industry that the proposal of 250 g/L was initially proposed October 23, 2013, which will have given industry ten years to reformulate to meet the proposed 2023 deadline.

Response 6-3

Staff has modified many definitions based on stakeholder feedback. Regarding those that the commenter has pointed out in previous letters:

- Aerosol Adhesive – See response to comment 1-6.
- Big Box Retailer – Staff appreciates the comment and included the ““North American Industry Classification System code 444110: Home Centers.””. This definition differs from the current definition in Rule 314 but was proposed during the 2015 amendment. Unrelated to that suggested definition change, the rule was not amended at that time. The North American Industry Classification System or NAICS codes have largely replaced Standard Industrial Classification (SIC) codes so it is a more appropriate reference. The next time Rule 314 is amended, this definition will be changed.

Response 6-4

Stakeholders requested CARB Test Method 310 be included to measure the VOC content of aerosols. When staff removed the proposal to limit the exemption, staff did not see a need to include that test method. The proposed amendment includes VOC limits for foam sealants and ~~insulating foams~~ insulation, but CARB Method 310 does not include a methodology for measuring the VOC of expanding foams. SCAQMD laboratory staff is working to develop a method for these materials and will work with stakeholders during the method development.

Response 6-5

Staff modified the original proposed effective dates for various categories, which had lower VOC limits with effective dates upon adoption. Staff retained various reduced VOC limits for those categories in which survey data or industry has demonstrated that the proposed limits would be achievable upon adoption. When staff sets a VOC limit to be effective upon adoption, it is to reflect what is currently available in the field, not to achieve emission reductions. If a stakeholder demonstrated there were products that did not meet that limit, staff made adjustments to address those products.

Response 6-6

The baseline voluntary product survey had poor response from many market segments. With the limited survey response, staff was forced to rely upon other methods of determining product availability including shelf surveys and product literature. Staff proposed the reporting schedule with the initial three year frequency, as suggested by this commenter during a working group meeting. Although staff is proposing a particular schedule for manufacturers, private labelers, Big Box retailers, and distribution centers, staff believes that an annual report for products with unlimited VOC content sold under the 55 gallon per year exemption is still warranted as it will identify problem areas within the rule and deter overuse of the exemption.

Response 6-7

The reporting requirement applies to all products sold into or within the SCAQMD. As with many rules, there are exemptions that allow for products to be sold that exceed the current VOC limits (e.g. small use exemptions – 55 gallons, alternative compliance options, alternative VOC limit for low-solids products). Staff is including a mechanism for the manufacturers to report these products with a qualifier to indicate that they are not selling non-compliant product but products that fall under one of the exemptions. This is consistent with the reporting under Rule 314, which contains similar flags for products sold under the small container exemption, the 4,000 foot exemptions, or low solids products.

Response 6-8

The VOC limits for Rule 1168 have been in “g/L” since adoption, and staff is not proposing to change that at this time. The g/L unit of measure is consistent for VOC limits in SCAQMD VOC rules. Please also see response to comment 2-1.

Staff understands that the CARB CPR requires that VOC limits are listed in “weight percent of VOC,” and staff has proposed to allow an alternative to labeling requirements in “g/L” provided the manufacturer include “g/L” units on supplemental documentation.

Response 6-9

Staff agrees and is proposing a January 1, 2019 effective date for labeling requirements.

Response 6-10

Facilities using or applying regulated product within the District currently have to comply with Rule 109 – Recordkeeping for Volatile Organic Compound Emissions to adhere to the provision in paragraph (d) of the rule. The facility reporting requirement is only for those utilizing the 55-gallon per year exemption, and would just require those records to be submitted to the District. These reports will be used by staff to evaluate compliance with the 55 gallon/year exemption, as well as understanding if there are regulated products that are consistently sold above the VOC limits and need to be addressed. This reporting requirement will also ensure that staff has an accurate inventory as staff can compare end-user reporting to what is reported by the manufacturers and private labelers.

Response 6-11

~~District staff~~Staff will not include explicit requirements for a manufacturer, supplier, or distributor to demonstrate written proof that the regulated products exceeding the VOC limits will not be sold or used within the SCAQMD's jurisdiction. In past rule making, stakeholders requested the rules not be prescriptive but allow flexibility for complying with the requirements. Staff will provide a guidance document on the District's webpage, which will provide options to demonstrate compliance with this section of the rule.

Response 6-12

See Response to Comment 2-2.

Response 6-13

See Response to Comment 2-3.

Please see the ~~Test m~~Method section in this report for a more detailed discussion of the guidance document development.

Response 6-14

See Response to Comment 1-6.

Staff proposed Big Box retailers and ~~Distributor~~distribution centers to submit reports to the manufacturers based on feedback during working group meeting that the manufacturers cannot determine where their products ultimately are sold when they sell to a distribution center. There is a similar construct in Rule 314. Stakeholders indicated that they do not know where products are ultimately sold when shipped to the Big Box distribution center, so staff included a reporting requirement for the Big Box retailers to report to the manufacturers. Unlike architectural coatings, adhesives and sealants are not predominantly sold at Big Box stores so the proposal also includes distribution centers. The intent of the reporting is to provide accurate information to the District.

Comment Letter #7



August 31, 2017

Mr. Michael Krause
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, California 91765

Re: Public comments to Proposed Amended Rule 1168—Adhesives

Dear Mike:

RadTech International hereby reiterates the comments we have made in writing and during the public consultation process on proposed amended rule (PAR) 1168. We were thankful that staff expressed a willingness to make changes to the proposal presented at the most recent public consultation meeting. However, we are disheartened that staff's position regarding our two main issues (1) Inclusion of test method for enforcement purposes and (2) Exemption from the overly prescriptive recordkeeping requirements; remains unchanged.

Inclusion of Test Methods for UV/EB/LED

RadTech commends the district for including a definition for energy curable materials in Section (b)(28) of the proposed rule and providing clarification regarding test methodology. However, we cannot support the concept of creating two different mechanisms (one for "information-only" and one for enforcement) to test materials. RadTech urges the inclusion of ASTM D7767-11 in both the Definition and the Test Method section of the rule. ASTM D7767-11 is the best tool available today to measure VOC emissions from UV/EB thin film materials. We had previously reached consensus with the district regarding the inapplicability of Method 24 and SCAQMD Method 313 to UV/EB materials. Thus, we would suggest that an additional sub-section (K) be added to Section (e)(1) to read as follows:

7-1

(K) The VOC content of Energy Curable Adhesives and Sealants shall be determined by ASTM Test Method D7767-11- Standard Test Method to Measure Volatiles from Radiation Curable Acrylate Monomers, Oligomers, and Blends and Thin Coatings Made from Them.

Additionally, the rule includes a method for "thick film" adhesives which is not applicable to UV/EB/LED materials. The following language would ensure clarity:

(L) The VOC content of Non-Thin Film Energy Curable Adhesives and Sealants shall be determined by ASTM Test Method D5403-93- Standard Test Methods for Volatile Content of Radiation Curable Materials.

7-1 Cont Staff has stated that the ASTM method is not a “direct” method but, the GCMS alternative is also an indirect method. It does not allow VOC’s from a cured coating to be measured at the end use location and using the end use cure conditions (which includes backing, geometry, source, line speed, environment (air or nitrogen), etc.). The GCMS method has a level of uncertainty in the correlation to real emissions in use. As per a request from district staff in 2013, we have provided you with a procedure to calculate VOC’s from a fully formulated product using ASTM D7767-11.

Exemption from Reporting & Recordkeeping

7-2 We urge the district to provide incentives to companies who reduce their emissions by exempting UV/EB/LED materials that exceed the rule requirements. We are supportive of the concept of reducing recordkeeping burdens for those materials and believe those operations should not be subjected to the same labeling and recordkeeping requirements as their higher emitting counterparts. We request that UV/EB/LED materials containing 50 grams per liter of VOC or less, be exempted from the Administrative Requirements in Section (f)(1) and the Reporting Requirements in Section (f)(2) of PAR 1168. In 2021, the lowest limit in the rule will be 20 grams per liter and as such, we would be open to lowering the limit to 20 grams per liter in 2021 to ensure consistency. We are especially concerned with the consequences of this proposal on the medical device industry as it may hamper the manufacture of life saving medical products.

7-3 We have seen how overly prescriptive regulations have had the unintended consequences of driving business out of the basin. As a result, emissions from goods movement have increased as products are manufactured elsewhere and either shipped in or trucked into the basin. Thus, there is a correlation between the exodus of manufacturing from the Basin and emissions associated with goods movement. We ask that you analyze the emissions impact of goods movement as part of the CEQA process in the rule.

Guidance Document

7-4 We were recently informed that staff intends to provide additional clarifications on rule language interpretation, after rule adoption via a “Guidance Document”. Although well intentioned, we are not supportive of this concept because there is no assurance that the Board will be involved. For lack of a better term, this would amount to “underground” rulemaking. If a rule needs a guidance document to interpret it after the board has adopted it, the rule itself is not sufficiently clear and thus does not meet the requirements for Clarity in the Health and Safety Code.

We appreciate your attention to these issues and look forward to a productive rulemaking effort.

Sincerely

Rita M. Loof
Director, Environmental Affairs

Cc: Wayne Natri, Nicole Silva, Heather Farr, Barbara Radlein

Response 7-1

Please see the ~~Test m~~Method section of this report for the discussion on why ASTM 7767 cannot be used as an enforcement method. Regarding the GC/MS test method, that method does directly measure the VOCs of the fully formulated coating obtained in the field. Staff is aware that all test methods have a degree of uncertainty, and addresses that uncertainty with precision and bias studies. The issue with ASTM 7767 is the testing is not conducted on the fully formulated ~~coatings~~ regulated product that can be obtained in the field, but rather on the various components of the product.

Regarding the clarification for ASTM D5403, that method is included in SCAQMD Method 304 but is not explicitly referenced in the rule. Staff acknowledges that method is not appropriate for thin-film energy curable adhesives or sealants, and added a discussion in ~~the this Draft Staff Report~~.

Response 7-2

Staff would like to encourage the use of ultra-low VOC products, which staff defines as well below 50 g/L. Super compliant architectural coatings are defined as less than 10 g/L VOC of coating, Rule 314 exempts coatings less than 5 g/L VOC of material, Clean Air Solvents and Clean Air Cleaner Choices are certified if they contain less than 25 g/L of solvent. As stated, this proposal contains a record-keeping exemption for regulated products that contain less than 20 g/L. These products cannot be excluded from the labeling requirements as labeling is how compliance staff verifies rule compliance in the field. Concerning reporting, if the manufacturers did not report these products, it would not be possible to determine accurate emission inventories or observe trends in the use of ultra-low VOC content products.

Response 7-3

See CEQA Final EA for an evaluation of impacts.

Response 7-4

As stated in this staff report, the working group will ~~determine~~ bring the Guidance Document to the necessity of Governing Board for approval for the guidance document.

Comment Letter #8

To summarize our comments (also dated 8-31-17) as a manufacturer of clear, paintable, immediately water resistant sealants we are proposing the following changes regarding the latest draft rule language for Rule 1168:

- 8-1 **1. (Item #1 in our comments)**
In Table 1 the 1/1/2021 level of 250 g/L level for Clear, Paintable, Immediately Water Resistant (CPIWR) sealants does not include a technology assessment. Please add an asterisk denoting a technology assessment for these products because there is no known technology today that will allow for this lowered VOC limit, and no products in this category that can meet this lowered VOC limit.
- 8-2 **2. (Item #2 in our comments)**
The definition of “clear” in the Clear, Paintable, Immediately Water Resistant category should be further defined. Clear, paintable, immediately water resistant materials will have clarity of 15 NTU or less per ASTM D7315 and color of Gardner 0 as tested by ASTM D1544 or Platinum-Cobalt Color of 50 or less using ASTM D1209 as manufactured and packaged.
- 8-3 **3. (Item #3 in our comments)**
Referring again to Table 1 in PAR 1168, it is our recommendation that because the CPIWR category does not exist under the “Current 2005 Version” of Rule 1168, the “Current 2005 Version” VOC limit number of 250 g/L should be removed for CPIWR sealants in Table 1.
- 8-4 **4. Further information on sales reporting (Item #4 in our comments)**
It is not clear from the current revisions to Rule 1168 how to comprehensively report sales in your district for manufacturers like us that sell via 2-step distributors. We often do not know what retailers have our products, let alone the sales of those products. We are requesting that SCAQMD provide further thoughts, recommendations, and solutions to give clarity in the process. The reporting process as currently written could give SCAQMD suspect data until a solid reporting system is agreed upon, built, and tested for functionality.

Please feel free to contact us if you have questions or need further clarity on the issues we have discussed.

Regards,

Darci Kunard and Andy Spoelstra
Sashco, Inc.

Response 8-1

See response to comment 2-2.

Response 8-2

Staff appreciates the feedback and revised the definition for Clear, Paintable, and Immediately Water-Resistant to include test methods and benchmarks to distinguish when a product is “clear” and “paintable.”

Response 8-3

The CARB correspondence letters were written to clarify when a consumer product can be regulated by the local air districts, e.g., what it means if a product is excluded from a definition or does not have a VOC limit. These letters express disagreement with industry’s stance that products

that were excluded from the CARB CPR, such as Clear, Paintable, and Immediately Water-Resistant Sealants, were “regulated” by the CARB CPR. The correspondence letters support SCAQMD’s understanding of its regulatory authority over consumer products and which products are excluded from the CARB CPR.

Although staff understands that the commenter took the position of interpreting both regulations as excluding Clear, Paintable, and Immediately Water-Resistant Sealants, the position of both agencies was made clear to stakeholders during the 2013/2014 rule amendment process. This is not a recent interpretation from either agency.

Clear, Paintable, and Immediately Water-Resistant Sealants, still fall under the definition of sealants. Those products, such as those sold by the commenter, would be classified as architectural sealants. Since there is a limit for architectural sealants in the current version of the rule, and the marketing literature for the commenter’s products support that categorization, it is SCAQMD’s position that these products have always been regulated by the SCAQMD’s Rule 1168.

Response 8-4

See response to comments 6-14.

The reporting will be similar to that of Rule 314. Stakeholders commented that they do not know the final destination of a product if it is sent to a distribution center either within or out of the SCAQMD. To address this uncertainty, the Big Box retailers ~~Stores and Distributors~~ distribution centers will report the sales volume of products that was sold into or within the SCAQMD. If the manufacturer can determine the final destination of their products based on their current systems, they do not have to rely on the Big Box ~~Store-retailer or Distributor~~ distribution center ~~r~~Reports. If not, the manufacturer can compile their direct sales but use the Big Box ~~Store-retailer and Distributor~~ distribution center ~~R~~Reports to determine the sales that could have been distributed outside the SCAQMD. Staff will also conduct more outreach after the proposed rule has been approved to further educate stakeholders as to what their specific requirements are in regards to the proposed reporting.

Comment Letter #9



August 28, 2017

South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765-4178

Sent by e-mail to
N.Silva@aqmd.gov
with original by US Mail

Attn: Nicole Silva, Air Quality Specialist

RE: COMMENTS ON PROPOSED CHANGES TO RULE 1168
ROOFING ADHESIVES IN PRESSURIZED CANISTERS

As requested at the workshop held August 17, 2017 to discuss changes in South Coast AQMD Rule 1168, Sage ATC Environmental Consulting LLC (Sage ATC) is submitting the following comments for consideration.

Scope of Comments

Sage ATC represents a manufacturer who desires clarification on determining Volatile Organic Compound (VOC) content for two distinct urethane roofing adhesive products delivered under pressure from canister systems.

1. A single canister pressurized system containing a suspension of a diisocyanate compound, propellant and an amount of exempt or nonexempt VOC compound (dependent on application) that are applied through a hose and discharged from a nozzle to react by polymerization with water vapor in air to become an adhesive once released from the canister.
2. A two canister pressurized system with each canister containing one material that is mixed through a nozzle which then hardens in a polymerization process to form a polyurethane (typical example: Part 1 methylene diphenyl diisocyanate and Part 2 diethylene glycol, or similar hydroxyl containing compound). Discharge occurs via a separate delivery line from each canister through a manifold at a spray gun, thus discharging a reacting product to the work surface. Mixing occurs in the spray gun through a static mixer (motionless mixer) nozzle for delivery to the work surface.

These products will need to be tested in order to determine their VOC content to certify that they meet both the existing and proposed standards for roofing adhesives. Although considerable amount of discussion on test methods occurred during the workshop, I am concerned that our specific application for materials found in pressurized canisters has not yet been adequately addressed.

506 W. VISTA WAY • VISTA, CALIFORNIA • 92083 • 760/724-5732 • FAX 760/724-5737

Specific Comments

- 9-2 1) Both the existing and proposed changes to Rule 1168 do not include a category specifically for roofing adhesives delivered by a pressurized system, such as a 5-gallon canister. It does not appear that the pressurized product in the canister would qualify for listing as an aerosol. We would like to see a new category created for this type of pressurized product, which is much different than the traditional “mop-on” roofing adhesives that the AQMD may be familiar with.
- 9-3 2) The test methods do not appear to give adequate guidance on how to proceed with determining the VOC content of a pressurized canister.
- 9-3 3) Any test procedure that is referenced or developed for these product found in pressurized containers should recognize that these materials contain reactive products that should be evaluated for VOC content after curing.
- 9-4 4) Since the definition of a Reactive Diluent, as found in renumbered definition No. 72, has been replaced with Reactive Product, it appears that the use of reactive diluent found in renumbered definition 36 should also be replaced with reactive product, i.e. to read:
- “for regulated products that contain reactive diluent products”
- 9-5 5) A new definition should be added for the term “Reactive Adhesive” which is used in Test Methods Section (e)(1)(H).
- 9-6 6) A worked example of how the various components of the equation for VOC content would be determined in the case of a pressurized canister containing reactive products would appear to be quite helpful as guidance for properly determining the VOC content and compliance with the Rule.

I would be please to discuss and clarify these comments as necessary. Please feel free to contact me at (760) 724-5732.

Sincerely,

Sage ATC Environmental Consulting LLC



Paul A. Weir
Senior Engineer
Certified Permitting Professional B4341

Roofing Adhesive Silvallett I

Response 9-1

Staff would need further information regarding the adhesive systems described in the letter to definitively state how the adhesives would be tested. Staff welcomes further discussions with the manufacturer. Typical urethane systems can be tested by EPA Method 24. If the propellant is a VOC, it must be included in the VOC calculation. The manufacturer can rely on formulation data as well as laboratory testing to demonstrate compliance with the method.

Response 9-2

While Rule 1168 does not specifically address adhesives delivered by a pressurized canister, if the product meets the definition of an adhesive (any substance that is used to bond one surface to another surface by attachment), it would fall under Rule 1168. The specific category depends on the use of the product, not the delivery mechanism, unless the application is specifically exempted in subdivision (i).

Response 9-3

The VOC content is dependent on the product inside the canister and the type of propellant used. Staff can include further information in the guidance document it will develop and encourages the manufacturer ~~will to~~ participate in that future process.

Staff is very familiar with conducting VOC testing on reactive products.

Response 9-4

Thank you for this comment, staff concurs and amended the definition.

Response 9-5

Staff amended the definition of reactive products to clarify that it includes adhesives, adhesive primers, sealants, and sealant primers. Test method (e)(1)(H) is for a sandwich method where the product is placed between two substrates. That method is not applicable to sealants; therefore, it specifies reactive adhesives.

Response 9-6

Staff will work to include the suggested example in the guidance document.

Comment Letter #10



August 31, 2017

Nicole Silva
Air Quality Specialist
Planning, Rule Development & Area Sources
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178

Re: Proposed Amended Rule 1168 – Adhesive and Sealant Applications

Via: Electronic Mail

Dear Ms. Silva:

10-1

The American Chemistry Council's Center for the Polyurethanes Industry¹ (CPI) appreciates the opportunity to provide these comments to the South Coast Air Quality Management District (SCAQMD) in response to the Proposed Amended Rule 1168 – Adhesive and Sealant Applications. CPI thanks SCAQMD for its willingness to meet with our organization; these comments build upon the discussion with SCAQMD during our meeting on August 30, 2017. Our comments focus on the definition of the foam sealant product category, and the proposed 50 g/L volatile organic compound (VOC) content limit for January 1, 2023. Additionally, CPI offers several technical corrections to Table 7 of the Preliminary Draft Staff Report. CPI intends these comments to be constructive to help ensure that the final rule is both technically accurate and feasible in its implementation.

Foam sealants increase energy efficiency of buildings, which in turn reduces emissions of greenhouse gases and helps California meet both its climate and energy efficiency goals. More specifically, in 2006, California passed the California Global Warming Solutions Act of 2006 (AB 32) which sought to reduce greenhouse gas emission to 1990 levels by 2020. This was followed by Governor Brown signing Executive Order B-30-15 in August 2015, which seeks to reduce greenhouse gas emissions 40% below 1990 levels by 2030. California's landmark SB 350 requires that the State double its energy efficiency, and building code, Title 24, requires that all new residential construction in the State be zero net energy-ready. Any implementation of a 50 g/L VOC content limit could significantly alter the availability of foam sealants in South Coast and hinder the State's progress towards the aforementioned goals. Given that up to 40

¹ The Center for the Polyurethanes Industry (CPI) of the American Chemistry Council serves as the voice of the polyurethanes industry in North America, promoting its development and coordinating with polyurethane trade associations across the globe. The polyurethane industry supports research and initiatives that serve its communities and customers. The business of polyurethane is a \$26.5 billion enterprise and a key element of the U.S. economy. The industry operates in more than 1,000 locations in the U.S. and directly employs more than 46,500. A major job creator in the U.S., each job in the polyurethanes industry yields five more jobs indirectly for an approximate total of 235,000 jobs supported.



CPI comments to SCAQMD Re: Rule 1168

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percent of a building's energy is lost due to air infiltration,² foam sealants provide a simple and cost effective method to increase a building's energy efficiency.

1. Product Definitions

The proposed definition for "foam sealant" is overly broad and does not provide the needed specificity to the regulated community.

One component (1K) foam sealants contain pre-polymerized polyurethane foam and blowing agents used to form the cellular structure of the foam. There are two distinct types of 1K foam sealants: those found in aerosol cans (between 12oz and 29oz) and those found in canisters (between 10 pounds and 25 pounds). Aerosol cans of foam sealant, often referred to as "foam in a can," generally use hydrocarbon (HC) gas as the propellant *and* the foam blowing agent. In contrast, canisters generally use hydrofluorocarbons (HFCs) as the foam blowing agent. Because 1K canisters do not use HC propellant / blowing agents,³ they tend to be low VOC products, often as low as 50 g/L, or lower.

10-2

Two component (2K) low pressure (LP) foam sealants come in kits of two canisters. The "A-side" contains methylene diphenyl isocyanate (MDI), and the "B-side" contains a mixture of polyols, blowing agents and other additives. The blowing agents used in 2K foam sealant kits are generally HFCs or Hydrofluoroolefins (HFOs). Similar to the 1K canisters these products tend to be low VOC products, 50 g/L or below.

Because spray polyurethane foam (SPF) insulation is not a sealant, 2K SPF insulation products do not fall within the scope of Rule 1168. Therefore, the reference to, and definition of, "insulation foam" should be removed from the proposal. In Rule 1168, SCAQMD defines sealants as:

SEALANT is any material with adhesive properties that is formulated primarily to fill, seal, or waterproof gaps or joints between two surfaces. Sealants include caulks. Sealant does not include any sealer that is applied as a continuous coating.

SPF insulation is used to insulate a building, not to seal gaps or joints. During our August 30, 2017 meeting, SCAQMD representatives implied that applying SPF insulation into a wall cavity is considered filling or sealing the gap between the studs in a wall or joists in an attic. This interpretation of "gap," is overly expansive and will allow SCAQMD to regulate any product that is applied in vacant space between two objects.

² https://www.energystar.gov/index.cfm?c=new_homes_features.hm_f_reduced_air_infiltration

³ 1K foam sealant canisters often use HFC-134a as the blowing agent. EPA exempts HFC-134a from the definition of a VOC. (See 40CFR51.100(s)).



CPI comments to SCAQMD Re: Rule 1168
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10-2
con't

Both types of 1K foam sealants and 2K LP foam sealants are not insulation products. Therefore, CPI proposes the following changes:

(35) FOAM SEALANT is a foam used to fill and form a durable, airtight, water resistant seal to common building substrates such as wood, brick, concrete, foam board and plastics. ~~Foam sealant includes insulating foam.~~

~~(43) INSULATING FOAM is polymer containing material injected into wall cavities to provide thermal resistance and sound reduction.~~

When developing VOC content restrictions for the foam sealant category, SCAQMD must consider the different types of foam sealant formulations. 1K aerosolized cans, 1K canisters, and 2K LP sealants are all different products. 1K aerosol cans contain HC blowing agent, that also serves as the propellant. The HC generally drives the VOC content. 1K canisters and 2K LP sealants use HFCs or HFOs as the blowing agent and therefore are significantly lower in VOC content, as previously mentioned.

2. VOC Content Limits

Because 1K aerosol cans of foam sealant ("foam in a can") use HC as the propellant *and* blowing agent, there is not a drop-in substitute for HC propellants readily available. Any mandated change to a lower VOC propellant would require a complete reformulation to ensure adequate foam quality and functionality, and possibly result in a complete re-qualification, re-evaluation and re-listing, per the local building code.

10-3

Given the uncertain regulatory landscape of HFCs,⁴ HC propellants remain the only technically viable chemistry that provides the necessary pressure to apply the foam sealant. Typically, industry needs 3 to 5 years to transition to a new formulation. This time frame includes research, design and testing, as well as time to seek the necessary approvals under local building code requirements. CPI commends SCAQMD's inclusion of a provision to conduct a technology assessment, however, the assessment should be used to make reliable and informed decision making and must be conducted significantly prior to any implementation of lower VOC content limit to allow the market sufficient time to transition.

As manufacturers have indicated, no market-ready "foam in a can" formulation currently exists that replaces HC propellants; therefore, transitioning to the proposed foam sealant VOC limit of 50 g/L on January 1, 2023 will likely be disruptive and unworkable. CPI believes that the 50 g/L limit is not currently feasible, and therefore requests that SCAQMD withdraw the proposed 50 g/L limit and conduct a technology assessment on lower VOC propellants for 1K foam sealants. A new proposed rule could result if the District finds that the necessary technology exists. Conducting the technology assessment and issuing a new proposal, if needed, will provide the necessary regulatory certainty to manufacturers.

⁴ See *Mexichem Fluor v. EPA*, U.S. Court of Appeals, DC Circuit, August 8, 2017.



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To address these concerns, CPI suggests the following changes to the proposed regulations:

Category	VOC Limits (g/L)*				
	Current	Upon Adoption	1/1/2019	1/1/2021	1/1/2023
Foam Sealant	250	200			50**

*VOC limits are expressed as grams of VOC per liter of regulated products less water and less exempt compounds as determined in paragraph (b)(36) except for low-solid regulated products where the VOC limit is expressed in grams per liter of material as determined in paragraph (b)(37).

**Technology assessment will be conducted by January 1, 2022 and the Executive Officer shall report on the results of the technology assessment to the Stationary Source Committee prior to the January 1, 2023 implementation date. SCAQMD will issue a proposed Rule 1168 to implement any new VOC content limits.

10-3

In the alternative, SCAQMD can consider developing a more feasible timeline for the technology assessment. CPI proposes that SCAQMD conduct the technology assessment by January 1, 2019, and report the results to the Stationary Source Committee by January 1, 2020. This will give industry 3 years to reformulate, if SCAQMD determines that the necessary technology exists. If the assessment cannot be conducted by January 2019, any proposed content limit date should be adjusted to at least January 1, 2025.

In this alternative approach, CPI proposes:

Category	VOC Limits (g/L)*				
	Current	Upon Adoption	1/1/2019	1/1/2021	1/1/2023 (or 1/1/25)
Foam Sealant	250	200			50**

*VOC limits are expressed as grams of VOC per liter of regulated products less water and less exempt compounds as determined in paragraph (b)(36) except for low-solid regulated products where the VOC limit is expressed in grams per liter of material as determined in paragraph (b)(37).

**Technology assessment will be conducted by January 1, 2019 2022 and the Executive Officer shall report on the results of the technology assessment to the Stationary Source Committee prior to the January 1, 2020 2023 implementation date.



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3. Corrections to the Draft Staff Report

CPI offers the following changes to the Preliminary Draft Staff Report:

The foam sealant itself is typically one component pre-polymerized polyurethane or two component kits polyurethane or two component isocyanate based and contains little or no VOC. However, the propellants used in some of the aerosol products do contribute to the VOC content.

10-4

Table 7 of the Preliminary Draft Staff Report contains several errors needing correction:

- the VOC content of DAP Kwik Foam is 194 g/L, not 19 g/L.
- Canadian Industrial Distributors One-Component Polyurethane Cylinder Foam and Fomo Handifoam 40 aerosol cans are no longer on the market.
- Hilti CF812 contains propellant using a mixture of three hydrocarbons at level of 5%-15% each. The VOC content reported in Table 7 may be incorrect.
- TACC Miracle FoamSeal 2100A and ITW TACC Miracle FoamSeal F6400 LVR are structural adhesives and should be removed from Table 7.
- Tiger Foam and Icynene LD50 are manufactured as multiple types of polyurethane foam products. The 2K SPF products are not foam sealants. Table 7 should be updated to include the specific product that is being referenced with the correct VOC content.

CPI welcomes the opportunity to further discuss the points raised above with SCAQMD prior to the publication of the final Rule 1168. Please contact me at stephen_wieroniey@americanchemistry.com or (202) 249-6617 with questions or requests for additional information.

Respectfully submitted,



Stephen Wieroniey
Director



Response 10-1

Staff is not proposing to limit the use of foam sealants but to reduce the VOC content of those products. Staff has not been presented with any information that would indicate a lower VOC product that uses a non-VOC propellant would be less effective at the increasing energy efficiency of the building.

Response 10-2

The definition of a sealant is any material with adhesive properties that is formulated primarily to fill, seal, or waterproof gaps. Insulating foams fill the wall cavity, the gap between two joists or studs; therefore, insulating foams are within the scope of Rule 1168. Based on the August 30th meeting and in response to the commenter's request, staff did create a separate category to distinguish insulating foams from foam sealants and amended the foam sealant definition. It is common for a product category to include many different chemistries, as well as single component and multi-component products. The categories are created to describe the use of the products and the future effective dates for lower VOC limits are to set a limit on when the high-VOC products can be used in our jurisdiction.

Based on a comment letter submitted to the Stationary Source Committee on September 13, 2017 from the American Chemistry Council and subsequent discussions, staff reviewed the definition of "sealant" in the CARB CPR and the OTC Model Rule. Both regulations have the same definition and it includes "weatherproofing". Staff is proposing to align the definition in PAR 1168 with those regulations. As stated previously in this report, staff made an effort to harmonize PAR 1168 definitions with both CARB and the OTC. The definition change also provides further clarification that foam insulation; previously referred to as "insulating foam," fall within the applicability of Rule 1168. The proposed definition change is the following:

SEALANT is any material with adhesive properties that is ~~formulated primarily~~ designed to fill, seal, ~~or~~ waterproof, or weatherproof gaps or joints between two surfaces. Sealants include sealant primers and caulks.

This is not a significant change as insulating foams were included in the proposed amendment since the rule process began in 2013. This change will clarify and harmonize the definitions. Per the commenter's request after Stationary Source Committee, staff revised the name for "insulating foams" to "foam insulation" and proposed a 250 g/L VOC limit upon adoption, which will be reduced to 50 g/L based on the results of the technology assessment.

Response 10-3

Staff already proposed a ~~5~~five year implementation timeline for foam sealants to allow time for reformulation. The initial proposed amendment in 2014 included a 20 g/L VOC limit with an effective date of January 1, 2018. The current proposal is a 50 g/L VOC limit effective January 1, 2023 and includes a technology assessment for staff to evaluate the progress of reformulation of foam sealants. Staff developed this limit and timeframe with stakeholder feedback on what is feasible. Staff did amend the proposal to include an early technology assessment, in 2020, to gauge

Final Staff Report

progress on reformulation efforts. The first reporting year in 2019 will be critical to understand the status of the affected categories and lower VOC reformulation.

Response 10-4

Staff appreciates the suggestions and made correction to the staff report.

Comment Letter #11 Summary

The following is a summary of the comment letter received from Bostik, Inc on Augusts 31, 2017.²²

Comment 11-1:

While there are wood flooring adhesives that meet the 20 g/L VOC limits, the performance properties were not considered when proposing this VOC limit.

Comment 11-1:

Not all product chemistries have applicable test methods.

Comment 11-3:

Bostik understands that VOC limits must be lowered to meet air quality goals and suggests the SCAQMD either: lower VOC limits to reflect the sales weighted average, adopt separate VOC limits for water-based and solvent-based adhesives or extend the compliance date until 2023.

Response 11-1

See comment response 3-2.

Response 11-2

Staff is aware that there is currently no accepted test method measuring certain niche products and looks forward to working with the manufacturers to address this deficiency. This is a pre-existing issue and is not the result of any of the proposed changes to Rule 1168.

Response 11-3

Staff appreciates the suggestions; however, if the VOC limits are simply lowered to reflect the sales weighted average or allow higher VOC limits for solvent based chemistries, no actual emission reductions would be achieved. Although sStaff feels there are adequate products available that meet the future proposed VOC limit, staff understands the other concerns included in this comment letter and is ~~so is not~~ proposing to delay the implementation date to January 1, 2023 for several categories.

Comment Letter #12

Sika Corporation

August 29, 2017

Ms. Nicole Silva
Air Quality Specialist
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Re: Comment on Rule 1168 proposed changes

Dear Ms. Silva:

Sika Corporation is submitting comments for the District's review regarding the proposed changes to Rule 1168. Below are our comments.

I. Wood Flooring Adhesive VOC limit:

We believe the proposed limit and effective date for wood flooring adhesives are too demanding for industry to comply with.

Sika does not add what is considered a "solvent" but instead a lower boiling hydrocarbon that contributes to 100% of the VOC level we currently find in these Wood Floor Bonding Products. Our R&D already has made concerted efforts to substitute many other higher boiling liquids to lower the VOC, but when we do so, we significantly decrease the elongation and toughness of the adhesive. We have not been able to find higher boiling hydrocarbons that sufficiently plasticize and cut the viscosity of these formulated systems. Most likely durability in the application will be sacrificed as well with the reduced toughness. We have also experienced the separation issues as noted.

Sika produces products which meet customers' highest expectations of quality and robust durability through careful technical and application development. While Sika intends to diligently work on providing products that meet these requirements, it will take substantial time and significant effort to find technical solutions which currently are not apparent for these very low VOC limits. Not only does solvent improve adhesion in urethane based wood flooring adhesives, but it also allows the material to be applied easier which benefits both the contractor and the consumer. This is a major consideration for contractors because a high viscous product takes more time and effort to apply than a low viscous product. Even small changes to application process can compound the difficulty of a large scale installation, such as a new apartment building.



Sika Corporation, 201 Polito Avenue, Lyndhurst NJ 07071, USA
Tel: 201 933 8800, Fax: 201 933 9370, www.sikausa.com



- 12-1
con't
- As part of product development, our R&D department has evaluated the performance of similar industry products. It has been noted that low-VOC moisture-curing products are consistently more difficult to apply than products with higher VOC values. Our R&D department has also noted that replacing too much solvent with other low density liquids (e.g. plasticizer) will result in separation, a decreased shelf life and poor product quality. The reduction of VOC values from 100 g/L to 20 g/L is a severe reduction based on a small sample size (10 products). The drastic reduction will require a change in technology which will impact the product performance in a negative way.
- Sika respectfully requests that the District keep the VOC limit at 50 g/L as previously discussed in the first working group and that the effective date be January 1st, 2021. We believe the reduction from 100 g/L to 50 g/L would be reasonable to assist in reducing emissions within the District.
- 12-2
- II. Architectural Sealant VOC limit:
- We respect the District's reasoning for reducing the Architectural Sealant limit from 250 g/L to 50 g/L outlined in the Preliminary Draft Staff Report. However, we ask the District to consider a gradual limit reduction to allow more time to re-formulate products, especially highly specialized products. Sika proposes an initial reduction to 175 g/L effective on January 1st, 2019, a reduction to 100 g/L effective on January 1, 2021 and then a final reduction to 50 g/L effective on January 1, 2023. This approach should allow Sika, as well as other companies, to allocate the necessary R&D resources to reformulate products while maintaining the product quality.
- 12-3
- III. Reporting frequency:
- Sika suggests that reporting be required every five years for the previous two years, as products and technologies do not change significantly from year to year. The data collected every five years would be sufficient for the District to accurately evaluate VOC trends in products and follow reductions in total emissions. Frequent reporting is burdensome and time consuming for businesses to organize the relevant information.
- 12-4
- IV. Rule timeline:
- To provide industry with more time to understand and prepare for the proposed rule, we respectfully request that the final public hearing be moved to December.
- Sika is also in support of a reporting exemption for low VOC products. We understand that the low VOC product information is necessary for the District to evaluate technological trends. As a compromise we suggest less frequent reporting requirements specifically for low VOC products.

V. Labeling

12-5

We understand the addition of a manufacturing date is necessary for the implementation of a sell-through period, which we are in support of. However, our packaging only includes an expiration date, which is consistently one-year after the manufacturing date. This topic was briefly mentioned during the second working group, but we ask for further clarification as to whether an expiration date is sufficient for this requirement.

VI. Non-Compliant Products Stored in the District

12-6

We ask for a final clarification on the manufacturer's culpability in reference to the storage of non-compliant products which will be used outside of the District. During the second working group, the District Counsel explained that a letter from the manufacturer noting the product's non-compliance is acceptable in conjunction with the 55-gallon per year exemption reporting from the distributor. Would a written statement from a manufacturer to a customer also relieve liability for storing non-compliant products in warehouses within the District?

Please feel free to contact me at (201) 508-6761 should you have any questions regarding our comments.

Sincerely,



Victor Dino, CHMM
Vice President, EHS

Response 12-1

See response to comment 3-2.

Response 12-2

Staff appreciates the proposal but based on the survey data, believes there is sufficient data to justify the lower VOC limit by 2019. Further, feedback staff receives from stakeholders is usually not to include interim VOC limits because that leads to double the reformulation work. At this stage in the amendment, staff is hesitant to propose such a change.

Response 12-3

See response to comment 1-6.

Response 12-4

Please see the ~~Key Concerns~~Key Concerns/Issues section in this staff report and response to comment 7-2 regarding reporting of low-VOC products.

Staff noted the request to delay the Board Hearing until December. This amendment will be brought to the Stationary Source Committee on September 15, 2017, they will determine if the amendment needs to be delayed.

Response 12-5

Staff proposed a labeling requirement that includes either the date of manufacture or a date code indicating the date code of manufacture. The manufacturer can use the expiration date as the date code provided they file with the Executive Officer of the District an explanation of each date code, as required in subparagraph (f)(1)(C).

Response 12-6

Staff included a proposed exemption for those products that manufacturers or suppliers state, in written notification, are not to be sold in SCAQMD jurisdiction. The manufacturer or supplier is required to maintain this written notification for up to three years, to demonstrate proof of exemption.

Comment #13

Dear Ms. Silva,

Below is further explanation of the comments I had spoken about earlier at the Rule 1168 workshop.

- 13-1
1. Please require VOC content to be included with SDS literature. Because the manufacturers place the VOC content on the label, they feel they no longer need to include the VOC content to their SDS literature. This becomes a problem since most end users would have to physically check each products VOC from the label rather than easily looking up the VOC on the SDS. Also it makes it difficult to provide supporting documentation for the AER or to an inspector if the SDS does not have the VOC listed for the products.
- 13-2
2. Resorcinol is used to make wooden marine boats/vessels. The City of Los Angeles Harbor Department (Port of Los Angeles, AKA Port) uses wooden boats, skiffs, and pongs (vessels are 16 feet long or smaller) as part of daily maintenance operations. These things are basically made out of marine plywood, nails, and resorcinol. The difference between marine plywood and exterior plywood is that marine plywood is coated in resorcinol. The resorcinol is what keeps the boat held together and water-proof. These pongs and skiffs are used by Port maintenance staff to do construction or repair under/on docks and other structures in our waterways. The wooden boats are used by our surveyors to check the condition of our structures and obtain samples. Wooden vessels are used in place of other material boats because in case if there is a leak the boat would continue to float and workers would be able to wait above water for help to arrive. Aluminum or fiberglass boats would sink, requiring immediate rescue of the workers, and a dive team to recover the vessel. The Port uses resorcinol to maintain and construct these wooden boats ourselves.

The manufacturer that we used to get the resorcinol (DAP) no longer makes it. DAP's resorcinol VOC was 171 g/L (on label but not listed on SDS which points back to my first concern). We still have some DAP resorcinol, but once we run out we will have to purchase a different manufacturer brand. Their new product, Weldwood Plastic Resin Glue, does not advertise that is for marine use, see attached product data sheet. So if we use this product and it does not hold up to a marine environment, DAP will just say that it was not meant for a marine environment even though it is the replacement for their resorcinol product line.

The only other resorcinol my Boat Carpentry staff can find is Aerodux Resorcinol Resin Kit, see attached SDS. The VOC listed is the Material VOC rather than Coating VOC (without water & exempt compounds) as 330.5 g/L which is above the 250 g/L limit that SCAQMD is stating resorcinol fell under. I do not know if their coating VOC would meet the 250 g/L limit, but since the value is normally higher without water and exempt compounds there is low probability it would. Resorcinol is only used for wooden products so the manufacturer probably classifies it as a marine deck sealant which has a coating VOC limit of 760 g/L. If there are other manufacturers that SCAQMD might know about that has compliant resorcinol we will gladly use it.

As I stated above, resorcinol is a key product for maintaining our wooden boats, which are used in daily maintenance of our infrastructure. We use it only for repair or to build a replacement vessel, which is maybe once a year at most. Actual amount used to rebuild a boat would depend on the size but generally we stay

under 55 gallons, so I do not know if that means we can qualify for the 55 gallon exemption especially since we use other products that contain VOCs for our other operations.

3. Another concern is the use of adhesives on the marine vessels. We use a lacquer based DAP Original Contact Cement (pint/quart size) to repair things on our marine vessels and other items exposed to a marine environment. This product's VOC is 459 g/L, see attached SDS. They do not market it as a marine adhesive which is what we consider it as, but as a multi-purpose adhesive. See link to their website.

<http://www.dap.com/dap-products-ph/weldwood-original-contact-cement/>

13-3

This makes it difficult as an end user, since it meets VOC limits for top & trim adhesive in the new rule. However, since the proposed rule requires the product to meet the VOC limit that is the lowest limit for what the product is marketed, then the VOC limit for this product would fall under Multi-Purpose Construction Adhesive which is only 70 g/L making this particular product not compliant. They make a water-based product that meets this requirement, but the water-based version does not last in a marine environment. All water-based products in a marine environment start to lose their adhesion from all the moisture in the surrounding environment. This is especially true at the Port since our equipment is in a marine environment 24 hours a day, 7 days a week. So if boat carpentry staff glues something using the water-based product, within weeks/months it starts to come undone. Our staff has started to have real concerns about vessels falling apart in the water because we are having to use compliant products that do not meet our needs. We lose time, money, and productivity because we have to redo the work since it is a safety hazard not to complete the repairs. Also since they make a compliant water-based product, we have concerns that DAP will then stop making the lacquer-based version and the Port would only have the water-based product option that does not work in our environment.

By having the lowest limit be the default, it makes it difficult for us to find products for marine use since manufacturers are marketing the products we use for multi-purpose or general use now, which defaults to lower VOC limits than what a marine product can have. The rule should include an exemption to the lowest marketed VOC limit category for end users using products for marine purposes as long as they meet the already existing marine adhesive/sealant categories or SCAQMD should add a specific marine adhesive only category so manufacturers can market a marine only adhesive.

Our boat carpentry staff have not been able to find a similar product that has worked in the marine environment. If SCAQMD has a list of any products that they have found that are compliant and serve the same function, we will gladly test them to see if they can be a suitable replacement for the DAP Original Contact Cement.

If you have any other questions or more explanation, please feel free to contact me. I've cc'ed our Boat Carpentry supervisor, John Radovcich, who would be able to go into more detail of how these products are used and why water-based products are not meeting our needs.

Thank You,

Amber Coluso
Air Quality Environmental Specialist
Port of Los Angeles
Environmental Management Division
425 S. Palos Verdes St.
San Pedro, CA 90731
Office: (310) 732-3950
Fax: (310) 547-4643
acoluso@portla.org

Response 13-1

The SCAQMD does not have the authority over what is included on SDS.

Response 13-2

The SCAQMD is required to lower to VOC limit for the Waterproof Resorcinol Glue due to RACM/BACM requirements. The 55-gallon per year exemption is an option for low-use applications if no other compliant products are available.

Response 13-3

The proposed VOC limit for Top and Trim Adsesives limit, which applies to automotive and marine use, will increase to 540 g/L upon rule adoption. Staff is proposing to lower the limit back to 250 g/L by 2023. The VOC limit reduction includes a technology assessment. At the time of the assessment, staff will specifically inquire about the adhesives available for marine use and carve out a higher limit or exemption if needed.

Comment Letter #14



The Dow Chemical Company
Midland, MI 48674
U.S.A.

August 9, 2017

Heather Farr
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Re: Comments on the Proposed Amendment to Rule 1168

Dear Ms. Farr,

The Dow Chemical Company appreciates the opportunity to provide input on the proposed changes to Rule 1168 to South Coast Air Quality Management District (SCAQMD).

The Dow Chemical Company is driving innovations that extract value from material, polymer, chemical and biological science to help address many of the world's most challenging problems such as the need for clean water, clean energy generation and conservation, and increasing agricultural productivity. Dow's integrated, market-driven, industry-leading portfolio of specialty chemical, advanced materials, agrosiences and plastics businesses delivers a broad range of technology-based products and solutions to customers in approximately 180 countries and in high-growth sectors such as packaging, electronics, water, coatings and agriculture. In 2016, Dow had annual sales of over \$48 billion and employed approximately 49,000 people worldwide. The Company's more than 6,000 product families are manufactured at 179 sites in 35 countries across the globe.

Dow respectfully submits the following written comments concerning the Proposed Amended Rule 1168. In addition to these comments, Dow completely agrees with and supports the comments sent to SCAQMD by both the American Coatings Association and the Consumer Specialty Products Association.

Overall, we have some concerns with the proposed amendment, particularly with respect to its potential impact on the Insulating Foam Sealant market, and the proposed VOC limit for these products that is not technically or economically feasible with today's technologies. These concerns are further articulated below.

14-1

1. The phrase "weigh less than one pound and consist of less than 16 fluid ounces" in Section (a) "Purpose and Applicability" should be revised to read "weigh one pound or less and consist 16 fluid ounces or less".

Insulating Foam Sealants for consumers are commonly sold in 16 oz. cans by retailers. If the rule is left as currently proposed (less than one pound and less than 16 fl. oz.), SCAQMD will be interfering in the sales of only some retailers thus interfering in free market practices. This change is needed to align with paragraph (i)(11) and with the California Air Resources Board's (CARB) Consumer Product regulation.

14-2

2. Insulating Foam Sealants provide significant benefits by reducing greenhouse gas emissions and saving energy. Additional regulation of these products could have significant adverse impact.

Both CARB and the US Ozone Transport Commission recognize the importance of Insulating Foam Sealants in reducing greenhouse gas emissions, and they continue to exempt these products from severe VOC limits. SCAQMD should continue to exempt these products also.

Dow is a major producer of highly efficient building insulation and air sealing products, such as one component polyurethane Insulating Foam Sealant. As a leader in energy efficient residential and commercial construction, California relies upon these products not only to reduce energy costs for California consumers and business owners, but also to help California reach its aggressive reduction goals in greenhouse gas (GHG) emissions from the buildings sector.

Insulating Foam Sealant products are valuable building products and can help California meet other air quality and climate-focused goals. With respect to buildings, the state has set ambitious goals for improving energy efficiency. The California Energy Commission is working toward the goal of zero net energy for all new residential construction by 2020.¹ Governor Brown recently signed legislation aimed at increasing energy efficiency for existing buildings in the state.²

The typical U.S. home has gaps and cracks that stretch a half-mile long.³ These gaps and cracks reduce home energy efficiency by allowing conditioned air – which citizens have paid to heat and cool – to escape as unwanted external air sneaks in. Proper insulating and air sealing, which often includes application of Insulating Foam Sealants, increases home energy efficiency and can help lower home energy bills by up to 30%.⁴

¹ California's New Residential Zero Net Energy Action Plan. Available at: http://www.cpuc.ca.gov/PUC/energy/Energy+Efficiency/eespires_zne_action+plan.htm.

² Clean Energy and Pollution Reduction Action of 2015 (SB-350).

³ energystar.gov

⁴ Residential Energy Services Network (RESNET) Savings will vary.

A SMALL COST TO SAVE A LOT



⁵http://energy.gov/sites/prod/files/2014/09/r18/61626_BK_EERE-EnergySavers_w150.pdf

SCAQMD should carefully select its VOC emission reduction strategies to ensure that actions do not have the unintended consequences of deselecting energy efficiency products like Insulating Foam Sealants and other spray polyurethane foams.

3. The proposed 2023 "Foam Sealant" VOC limit of 50 g/L is not practical and seems to be an arbitrarily selected target.

There is no readily available/drop-in alternative to the currently used hydrocarbons in one component Insulating Foam Sealants, which typically have VOCs less than 200 g/L. It is not clear how the target VOC limit of 50 g/L was selected.

One proven alternative, HFC-134a, cannot be used today due to U.S. EPA SNAP regulations on foam blowing agents. Currently available HFOs have been suggested, however they do not meet product performance requirements as they do not have the appropriate vapor pressures. Any blowing agent used in the Insulating Foam Sealants aerosol cans must not only help the product create the insulating foam by creating closed cells in the foam, it must also behave as the propellant for getting the entire product out of the can to avoid product waste. The HFOs fall short on meeting these requirements.

The proposed rule states that a "technology assessment will be conducted by January 1, 2022 and the Executive Officer shall report on the results of the technology assessment to the Stationary Source Committee prior to the January 1, 2023 implementation date". Without the results of the technology assessment showing that a 50 g/L VOC is feasible, the selection of this limit seems arbitrary. We suggest that the 50 g/L VOC limit be removed from the proposed rule. If the 2022 technology assessment finds that a lower

14-3

VOC limit is warranted, then the lowered VOC limit can be implemented in a future rule amendment. Dow respectfully requests the opportunity to participate in any future technology assessment that impacts Insulating Foam Sealants.

4. SCAQMD is likely confusing two different products, two component and one component polyurethane foams.

The current definition of 'Foam Sealant' covers both one component and two component systems. These two VERY different products can NOT be addressed under the same VOC restriction. They are completely different technologies.

- a. Two-component spray polyurethane foam (2K-SPF) products include both insulations and insulating foam sealants and are sold in containers that are typically larger than one pound (i.e. tanks and drums). Dow's 2K-SPF products are very low VOC, at or near zero, as they have special required application tools and must use non-flammable blowing agents.
- b. One component polyurethane "Insulating Foam Sealants" are sold by Dow typically in 12, 16, and ~25 oz. Aerosol Cans; these products use a blend of hydrocarbons for the propellant and foaming agent.

Dow recommends that SCAQMD take time to meet with industry to better define the "Foam Sealant" category, and again highly encourages SCAQMD to exclude Insulating Foam Sealants as done by CARB for the reasons previously noted.

5. Dow appreciates the sell-through provision of Section (c)(3) and agrees with it as written.

6. The reporting requirements found in Section (f)(2)(B) regarding reporting is a serious concern to Dow.

This requirement creates a significant burden for industry and creates concerns over the handling of confidential business information. The request for such data generates a large number of questions:

- How will the sales information collected by the District be handled and stored?
- What is the purpose of the information collection?
- What will be done with the data?
- How will SCAQMD guarantee the confidentiality of the sales data?

Additionally under (viii) it notes that "the annual quantity of each product including products sold through big box retailers with distribution centers located within or outside the District";

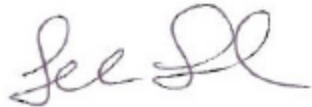
- Does this mean that SCAQMD expects Dow to provide our entire national sales data to the "Big Box Stores"?
- Why does SCAQMD need such national data?
- Since SCAQMD is proposing to require the "Big Box Stores" to report on their sales of the products within the district, why would the manufacturer be expected to provide national sales data or any data at all, that is sold through those stores?
- How will SCAQMD ensure that ALL data provided to them by retailers and facilities is kept as business confidential even if the retailer or facility fails to properly mark the data as such?
- Also, what is the guarantee of confidentiality through the proposed electronic submission of data by the Big Box Retailers?

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This type of confidential information could negatively impact the manufactures if not properly handled. Lastly, this reporting is over burdensome.

Thank you for your consideration of these concerns. If you have any questions about the concerns raised in this letter please contact me by phone at 989.496.5398 or by email at Lee.French@DowCorning.com.

Respectfully,



Lee French
Regulatory SME
The Dow Chemical Company

Response 14-1

Thank you for the feedback, staff made this change in the rule.

Response 14-2

Please see response to comment 10-1.

Response 14-3

Please see response to comment 3-3 and 10-3.

Response 14-4

Please see response to comment 10-2.

Response 14-5

Staff appreciates the support.

Response 14-6

Please see the ~~Key issues~~ Concerns section in this staff report and response to comments 1-6, 3-6, 6-7, 6-14, and 8-4.

~~Subject to confidentiality, Information submitted to the Executive Officer may be designated as confidential under the provisions of the California Public Records Act (Govt. Code § 6250-6276.48) information submitted to the Executive Officer may be designated as confidential.~~ The designation must be clearly indicated on the reporting form, identifying exactly which information is deemed confidential. SCAQMD staff will use a reporting spreadsheet, similar to what was used

for the survey, with an area to indicate the information is confidential; therefore, manufacturers have the ability to indicate that their data is confidential before they electronically submit their QER. The SCAQMD staff believes that the District's Guidelines for Implementing the California Public Records Act, which were adopted by the Governing Board on May 6, 2005 and amended on July 5, 2013 specifically with reference to trade secrets, adequately protect confidential information from misappropriation. The SCAQMD will request a justification from the entity claiming confidential information. The SCAQMD shall evaluate the justification, any other information at its disposal, and determine if the justification supports the claim that the material is in fact trade secret under Gov. Code Sec. 6254 and Sec. 6254.7. If the SCAQMD determines that the claim of confidentiality is not meritorious or is inadequately supported by the evidence, the SCAQMD shall promptly notify, by certified mail and email, the entity who claimed confidential status that the justification is inadequate and that the information will be released after 21 calendar days from the date of such notice unless the person claiming trade secret brings a legal action to preclude such release.- The SCAQMD considers sales volume data confidential and is cautious to protect that data.

The SCAQMD has ~~strategies~~ procedures in place for protecting the confidentiality of information claimed as confidential. The SCAQMD has been handling confidential and trade secret information for many years without incident. The SCAQMD's computer systems are protected from outside attackers, and access by internal staff is controlled and audited. A security assessment was recently conducted which found no vulnerabilities from outside attackers. Controls for internal access include strong passwords, domain account authentication, limiting access to authorized users with proper role, antivirus software with updates, security software updates, and physical security.

COMPARATIVE ANALYSIS

Health and Safety Code Section 40727.2 requires a written analysis comparing the proposed rule with existing federal and SCAQMD regulations. There are no other existing or proposed SCAQMD rules that directly apply to the same source type (adhesive and sealant applications). The federal government has suggested standards in the form of a Control Techniques Guideline for Miscellaneous Industrial Adhesives, but has no regulatory requirements. As discussed in this report, the CARB CPR regulates certain consumer product adhesives and sealants throughout the state of California and the OTC has a Model Rule that applies to adhesives and sealants.

	PAR 1168	CARB Consumer Products Regulation	U.S. EPA Control Techniques Guideline for Miscellaneous Industrial Adhesives	Ozone Transport Commission Model Rule for Adhesives and Sealants Consumer Products
Applicability	All use of adhesives, adhesive primers, sealants, or sealant primers excluding consumer and institutional use where the units of product, less packaging, weigh one pound or less and consist of less than 16 fluid ounces, and where there is an applicable VOC limit in the California Air Resources Board (CARB) Consumer Products Regulation.	Adhesives and sealants where the units of product, less packaging, weigh one pound or less and consist of 16 fluid ounces or less, that are sold for consumer and institutional use.	Voluntary guidelines to states to develop regulation to address adhesives used for industrial operations.	Sale and manufacture of consumer adhesives, adhesive primers, sealants, and sealant primers; and use restrictions that apply primarily to commercial/industrial applications.
Requirements	<ul style="list-style-type: none">• VOC limits for adhesives used in architectural applications, industrial operations, and substrate specific applications. VOC limits for sealants used in architectural applications, roadway, and other applications. VOC limits for adhesive and sealant primers• Most restrictive clause for products subject to multiple VOC limits	<ul style="list-style-type: none">• VOC limits for adhesives and sealants sold as consumer products for personal or institutional use• Three year sell through for products on shelf prior to effective date of rule• Most restrictive clause for products subject to multiple VOC limits	<ul style="list-style-type: none">• VOC limits for adhesives, sealants and primers used in industrial operations• Minimum transfer efficiency requirements• Minimum air pollution capture and control efficiency of 85%• Trash and debris containing VOC must be in closed containers• Containers used for mixing shall be closed except when in use	<ul style="list-style-type: none">• VOC limits for adhesives used in architectural applications, industrial operations, and substrate specific applications. VOC limits for sealants used in architectural applications, roadway, and other applications. VOC limits for adhesive and sealant primers• Limit on VOC content of solvents used for cleaning, surface preparation or stripping

Final Staff Report

PAR 1168		CARB Consumer Products Regulation	U.S. EPA Control Techniques Guideline for Miscellaneous Industrial Adhesives	Ozone Transport Commission Model Rule for Adhesives and Sealants <u>Consumer Products</u>
	<ul style="list-style-type: none"> • Three year sell through for products on shelf prior to effective date of rule • Trash and debris containing VOC must be in closed containers • Minimum transfer efficiency requirements • Minimum air pollution capture efficiency of 90%; minimum air pollution reduction efficiency of 95% • Alternative Emission Control Plan • Storage restrictions for non-compliant products • Containers used for mixing shall be closed except when in use 		<ul style="list-style-type: none"> • Closed containers for cleaning solvent storage 	<ul style="list-style-type: none"> • VOC content limit for solvents used to clean application equipment and requirements to clean in enclosed cleaning system • Minimum air pollution capture and control efficiency of 85% • Trash and debris containing VOC must be in closed containers
Recordkeeping	Daily recordkeeping	None	None	Monthly recordkeeping
Administrative	<ul style="list-style-type: none"> • Container labeling of VOC content and date of manufacture • Sales reporting from manufacturers, private labelers, big box retailers, and distribution centers • Annual reporting of sales utilizing 55 gallon per year exemption 	<ul style="list-style-type: none"> • Container labeling of VOC content and date of manufacture • Sales reporting from manufacturers 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Container labeling of VOC content
Prohibitions	<ul style="list-style-type: none"> • Prohibition of sale of products that do not meet VOC content limit 	<ul style="list-style-type: none"> • Prohibition of sale of products that do not meet VOC content limit 	<ul style="list-style-type: none"> • No atomization of cleaning solvent 	<ul style="list-style-type: none"> • Prohibition of sale of products that do not meet VOC content limit

PAR 1168		CARB Consumer Products Regulation	U.S. EPA Control Techniques Guideline for Miscellaneous Industrial Adhesives	Ozone Transport Commission Model Rule for Adhesives and Sealants <u>Consumer Products</u>
	<ul style="list-style-type: none"> • Prohibition of sale of products containing certain chlorinated compounds • Prohibition of sale of products containing certain exempt compounds 	<ul style="list-style-type: none"> • Prohibition of sale of products containing certain chlorinated compounds • Prohibition of sales of adhesives with any chemical compound that has a Global Warming Potential of 150 or greater 		
Exemptions	<ul style="list-style-type: none"> • Exemption for adhesives and sealants subject to other source specific rules • Record keeping exemption (end-user) for products that contain less than 20 g/L VOC content • Exemption for containers less than one ounce • Rule does not apply to use in research and development • Exemption for products in certain categories when used in quantities of 55 gallons per year or less • Exemption for parade floats • Rule does not apply to consumer products used for personal or institutional use if regulated by CARB Consumer Product Regulation • Exemption for certain miscellaneous uses 	<ul style="list-style-type: none"> • Exemption for solvents defined as low vapor pressure • Exemption for containers less than one ounce 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Rule does not apply to use in research and development • Rule does not apply to consumer products used for personal or institutional use if regulated by another agency • Exemption for products that contain less than 20 g/L VOC content • Exemption for contact adhesives sold in volumes of one gallon or less • Exemption for certain miscellaneous uses • Rule does not apply to uses where annual emissions are less than 200 pounds per year • Exemption for products when used in quantities of 55 gallons per year or less

DRAFT FINDINGS UNDER THE CALIFORNIA HEALTH AND SAFETY CODE

Health and Safety Code Section 40727 requires that prior to adopting, amending or repealing a rule or regulation, the SCAQMD Governing Board shall make findings of necessity, authority, clarity, consistency, non-duplication, and reference based on relevant information presented at the hearing. The draft findings are as follows:

Necessity – State and federal health-based ambient air quality standards for ozone are regularly and significantly exceeded in the SCAQMD. The reduction of VOC from Proposed Amended Rule 1168 is part of a comprehensive strategy in the 2016 AQMP and needed to meet federal and state air quality standards.

Authority - The SCAQMD Governing Board obtains its authority to adopt, amend, or repeal rules and regulations from Health and Safety Code Sections 39002, 40000, 40001, 40440, 40702 and 41508.

Clarity - The SCAQMD Governing Board has determined that Proposed Amended Rule 1168 – Adhesive and Sealant Applications, is written and displayed so that the meaning can be easily understood by persons directly affected by them.

Consistency - The SCAQMD Governing Board has determined that Proposed Amended Rule 1168 – Adhesive and Sealant Applications, is in harmony with, and not in conflict with or contradictory to, existing statutes, court decisions, federal or state regulations.

Non-Duplication - The SCAQMD Governing Board has determined that Proposed Amended Rule 1168 – Adhesive and Sealant Applications, does not impose the same requirement as any existing state or federal regulation, and the proposed amendments are necessary and proper to execute the powers and duties granted to, and imposed upon, the SCAQMD.

Reference - In adopting this regulation, the SCAQMD Governing Board references the following statutes which the SCAQMD hereby implements, interprets or makes specific: California Health and Safety Code sections 40001, 40440, and 40702.

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12. U.S. Environmental Protection Agency. *Appendix A to Subpart PPPP of Part 63 – Determination of Weight Volatile Matter Content and Weight Solids Content of Reactive Adhesives* (2004, July).

ATTACHMENT H

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

**Final Environmental Assessment for Proposed Amended Rule 1168 –
Adhesive and Sealant Applications**

September 2017

**SCAQMD No. 08162017DT
State Clearinghouse No: 2017081031**

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PREFACE

This document constitutes the Final Environmental Assessment (EA) for Proposed Amended Rule (PAR) 1168 – Adhesive and Sealant Applications. A Draft EA was released for a 30-day public review and comment period from August 16, 2017 to September 15, 2017. Analysis of PAR 1168 in the Draft EA did not result in the identification of any environmental topic areas that would be significantly adversely affected. Two comment letters were received from the public regarding the analysis in the Draft EA. The comment letters received relative to the Draft EA and responses to individual comments are included in Appendix B of this document.

In addition, subsequent to release of the Draft EA, modifications were made to PAR 1168 and some of the revisions were made in response to verbal and written comments received during the rule development process. To facilitate identification, modifications to the document are included as underlined text and text removed from the document is indicated by ~~striketrough~~. To avoid confusion, minor formatting changes are not shown in underline or strikethrough mode.

Staff has reviewed the modifications to PAR 1168 and concluded that none of the revisions constitute: 1) significant new information; 2) a substantial increase in the severity of an environmental impact; or, 3) provide new information of substantial importance relative to the draft document. In addition, revisions to the proposed project in response to verbal or written comments would not create new, avoidable significant effects. As a result, these revisions do not require recirculation of the document pursuant to CEQA Guidelines Section 15073.5 and 15088.5. Therefore, this document now constitutes the Final EA for PAR 1168.

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CHAPTER 1

PROJECT DESCRIPTION

Introduction

California Environmental Quality Act

Project Location

Project Background

Project Description

INTRODUCTION

The California Legislature created the South Coast Air Quality Management District (SCAQMD or District) in 1977¹ as the agency responsible for developing and enforcing air pollution control rules and regulations in the South Coast Air Basin (Basin) and portions of the Salton Sea Air Basin and Mojave Desert Air Basin. By statute, the SCAQMD is required to adopt an air quality management plan (AQMP) demonstrating compliance with all federal and state ambient air quality standards for the District². Furthermore, the SCAQMD must adopt rules and regulations that carry out the AQMP³. The AQMP is a regional blueprint for how the SCAQMD will achieve air quality standards and healthful air and the 2016 AQMP⁴ contains multiple goals promoting reductions of criteria air pollutants, greenhouse gases, and toxics. In particular, the 2016 AQMP includes control measure CTS-01: Further Emission Reductions from Coatings, Solvents, Adhesives, and Sealants, which identifies Rule 1168 – Adhesive and Sealant Applications, a rule that regulates volatile organic compounds (VOC), as having the potential to achieve additional VOC emission reductions. In addition, the 2016 AQMP also includes control measure MCS-01: Application of All Feasible Measures Assessment, which seeks to achieve emission reductions from all pollutants, including VOCs. Proposed amended Rule (PAR) 1168 has been developed to partially implement CTS-01 and MCS-01.

Rule 1168 applies to anyone who uses, sells, stores, supplies, offers for sale or manufactures for sale any adhesives and sealants. Adhesives and sealants are primarily used for architectural applications and the majority of emissions come from a broad range of small volume users in manufacturing, commercial, and consumer applications. Approximately 3,000 regulated products were reported in a survey conducted in 2013. Staff believes this may be an underrepresentation of the total number of affected regulated products based on stakeholder input and products found by SCAQMD staff the field.

The following industry sectors, as classified by the North American Industry Classification System (NAICS) code, make extensive use of products subject to Rule 1168:

- Air-Conditioning and Warm Air Heating Equipment and Commercial and Industrial Refrigeration Equipment Manufacturing (NAICS 333415)
- All Other Rubber Product Manufacturing (NAICS 326299)
- Commercial and Institutional Building Construction (NAICS 236220)
- Custom Architectural Woodwork and Millwork Manufacturing (NAICS 337212)
- Drywall and Insulation Contractors (NAICS 238310)
- Flooring Contractors (NAICS 238330)
- Footwear Manufacturing (NAICS 316210)
- Glass and Glazing Contractors (NAICS 238150)
- Hardwood Veneer and Plywood Manufacturing (NAICS 321211)
- Household Furniture (except Wood and Metal) Manufacturing (NAICS 337125)
- Industrial Building Construction (NAICS 236210)
- Manufactured Home (Mobile Home) Manufacturing (NAICS 321991)

¹ The Lewis-Prezley Air Quality Management Act, 1976 Cal. Stats., ch. 324 (codified at Health and Safety Code Section 40400-40540).

² Health and Safety Code Section 40460(a).

³ Health and Safety Code Section 40440(a).

⁴ SCAQMD, 2016 Air Quality Management Plan. <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf>

- Motor Vehicle Seating and Interior Trim Manufacturing (NAICS 336360)
- New Multifamily Housing Construction (except For-Sale Builders) (NAICS 236116)
- New Single-Family Housing Construction (except For-Sale Builders) (NAICS 236115)
- Office Furniture (except Wood) Manufacturing (NAICS 337214)
- Oil and Gas Pipeline and Related Structures Construction (NAICS 237120)
- Other Millwork (including Flooring) (NAICS 321918)
- Plumbing, Heating, and Air-Conditioning Contractors (NAICS 238220)
- Polystyrene Foam Product Manufacturing (NAICS 326140)
- Residential Remodelers (NAICS 236118)
- Roofing Contractors (NAICS 238160)
- Rubber Product Manufacturing for Mechanical Use (NAICS 326291)
- Showcase, Partition, Shelving, and Locker Manufacturing (NAICS 337215)
- Siding Contractors (NAICS 238170)
- Surgical Appliance and Supplies Manufacturing (NAICS 339113)
- Tile and Terrazzo Contractors (NAICS 238340)
- Tire Retreading (NAICS 326212)
- Urethane and Other Foam Product (except Polystyrene) Manufacturing (NAICS 326150)
- Water and Sewer Line and Related Structures Construction (NAICS 237110)
- Wood Container and Pallet Manufacturing (NAICS 321920)
- Wood Kitchen Cabinet and Countertop Manufacturing (NAICS 337110)
- Wood Window and Door Manufacturing (NAICS 321911)

The industries that supply regulated products to facilities are covered by Asphalt Shingle and Coating Materials Manufacturing (NAICS 324122 and 325520) and Adhesive Manufacturing (NAICS 325520).

PAR 1168 would further reduce emissions of volatile organic compounds (VOCs), toxic air contaminants, and stratospheric ozone-depleting compounds from adhesives, adhesive primers, sealants, and sealant primers. PAR 1168 will clarify applicability; revise, delete, and add definitions; lower VOC limits for certain categories and allow for a three-year sell-through and use-through; add new product categories with corresponding VOC content limits; require products marketed for use under varying categories to be subject to the lowest VOC limit; prohibit the storage of non-compliant products, unless for shipment outside of the SCAQMD; add test methods for analyzing VOC content; add labeling requirements; include reporting requirements for manufacturers, private labelers, Big Box retailers, distribution centers, and facilities that use a 55 gallon per year exemption; prohibit the use of Rule 102 Group II exempt solvents, except volatile methyl siloxanes; include a technology assessment for certain product categories; remove, modify, restrict, or add exemptions; include streamlined recordkeeping options for products with a VOC content of less than 20 grams per liter; and allow products with a viscosity of 200 centipoise or greater to be exempted from transfer efficiency requirements.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA), California Public Resources Code Section 21000 *et seq.*, requires environmental impacts of proposed projects to be evaluated and feasible methods to reduce, avoid or eliminate significant adverse impacts of these projects to be identified and implemented. The lead agency is the “public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect upon the environment”

(Public Resources Code Section 21067). Since PAR 1168 is a SCAQMD-proposed amended rule, the SCAQMD has the primary responsibility for supervising or approving the entire project as a whole and is the most appropriate public agency to act as lead agency (CEQA Guidelines⁵ Section 15051(b)).

CEQA requires that all potential adverse environmental impacts of proposed projects be evaluated and that methods to reduce or avoid identified significant adverse environmental impacts of these projects be implemented if feasible. The purpose of the CEQA process is to inform the lead agency, responsible agencies, decision makers, and the general public of potential adverse environmental impacts that could result from implementing PAR 1168 (the proposed project) and to identify feasible mitigation measures or alternatives, when an impact is significant.

Public Resources Code Section 21080.5 allows public agencies with regulatory programs to prepare a plan or other written documents in lieu of an environmental impact report once the Secretary of the Resources Agency has certified the regulatory program. The SCAQMD's regulatory program was certified by the Secretary of Resources Agency on March 1, 1989, and has been adopted as SCAQMD Rule 110 – Rule Adoption Procedures to Assure Protection and Enhancement of the Environment.

PAR 1168 has been crafted to further reduce emissions of VOCs, toxic air contaminants, and stratospheric ozone-depleting compounds from adhesives, adhesive primers, sealants, and sealant primers. Because PAR 1168 requires discretionary approval by a public agency, it is a “project” as defined by CEQA⁶. The proposed project will reduce emissions of VOCs, toxic air contaminants, and stratospheric ozone-depleting compounds, and will provide an overall environmental benefit to air quality. However, SCAQMD's review of the proposed project also shows that implementation of PAR 1168 may ~~also create secondary adverse effects on the environment either directly or indirectly because to the following areas:~~ 1) the air quality and GHG impacts ~~were determined to be less than the significance thresholds as analyzed in Section III – Air Quality and Greenhouse Gases;~~ 2) the hazards and hazardous materials impacts ~~were determined to be less than significant as analyzed in Section VIII – Hazards and Hazardous Materials;~~ 3) the increased water usage and wastewater ~~was determined to be less than significant as analyzed in Section IX – Hydrology and Water Quality;~~ 4) public services such as fire protection and police protection ~~were determined to be less than the significance thresholds as analyzed in Section XIV – Public Services.~~ SCAQMD's review of these secondary adverse effects shows that PAR 1168 would not have a significant adverse effect on the environment. Thus, the type of CEQA document appropriate for the proposed project is an Environmental Assessment (EA). The EA is a substitute CEQA document, prepared in lieu of a Negative Declaration (CEQA Guidelines Section 15252), pursuant to the SCAQMD's Certified Regulatory Program (CEQA Guidelines Section 15251(l); SCAQMD Rule 110). The EA is also a public disclosure document intended to: 1) provide the lead agency, responsible agencies, decision makers and the general public with information on the environmental impacts of the proposed project; and, 2) be used as a tool by decision makers to facilitate decision making on the proposed project.

Thus, the SCAQMD, as lead agency for the proposed project, prepared a Draft EA pursuant to its Certified Regulatory Program. The Draft EA includes a project description in Chapter 1 and an Environmental Checklist in Chapter 2. The Environmental Checklist provides a standard tool to identify and evaluate a project's adverse environmental impacts and the analysis concluded that

⁵ The CEQA Guidelines are codified at Title 14 California Code of Regulations Section 15000 *et seq.*

⁶ CEQA Guidelines Section 15378

no significant adverse impacts would be expected to occur if PAR 1168 is implemented. Because PAR 1168 will have no statewide, regional or areawide significance, no CEQA scoping meeting is required to be held for the proposed project pursuant to Public Resources Code Section 21083.9(a)(2). Further, pursuant to CEQA Guidelines Section 15252, since no significant adverse impacts were identified, no alternatives or mitigation measures are required.

The Draft EA ~~was being~~ released for a 30-day public review and comment period from August 16, 2017 to September 15, 2017 ~~and two comment letters were received~~. All comments received during the public comment period on the analysis presented in the Draft EA ~~will have been~~ responded to and ~~are included in an~~ Appendix B to ~~this~~ Final EA.

Subsequent to release of the Draft EA for public review and comment, minor modifications were made to PAR 1168 and some of the revisions were made in response to verbal and written comments received during the rule development process. The modifications include: 1) minor changes made for rule clarification, including definition additions and revisions; 2) the addition of technology assessments for various product categories; 3) the reorganization of various provisions and sections of the rule; 4) extended effective dates for proposed VOC limit reductions; and 5) the proposal of more moderate VOC limit reductions for several categories. Staff reviewed the modifications to PAR 1168 and concluded that none of the modifications constitute significant new information or a substantial increase in the severity of an environmental impact, nor provide new information of substantial importance relative to the draft document. The Draft EA concluded no significant adverse environmental impacts and the revisions to PAR 1168 in response to verbal or written comments would not create new, avoidable significant effects. As a result, these minor revisions do not require recirculation of the EA pursuant to CEQA Guidelines Section 15073.5 and 15088.5.

Prior to making a decision on the adoption of PAR 1168, the SCAQMD Governing Board must review and certify the Final EA as providing adequate information on the potential adverse environmental impacts that may occur as a result of adopting PAR 1168.

PROJECT LOCATION

Adhesives and sealants are used in a wide range of industries and are primarily used for architectural applications. Rule 1168 currently applies to all commercial and industrial sales and applications of adhesives, adhesive bonding primers, adhesive primers, sealants, sealant primers, or any other primers, unless otherwise exempted by the rule. ~~any person who sells, stores, supplies, offers for sale or manufacturers for sale any regulated products within SCAQMD's jurisdiction.~~ PAR 1168 will clarify that the rule applies applicability to any person who uses, sells, stores, supplies, offers for sale or manufactures for sale any regulated products ~~also include all uses of regulated products within SCAQMD's jurisdiction, unless otherwise exempted by the rule.~~ ~~excluding consumer and institutional use where the units of product, less packaging, weigh less than one pound and consist of less than 16 fluid ounces, and where there is an applicable VOC limit in the California Air Resources Board (CARB) Consumer Products Regulation (CPR).~~ The majority of emissions comes from these uses come from area sources and consumer uses that are occurring throughout the SCAQMD's jurisdiction. The SCAQMD has jurisdiction over an area of approximately 10,743 square miles, consisting of the four-county South Coast Air Basin (Basin) (Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino counties), and the Riverside County portions of the Salton Sea Air Basin (SSAB) and Mojave Desert Air Basin (MDAB). The Basin, which is a subarea of SCAQMD's jurisdiction, is bounded

by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east. It includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The Riverside County portion of the SSAB is bounded by the San Jacinto Mountains in the west and spans eastward up to the Palo Verde Valley. A federal nonattainment area (known as the Coachella Valley Planning Area) is a subregion of Riverside County and the SSAB that is bounded by the San Jacinto Mountains to the west and the eastern boundary of the Coachella Valley to the east (see Figure 1-1).

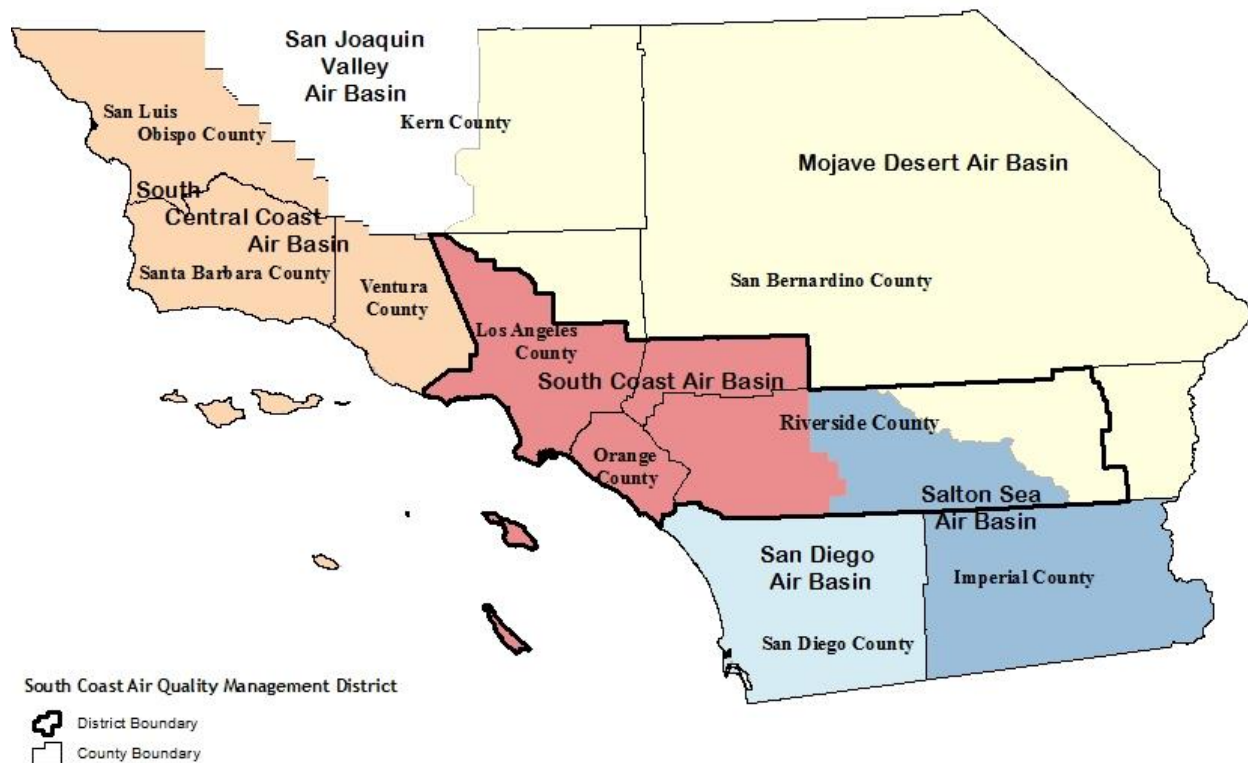


Figure 1-1
Southern California Air Basins

PROJECT BACKGROUND

Rule 1168 was first adopted in April 1989 to control VOC emissions from adhesive applications. Rule 1168 has been amended 13 times with the last amendment occurring in January 2005. An adhesive is a substance that is used to bond one surface to another by attachment, excluding the application of subsequent coatings. It is a substance that is sticky in nature and can span a broad range of chemistries from products produced from plants and animals to reactive chemistries. They can vary from contact type adhesives to pressure sensitive adhesives. In 1997, the categories of sealants and sealant primers were incorporated into Rule 1168. Although sealants have similar properties to adhesives, their primary purpose is not to bond one surface to another, but to except that they must also fill, seal or waterproof gaps or joints between two surfaces. Over the past six amendments, dating back to 1998, Rule 1168 was revised to also include the following

categories of adhesive products: acrylonitrile-butadiene-styrene (ABS), polyvinyl chloride (PVC), chlorinated polyvinyl chloride (CPVC), and Top and Trim Adhesives. Rule 1168 currently limits the VOC content for 41 product categories and is applicable to adhesives and sealants used during manufacturing and to consumer products that are not regulated by CARB in the CPR⁷. The CARB CPR is a statewide regulation applicable to any person who uses, sells, supplies, offers for sale, or manufactures consumer products for use in the state of California and implemented by CARB. A regulated product under Rule 1168 is an adhesive, adhesive primer, sealant, or sealant primer. The majority of emissions come from small volume users (area sources) including manufacturing, commercial, and consumer uses.

Initial development of the current revision to PAR 1168 began in 2013 and continued into 2014. During that timeframe, staff conducted eight working group meetings, drafted six versions of proposed amended rule language, released a preliminary draft staff report, and developed a voluntary survey of regulated product sales in the SCAQMD's jurisdiction. The survey was intended to improve the emissions inventory and assess product market share. At the time of initial development of PAR 1168, a key component in the proposal included dimethyl carbonate (DMC) and tertiary-butyl acetate (tBac) in the list of compounds that would be exempt from the definition of a VOC. However, due to toxicity concerns and the uncertainty of the on-site exposure modeling methodologies, the rule amendment process was put on hold and SCAQMD staff was directed to research the issues associated with DMC and tBac and to follow up with a report to the Governing Board. SCAQMD staff subsequently prepared the "tBac Assessment White Paper"⁸ and the Governing Board decided to use a precautionary approach with regard to tBac and DMC, such that a VOC exemption for DMC and tBac would not be allowed for inclusion in future rule amendments unless they are found to have known toxic profile factor by the Office of Environmental Health Hazard Assessment (OEHHA). In May 2017, SCAQMD staff resumed work on developing PAR 1168, but without including a proposal to include tBac and DMC as VOC-exempt compounds.

PROJECT DESCRIPTION

The purpose of PAR 1168 is to further reduce emissions of VOCs, toxic air contaminants, and stratospheric ozone-depleting compounds from regulated products by limiting the VOC content. The proposed limits are based on market trends and market share of low-VOC products and feedback from manufacturers. In the 2016 AQMP, the total VOC emissions inventory from regulated products was estimated to be 4.1 tons per day (tpd). It is important to note that this inventory does not include consumer products subject to the CARB CPR. Also, this inventory does not include emissions from small sources ~~with permits, facilities that do not report as part of the Annual Emissions Reporting (AER) Program; and emissions from small sources that do not have permits~~. Inclusion in the AER Program is limited to larger facilities that emit at least four tons per year of a criteria pollutant. Based on the 2015 AER data, facilities emitted 0.1 tons per day of VOC under Rule 1168, which represents less than one percent of the overall inventory. In addition, survey data was provided by adhesive and sealant manufacturers and suppliers in 2013. Staff scaled the survey data to estimate the contribution by category since only a fraction of the products sold was provided. A growth factor was applied to estimate increased usage (population growth was used as a surrogate for increased usage). It has been determined that the inventory is

⁷ CARB, Consumer Products Regulation, March 5, 2015.
https://www.arb.ca.gov/consprod/regs/2015/article_2_final_1-22-15.pdf

⁸ SCAQMD, tBac Assessment White Paper, April 2017.
<http://www.aqmd.gov/docs/default-source/planning/tbac/tbac-draft-paper.pdf>

~~approximately actually closer to~~ 10.5 tpd ~~and~~ PAR 1168 is anticipated to reduce VOC emissions by 1.43 tpd by 2023.

It is expected products not currently meeting the VOC content limits will be reformulated. In addition, PAR 1168 will: 1) clarify applicability; 2) revise, delete, and add definitions; 3) lower VOC limits for certain product categories and allow for a three-year sell-through and use-through; 4) add new product categories with corresponding VOC content limits; 5) require products marketed for use under varying categories to be subject to the lowest VOC limit; 6) prohibit the storage of non-compliant products, unless for shipment outside of the SCAQMD; 7) add test methods for analyzing VOC content; 8) add labeling requirements; 9) include reporting requirements for manufacturers, private labelers, Big Box retailers, distribution centers, and facilities that use a 55 gallon per year exemption; 10) prohibit the use of Rule 102 Group II exempt solvents, except volatile methyl siloxanes; 11) include a technology assessment for certain product categories; 12) remove, ~~modify~~~~restrict~~, or add exemptions; 13) ~~retain include~~ streamlined recordkeeping options for products with a VOC content of less than 20 grams per liter; and 14) allow products with a viscosity of 200 centipoise or greater to ~~retain an be-exempted~~ from transfer efficiency requirements. The following is a detailed summary of the key elements contained in PAR 1168. A draft of PAR 1168 can be found in Appendix A.

Purpose and Applicability – subdivision (a)

Subdivision (a) will clarify that the rule applies to any person who uses, sells, stores, supplies, offers for sale or manufactures for sale any consumer product—adhesives, adhesive primers, sealants, and sealant primers, unless otherwise exempted by the rule. ~~not regulated by CARB and to products not used by household and institutional consumers or by manufacturing facilities for repair or maintenance.~~ All categories, excluding aerosol adhesives and aerosol adhesive primers, greater than one pound and consist of greater than 16 fluid ounces are subject to Rule 1168. Products that are one pound ~~(16 fluid ounces)~~ or less, or consist of 16 fluid ounces or less, and have an applicable VOC limit in the CARB CPR would not be regulated by PAR 1168, unless they are incorporated into or used exclusively for manufacturing goods or commodities for sale. ~~Any regulated product that is used exclusively for a business activity or to manufacture goods or commodities for sale would be subject to PAR 1168.~~ In addition, products used in pollution-generating activities that take place at stationary sources (including area sources), excluding maintenance and repair, are subject to PAR 1168. Figure 1-2 summarizes and differentiates the regulated products that would be subject to either PAR 1168 or the CARB CPR.

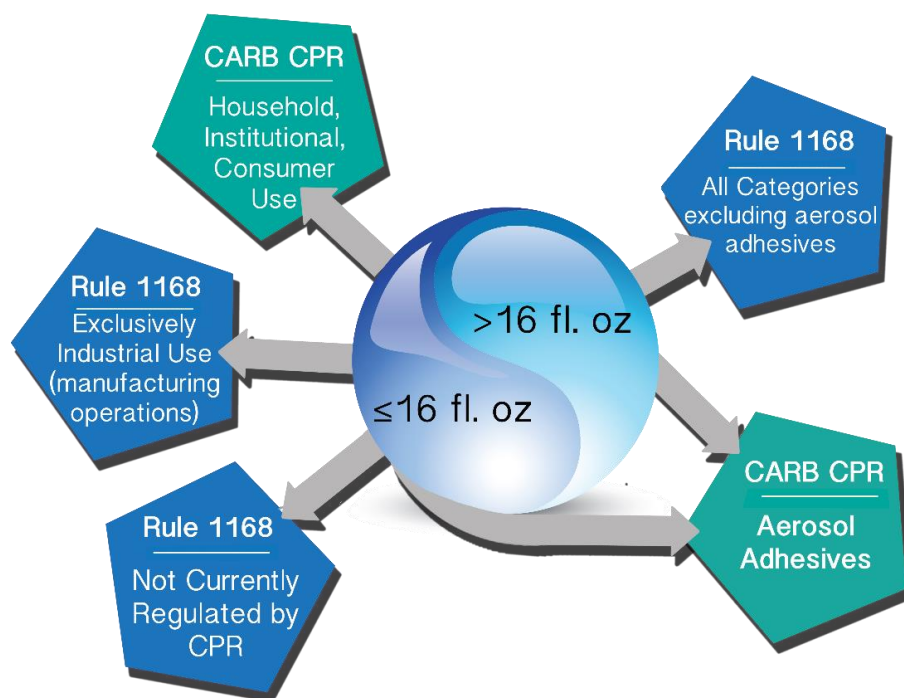


Figure 1-2
Comparison of SCAQMD Rule 1168 Applicability to CARB CPR

Definitions (b)

The following definitions are proposed to be added: ABS to PVC Transition Cement, ABS Welding Cement; Adhesive Tape; Aerosol Product~~Ambient Reactive Cure Adhesive~~; Architectural Appurtenance; Big Box Retailer, Building Envelope; Building Envelope Membrane Adhesives; Clear, Paintable, and Immediately Water-Resistant Sealant, Consumer Products Regulation ~~(CPR)~~; CPVC Welding Cement; Dip Coat, Distribution Center; Edge Glue; Electrostatic Application; Energy Curable Adhesives and Sealants; ~~Establishments~~; Flow Coat; Foam Insulation; Foam Sealant, Grout; ~~Institutional Use~~; ~~Insulating Foam~~; Maintenance; Manufacturing; Marine Appurtenances; Non-Staining Plumbing Putty; Ozone-Depleting Compound; Plastic Adhesive Primer; Potable Water Architectural Sealant; Pressure Sensitive Adhesive; Private Labeler; Pump Spray; PVC Welding Cement; Quantity and Emissions Report (QER); Regulated Product; Reinforced Plastic Composite; Repair; Rubber; Rubber Vulcanization Adhesive; Toll Manufacturer; Toxic Air Contaminant (TAC); Vehicle Glass Adhesive Primer; Waterproof Resorcinol Glue.

Changes are proposed to the definitions to clarify the meaning of terms used throughout the rule and to provide more consistency between Rule 1168 and the Ozone Transport (OTC) Commission's Model Rule⁹ for Adhesives and Sealants. The OTC is a multi-state organization created under the Clean Air Act and is responsible for advising the U.S. EPA on transport issues and for developing regional solutions to the ground-level ozone problem. The OTC Model Rule for consumer products is applicable to the Northeast and Mid-Atlantic regions as part of a regional effort to attain and maintain the eight-hour ozone standard, and reduce eight-hour ozone levels.

⁹ OTC Model Rule for Consumer Products, May 10, 2012.

http://www.otcair.org/upload/Documents/Model%20Rules/OTC%20CP%20Model%20Rule%202012%20CLEAN_vs2010.2012%2005%2010.pdf

The following definitions are proposed to be revised including: Adhesive; Adhesive Primer; Aerosol Adhesive; Architectural Application; Ceramic, Glass, Porcelain, and Stone Tile Adhesive; Contact Adhesive; Cove Base; Cyanoacrylate Adhesive; Grams of VOC Per Liter of Regulated Product, Less Water and Less Exempt Compounds; Grams of VOC Per Liter of Material; Hand Application Methods; High-Volume, Low-Pressure (HVL) Spray; Indoor Floor Covering Adhesive; Low-Solids; Marine Deck Sealant; Marine Deck Sealant Primer; Modified Bituminous Materials; Outdoor Floor Covering Adhesive; Person; Plastics; Polyethylene Terephthalate (PET, PETE); Polyethylene Terephthalate Glycol (PETG); Polyvinyl Chloride (PVC); Reactive Products; Roll Coater; Sealant; Sealant Primer; Single Ply Roof Membrane Sealant; Tire Tread Adhesive; Traffic Marking Tape; Traffic Marking Tape Adhesive Primer; Transfer Efficiency; Vinyl Compositions Tile.

The default category “Other” is proposed to be included in Table 1 instead of paragraph (c)(1) of the current rule language for clarification. The limit, however, nor the applicability will change from the existing rule.

Additionally, following definitions are proposed to be deleted either because they are obsolete or are redundant in that they restate a dictionary definition without providing additional insight: Adhesive Bonding Primer; Adhesive Primer for Plastic; Adhesive Promoter; Adhesive Solid; Aerosol Spray Can; Aerospace Component; Aircraft; Aircraft Tire Repair; Architectural Sealant or Sealant Primer; Ceramic Tiles; Coating Solid; Foam; Glue; Light Curable Adhesives and Sealants; Low-Solids Adhesive Primer; Nonmembrane Roof Adhesive; Nonmembrane Roof Sealant; Orthotics and Prosthetics; Polyurethane Foams; Primer; Propellant; Rubber Foam; Sheet Applied Rubber Lining Operation; Space Vehicle; Viscosity; Wood Parquet Flooring; Wood Plank Flooring.

Requirements – subdivision (c)

VOC Limits: Paragraph (c)(1) lists the VOC limits for multiple categories of adhesives, adhesive primers, sealants and sealant primers. Table 1-1 summarizes the proposed changes to various VOC limits for regulated products that would be subject to PAR 1168. While some ~~most~~ of the proposed new or revised VOC limits in PAR 1168 would go into effect upon the date of the rule adoption and on or before January 1, 2019~~24~~, there are several categories that have VOC limits that would go into effect on January 1, 2023 so as to allow additional time for product reformulation and testing. The following categories were also included to meet the United States Environmental Protection Agency’s (U.S. EPA) reasonably available control measures (RACM) and best available control measures (BACM) requirements: ~~cellulosic plastic welding, SAN welding adhesive, reinforced plastic composite adhesives, and waterproof resorcinol glue.~~ The VOC limit for All Other Plastic Welding Cements is proposed to be reduced to 100 g/L to address RACM/BACM requirements for cellulosic plastic welding and styrene acrylonitrile welding. In addition, PAR 1168 is proposing technology assessments to be conducted for the following categories: Foam Insulation; Foam Sealants; Plastic Welding Cement~~Welding~~, including ABS to PVC Transition Cement~~Welding~~, CPVC Welding Cement~~Welding~~, and PVC Welding Cement~~Welding~~; Roofing products, including All Other Roof Adhesives, Single Ply Roof Membrane Adhesives, All Other Roof Sealants, and Single Ply Roof Membrane Sealants, and Top and Trim Adhesives. The proposed VOC limits for these products are subject to the results of the technology assessments.

Table 1-1
Regulated Product Categories and VOC Limits

Category	VOC Content Limit (g/L) ¹				
	Current	Upon Rule Adoption	1/1/2019	1/1/2021	1/1/2023
Adhesives					
Architectural Applications					
<u>All Other Outdoor Floor Covering Adhesives</u>	150		50		
Plastic Welding					
ABS to PVC Transition Cement	510				<u>425</u> ² 325 *
CPVC Welding <u>Cement</u>	490				<u>400</u> ² 325 *
PVC Welding <u>Cement</u>	510				<u>425</u> ² 325 *
<u>All Other Plastic Welding Cements-Cement Welding</u>	250		100		
Roofing					
<u>All Other Roof Adhesives</u>	250			200	<u>200</u> ²
Single Ply Roof Membrane Adhesive	250			200	<u>200</u> ²
Wood Flooring Adhesive	100			20	<u>20</u>
Rubber Vulcanization Adhesive	250	850		250	<u>250</u>
Top and Trim Adhesive	250	540			<u>250</u> ²
Waterproof Resorcinol Glue			170		
Substrate Specific Adhesive					
Reinforced Plastic Composite	250		200		
Sealants					
Architectural Applications					
Clear, Paintable, Immediately Water Resistant	250	380		250	<u>250</u>
<u>Foam Insulation</u>	<u>250</u>				<u>50</u> ³
Foam Sealant	250	200			<u>50</u> ³ *
Grout	250	65			
Non-Staining Plumbing Putty	250	150			50
Potable Water <u>Sealant</u>	250	100			
Roofing					
All Other Roof <u>Sealants</u>	300			250	<u>250</u> ²
Single Ply Roof Membrane <u>Sealant</u>	450			250	<u>250</u> ²
All Other Architectural <u>Sealants</u>	250		50		
All Other Sealants	420			250	<u>250</u>
Adhesive Primers					
Pressure Sensitive	250	785			
Vehicle Glass	250	700			

1. *VOC limits are expressed as grams of VOC per liter of regulated product, less water and less exempt compounds, as defined, except for low-solid regulated products where the VOC limit is expressed in grams per liter of material.

- ~~2. Subject to technology assessment.~~ Technology assessment will be conducted ~~in by January 1, 2022~~ and the Executive Officer shall report on the results of the technology assessment to the Stationary Source Committee prior to the ~~January 1, 2023~~ implementation date.
3. Technology assessment will be conducted in 2020 and the Executive Officer shall report on the results of the technology assessment to the Stationary Source Committee prior to the implementation date.

PAR 1168 proposes to reduce the VOC emissions by lowering the VOC content limits for most of the architectural adhesive and sealant categories. Compliance is expected through the reformulation of regulated products. Also, PAR 1168 proposes to temporarily reinstate the 540 grams per Liter (g/L) VOC limit for Top and Trim Adhesives and to exclude this category from a 55 gallon per year exemption to allow manufacturers time to reformulate to a 250 g/L VOC limit by 2023.

Regulated Product Categorization: Paragraph (c)(2) proposes to require products marketed for use under varying categories to be subject to the most restrictive ~~lowest~~ VOC limit of the varying categories. In particular, if anywhere on the regulated product container such as on any sticker or label affixed thereto, or in any sales or advertising literature, any representation is made that the regulated product may be used as, or is suitable for use as, a regulated product for which a lower VOC standard is specified in Table 1 or any other source specific rule application, for which there is a lower VOC standard, then the lowest VOC standard shall apply. However, this requirement would not apply to Substrate Specific Adhesives ~~Applications~~. For example, if a Substrate Specific Adhesive is used to bond dissimilar substrates together, the higher VOC content limit would apply.

Sell-Through Provision: Paragraph (c)(3) proposes to allow manufacturers and suppliers to deplete regulated products in the warehouse or on the shelf and allows users to use up any remaining product rather than disposing of them. The sell-through and use-through effective dates should accommodate the typical three year shelf life of these regulated products.

Disposal of Regulated Products and VOC-Laden Cloth: Paragraph (c)(4) proposes to require disposal provisions to apply to all regulated products and VOC-laden cloth or paper, instead of only products used for stripping cured adhesives or sealants.

Solvent Cleaning Operations: Paragraph (c)(5) proposes to specify that all cleaning operations are subject to Rule 1171 – Solvent Cleaning Operations.

Transfer Efficiency: Paragraph (c)(6) proposes minor clarifications for consistency with terms and definitions used throughout PAR 1168. Also, the exclusion for high viscosity regulated products is proposed to be moved to paragraph (i)(~~6~~14).

Control Devices: Paragraph (c)(7) proposes the following revisions to be consistent with other VOC rules: 1) to allow the use of an air pollution control device if it reduces VOC emissions by at least 95 percent by weight or the output of the device is not more than 50 ppm VOC by volume, calculated as carbon with no dilution; and 2) the owner or operator demonstrates that the emission collection system collects at least 90 percent by weight of the VOC emissions generated.

Storage and Mixing: A new storage prohibition is proposed to be added to paragraph (c)(10) to prohibit the storage of non-compliant regulated products on site unless the regulated products are being stored on site for the purpose of shipment outside of the District. Paragraph (c)(11) is also proposed to be added to require that containers for storage or mixing remain closed except while in use.

Methods of VOC Analysis – subdivision (e)

Three additional VOC content test methods are proposed to be added to subdivision (e), as follows:

- SCAQMD Method 313 – Determination of Volatile Organic Compounds (VOC) by Gas Chromatography-Mass Spectrometry
- ASTM Test Method 6886 (Standard Test Method for Determination of the Weight Percent Individual Volatile Organic Compounds in Water-borne Air-Dry Coatings by Gas Chromatography)
- Appendix A to Subpart PPPP of 40 CFR Part 63 – Determination of Weight Volatile Matter Content and Weight Solids Content of Reactive Adhesives

~~For compliance purposes, when more than one applicable test method or set of test methods are specified for any testing, a violation of any requirement of this rule established by any one of the specified test methods or set of test methods constitutes a violation of the rule.~~

Paragraph (e)(1) clarifies that a test method will not be used if the test method specifically states it is not appropriate for a product type or product chemistry. When a test method specifies it is inapplicable to a product category, it shall not be used for that inapplicable category. The Executive Officer will develop a guidance document to determine which test method will be used when two or more applicable test methods can be used to demonstrate compliance with the rule. The selected test method will be used based on product type, chemistry, and VOC content.

Further, SCAQMD Method 302 is proposed to be removed. Instead, to allow for flexibility for new innovative test methodologies for emerging technologies, paragraph (e)(5) is proposed to be added to include other test methods to be used provided that they have been reviewed to be equivalent by the Executive Officer, CARB, and the U.S. EPA. In addition, paragraph subdivision (e)(6) proposes to clarify that all test methods referenced will be the most recently approved by the appropriate governmental entities.

Administrative Requirements – subdivision (f)

Labeling: Paragraph (f)(1) proposes new requirements for labels on regulated products to include VOC content and the date of manufacture, effective January 1, 2019. It is acceptable for the label to identify the VOC content as the maximum VOC allowed for the regulated product category or the maximum anticipated for a product instead of the specific VOC to account for batch-to-batch variations. Products stored in containers with a capacity of one fluid ounce or less and products solely subject to the CARB CPR are exempted from these labeling requirements. For those products subject to both the provisions of this rule and the CARB CPR, the manufacturer may include the VOC content in g/L on supplemental documentation for the product instead.

Additional labeling requirements are proposed for categories with higher VOC limits. The labeling requirement would require the specification of that type of product category's usage only (i.e., "For Top and Trim Uses Only"). This would prevent these products from being used under other product categories or usages. These categories will include:

- ABS to PVC Transition Cement
- Pressure Sensitive Adhesive Primer
- Top and Trim Adhesive
- Rubber Vulcanization Adhesive

Reporting Requirements: Paragraph (f)(2) proposes to add requirements to report data of regulated products sold into or within the SCAQMD. The reporting requirements will go into effect on September 1, 2019, and manufacturers and private labelers of regulated products will be required to submit a Quantity and Emission Report (QER) to the SCAQMD every three years, from years 2019 to 2025, and every five years, thereafter, until and including 2040, of the previous ~~two~~ three-years sales data. The reporting requirement will sunset in 2040. The QERs will also need to include the product manufacturer name, product name and code, applicable Rule 1168 product category, the grams of VOC per liter of regulated product (less water and exempt solvents)~~regulatory VOC content, the grams of VOC per liter of material-VOC content,~~ utilization of sell-through provision (if applicable), designation as to whether or not the product is Low Solids, whether the product type (is water-borne or /solvent-based),~~and the total annual volume sold into or within the SCAQMD, including products sold through distribution centers located within or outside the SCAQMD (in gallons of for all container sizes), and whether the product was sold under a specific provision; low-solids product; exemption under subdivision (i); compliance with paragraph (c)(7) – Control Device; and/or compliance with paragraph(c)(8) – Alternative Emission Control.~~

Big Box ~~r~~etailers and distribution centers will also be required to report to the manufacturer or private labeler. Manufacturers and private labelers, who sell aerosol adhesives and aerosol adhesive primers into or within the SCAQMD, must also submit a report (QER) to the SCAQMD that includes the total weight sold and the percent VOC by weight~~content. However, the VOC content may be given in weight percent, which is consistent with the aerosol units within CARB's VOC limit requirements.~~

Facilities that use regulated products under a 55 gallon per year exemption, as cited in subparagraph (i)(57)(C), will be required to report the volume of products purchased and the name and address of the company where the products were purchased.

~~Lastly,~~ Paragraph (f)(3) includes a proposal that would require manufacturers or suppliers of regulated products to maintain records of VOC content determination. The VOC content determination may be calculated based on product formulation or by using a laboratory analysis. The records must be retained for three years and available upon request. Records for any product with a VOC content of 20 g/L or less may be identified as "20 g/L or less;" otherwise the records should reflect the calculated or analyzed VOC content.

Paragraph (f)(4) allows information submitted for reporting requirements to be designated as confidential.

Prohibition of Sales and Use – subdivision (g)

Rule 1168 currently prohibits the sale and use of products containing chloroform, ethylene dichloride, methylene chloride, perchloroethylene, and trichloroethylene. Paragraph (g)(23) proposes to also prohibit Rule 102 Group II exempt solvents except VMS in a regulated product for use, supply, sale or offered for sale.

In addition, the following clarifications to paragraph (g)(4) are proposed to the prohibition of sales: ~~1) the prohibition would not apply to products reasonably assumed to be subject to the CARB CPR or to manufacturers or suppliers who inform their distributors in writing that the regulated product is not to be used in the SCAQMD; and 2) notification letters will need to be maintained for three years and made available to the Executive Officer upon request.~~

Exemptions – subdivision (i)

The majority of exemptions in subdivision (i) remain the same in PAR 1168; however, subsequent to the release of the Draft EA, the paragraphs have been renumbered or organized into subparagraphs to streamline the section and provide more clarity. In addition, several new paragraphs and/or subparagraphs have been added to provide clarity to the purpose and applicability of the rule.

New paragraph (i)(1) includes existing exemptions that have been renumbered into various subparagraphs. Subparagraph (i)(1)(A) contains proposed revisions to an existing exemption which would ~~Revisions are proposed to an existing exemption in paragraph (i)(2) which would~~ replace the term “aerospace components” with adhesives, adhesive primers, sealants, or sealant primers and associated application processes that would be subject to SCAQMD Rule 1124 – Aerospace Assembly and Component Manufacturing Operations. New subparagraph (i)(15)(B) is proposed to exempt adhesive tape. Subparagraph (i)(1)(C) clarifies that regulated products shipped, supplied, or sold to persons for use outside the District are exempt. New subparagraph (i)(17)(D) is proposed to clarify ~~that distribution centers that do not ship regulated products, aerosol adhesives, or aerosol adhesive primers into the District are exempt.~~

Revisions are proposed to an existing exemption in renumbered paragraph (i)(24) to clarify that aerosol adhesives and aerosol adhesive primers dispensed from non-refillable aerosol spray systems ~~are~~ are subject to reporting requirements in subparagraph (f)(2)(C).

New paragraph (i)(3) exempts certain regulated products from paragraphs (g)(12) and (g)(23). New subparagraph (i)(34)(A) is proposed to exempt products stored in containers with a capacity of one fluid ounce or less. Revisions are proposed to an existing exemption in renumbered subparagraph (i)(38)(B) to clarify that the prohibition of sale for products containing Rule 102 Group II exempt compounds described in paragraph (g)(23) would apply to the exemption for adhesives uses for gluing flowers to parade floats. Revisions are proposed to existing exemptions renumbered in subparagraphs (i)(342)(C) and (i)(43)(D) to clarify that the prohibition of sale of products containing Rule 102 Group II exempt compounds described in paragraph (g)(3) would apply to the exemptions for adhesives used to fabricate orthotics and prosthetics under a medical doctor’s prescription and shoe repair, luggage, and handbag adhesives, respectively.

Revisions are proposed to an existing exemption in renumbered subparagraph (i)(46)(A) to clarify that records shall be kept in accordance with the requirements in subdivision (c4). The existing exemption for solvent welding operations used in the manufacturing of medical devices has been renumbered to subparagraph (i)(4)(B).

The existing exemptions for adhesives used in tire repair or adhesives and or adhesive application processes in compliance with Rules 1104, 1106, 1128, 1130, and 1130.1 have been renumbered to subparagraphs (i)(5)(A) and (i)(5)(B), respectively. Revisions are proposed to an existing exemption in renumbered subparagraph (i)(57)(C) to clarify that a 55 gallon per year exemption will cover a calendar year and will not be available to users of Rubber Vulcanization Adhesives or Top and Trim Adhesives, effective January 1, 2019. New subparagraph (i)(45)(D) is proposed to exempt products used in field installation and repair or potable water linings and covers at water treatment, storage or water distribution facilities from requirements in paragraph (c)(1).

New paragraph (i)(644) is proposed to exempt products with a viscosity of 200 centipoise or greater from paragraph (c)(6).

New paragraph (i)(746) is proposed to exempt products offered for sale as a dry mix, containing no polymer, which are ready for use or only mixed with water prior to use, including, but not limited to grouts, cements, and mortars and to thermoplastic hot melt adhesives from requirements in subdivision (f).

New paragraph (i)(83) is proposed to exempt products with a VOC content of no more than 20 grams per liter, less water and less exempt compounds, or no more than 20 grams per liter material for low-solids products. However, the products will still be subject to subdivisions (f) and (g).

New paragraph (i)(9) proposes to exempt solvent welding formulations containing methylene chloride used to bond hard acrylic, polycarbonate, and polyethylene terephthalate glycol plastic fabrications from requirements in paragraphs (g)(12) and (g)(23) until January 1, 2021. Solvent welding formulations will be exempt provided: 1) the concentration of methylene chloride does not exceed 60 percent by weight; and 2) the purchase of all solvent welding product does not exceed 20 gallons per calendar year at a single facility, as demonstrated with purchase records and invoices. These records will need to be made available to the Executive Officer upon request.

Paragraph (i)(10) is an existing exemption that has been revised to clarify regulated products, weighing one pound or less, or consisting of 16 fluid ounces or less and have VOC limits in the CARB CPR, are not subject to the rule unless these regulated products are incorporated into or used exclusively in the manufacture or construction of the goods or commodities, or used in pollution-generating activities that take place at stationary sources (including areas sources) and excluding maintenance and repair of the stationary source.

New paragraph (i)(11) exempts manufacturers or supplies from regulated products from the requirements in subdivision (g), as long as the products are sold to an independent distributor and informed that the products are not to be used in the SCAQMD. Records would be need to be maintained for three years and available to the Executive Officer.

CHAPTER 2

ENVIRONMENTAL CHECKLIST

Introduction

General Information

Environmental Factors Potentially Affected

Determination

Environmental Checklist and Discussion

INTRODUCTION

The environmental checklist provides a standard evaluation tool to identify a project's potential adverse environmental impacts. This checklist identifies and evaluates potential adverse environmental impacts that may be created by the proposed project.

GENERAL INFORMATION

Project Title:	Draft Environmental Assessment for Proposed Amended (PAR) Rule 1168 – Adhesive and Sealant Applications
Lead Agency Name:	South Coast Air Quality Management District
Lead Agency Address:	21865 Copley Drive Diamond Bar, CA 91765
CEQA Contact Person:	Ms. Diana Thai, (909) 396-3443
PAR 1168 Contact Person	Ms. Nicole Silva, (909) 396-3384
Project Sponsor's Name:	South Coast Air Quality Management District
Project Sponsor's Address:	21865 Copley Drive Diamond Bar, CA 91765
General Plan Designation:	Not applicable
Zoning:	Not applicable
Description of Project:	PAR 1168 would further reduce emissions of VOCs, toxic air contaminants, and stratospheric ozone-depleting compounds from adhesives, adhesive primers, sealants and sealant primers. PAR 1168 will clarify applicability; revise, delete, and add definitions; lower VOC limits for certain categories and allow for a three-year sell-through and use-through; add new product categories with corresponding VOC content limits; require products marketed for use under varying categories to be subject to the lowest VOC limit; prohibit the storage of non-compliant products, unless for shipment outside of the SCAQMD; add test methods for analyzing VOC content; add labeling requirements; include reporting requirements for manufacturers, private labelers, Big Box retailers, distribution centers, and facilities that use a 55 gallon per year exemption; prohibit the use of Rule 102 Group II exempt solvents, except volatile methyl siloxanes; include a technology assessment for certain product categories; remove, restrict, or add exemptions; include streamlined recordkeeping options for products with a VOC content of less than 20 grams per liter; and allow products with a viscosity of 200 centipoise or greater to be exempted from transfer efficiency requirements. Some sites affected by PAR 1168 may be identified on lists compiled by the California Department of Toxic Substances Control per Government Code Section 65962.5. The analysis of PAR 1168 in the Draft <u>Final</u> EA did not result in the identification of any environmental topic areas that would be significantly adversely affected.

Surrounding Land Uses and Various
Setting:

Other Public Agencies Not applicable
Whose Approval is
Required:

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The following environmental impact areas have been assessed to determine their potential to be affected by the proposed project. As indicated by the checklist on the following pages, environmental topics marked with an "✓" involve at least one impact that is a "Potentially Significant Impact". An explanation relative to the determination of impacts can be found following the checklist for each area.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Population and Housing |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality and Greenhouse Gas Emissions | <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Solid and Hazardous Waste |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Transportation and Traffic |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noise | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION

On the basis of this initial evaluation:

- ☒ I find the proposed project, in accordance with those findings made pursuant to CEQA Guidelines Section 15252, COULD NOT have a significant effect on the environment, and that an ENVIRONMENTAL ASSESSMENT with no significant impacts has been prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will NOT be significant effects in this case because revisions in the project have been made by or agreed to by the project proponent. An ENVIRONMENTAL ASSESSMENT with no significant impacts will be prepared.
- ☐ I find that the proposed project MAY have a significant effect(s) on the environment, and an ENVIRONMENTAL ASSESSMENT will be prepared.
- ☐ I find that the proposed project MAY have a "potentially significant impact" on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards; and, 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL ASSESSMENT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects: 1) have been analyzed adequately in an earlier ENVIRONMENTAL ASSESSMENT pursuant to applicable standards; and, 2) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL ASSESSMENT, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Date: August 11, 2017

Signature:



Barbara Radlein
Program Supervisor, CEQA Special Projects
Planning, Rules, and Area Sources

ENVIRONMENTAL CHECKLIST AND DISCUSSION

Rule 1168 applies to any person who uses, sells, stores, supplies, offers for sale, or manufactures for sale any adhesives, adhesive primers, sealants, or sealant primers, unless otherwise specifically exempted by the rule. Rule 1168 also applies to regulated products that are consumer products not regulated by CARB in the CPR; incorporated into or used exclusively in the manufacture or construction of the goods or commodities; used in pollution-generating activities that take place at stationary sources, excluding maintenance and repair, excluding consumer and institutional use, where the units of product, less packaging, weigh less than one pound and consist of less than 16 fluid ounces, and where there is an applicable VOC limit in the CARB CPR. As discussed in Chapter 1, the main focus of PAR 1168 is to reduce emissions of VOCs, toxic air contaminants, and stratospheric ozone-depleting compounds from these products. To accomplish this goal, PAR 1168 proposes to lower the VOC content limits of several categories of regulated products, add new product categories with corresponding VOC content limits, and prohibit the use of Rule 102 Group II exempt solvents (except VMS) from regulated product formulations. In order to comply with PAR 1168, manufacturers are expected to reformulate their regulated products with chemicals that contain less VOCs, less or no toxics, and no stratospheric ozone-depleting compounds. However, while product reformulation may create an environmental benefit, it also is a physical change that may also create secondary adverse environmental impacts.

Also, PAR 1168 proposes to temporarily reinstate the 540 g/L VOC limit for Top and Trim Adhesives and to exclude this category from a 55 gallon per year exemption to allow manufacturers time to reformulate to a 250 g/L VOC limit by 2023. It is important to note that a forgone emissions decrease of 0.21 tpd in the Top and Trim Adhesives category would be expected to occur due to the temporary, proposed reinstatement of 540 g/L VOC limit which is also considered a secondary adverse environmental impact. However, it should be noted that current Top and Trim Adhesives are formulated and complying with a 540 g/L VOC content limit.

While there are other requirements in PAR 1168 that are necessary to support compliance with the rule, the following components of PAR 1168 are administrative or procedural in nature and as such, would not be expected to cause any physical changes: revising, adding, or deleting definitions; clarifying rule language; clarifying applicability, labeling, and recordkeeping requirements; prohibiting the storage of non-compliant products; adding test methods for analyzing VOC content; adding reporting requirements; and including technology assessments. As such, these components of PAR 1168 would not be expected to create any secondary adverse environmental impacts.

For these reasons, the analysis in this EA focuses on the potential secondary adverse environmental impacts associated with product reformulation and temporarily reinstatement of the 540 g/L VOC limit for Top and Trim Adhesives. The effects of implementing these two key rule components in PAR 1168 has been evaluated relative to the environmental topics identified in the following environmental checklist (e.g., aesthetics, agriculture and forestry resources, biological resources, etc.).

Subsequent to the release of the Draft EA for public review and comment, minor modifications were made to PAR 1168 that are described in the Project Description section in Chapter 1. These modifications are indicated in the strikeout/underlined text. Staff has reviewed these modifications and concluded that overall, no new impacts are anticipated to result from these modifications. Further, the impacts previously evaluated in the Draft EA would not be made substantially worse

and the conclusions reached in the Draft EA remain unchanged in the Final EA with respect to the current version of PAR 1168. Thus, staff has concluded that none of the modifications constitute significant new information of substantial importance relative to the Draft EA. In addition, revisions to PAR 1168 in response to verbal or written comments received during the rule development process would not create new, avoidable significant effects. As a result, these revisions do not require recirculation of the document pursuant to CEQA Guidelines Sections 15073.5 and 15088.5.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

The proposed project impacts on aesthetics will be considered significant if:

- The project will block views from a scenic highway or corridor.
- The project will adversely affect the visual continuity of the surrounding area.
- The impacts on light and glare will be considered significant if the project adds lighting which would add glare to residential areas or sensitive receptors.

Discussion

PAR 1168 will reduce VOC, toxic air contaminant emissions, and stratospheric ozone-depleting compounds from regulated products by lowering VOC content limits of certain categories of adhesives and sealants. PAR 1168 affects any person who uses, sells, stores, supplies, offers for sale, or manufactures for sale any adhesives, adhesive primers, sealants, or sealant primers but includes certain exceptions. For some products, compliance is expected to occur through the reformulation of the regulated product, which may potentially create secondary adverse environmental impacts. Currently, many products are solvent-based. Based on past coatings rules requiring reformulation, manufacturers will likely reformulate their products with water-borne technology or replace conventional solvents with VOC exempt solvents to meet the lower VOC content limits. During reformulation, manufacturers will need to ensure products do not contain any SCAQMD Rule 102 Group II exempt compounds as replacements for any solvent greater than 0.1 percent by weight. Thus manufacturers will replace conventional solvents with less or non-toxic solvents. Further, PAR 1168 will also contain a requirement that would prevent manufacturers from reformulating regulated products with stratospheric ozone-depleting compounds. Any changes to the manufacturing process would occur inside each affected existing manufacturer's building(s). Since, VOC emissions will be reduced through reformulation, no new or additional construction of air pollution control equipment is expected based on the implementation of PAR 1168.

I. a), b) c) & d) No Impact. Compliance with PAR 1168 is expected to be met with manufacturers reformulating regulated products by substituting certain chemicals with other chemicals that contain less VOCs, less or no toxics, and no stratospheric ozone-depleting compounds. Physical modifications to or new installations of manufacturing equipment would not be expected to be needed in order to reformulate products. Similarly, since the reformulated products will need to comply with the lower VOC limits and as such, would contribute less to air pollution, modifications to existing or installation of new air pollution control equipment would also not be expected to be necessary in order for manufacturers to reformulate their products in order to comply with the revised VOC limits in PAR 1168. Therefore, implementation of PAR 1168 would not be expected to require any construction to install new or modify existing buildings or other structures that would obstruct scenic resources or degrade the existing visual character of a site, including, but not limited to, trees, rock outcroppings, or historic buildings. Similarly, additional light or glare would not be created which would adversely affect day or nighttime views in the area because no light generating equipment would be required to comply with PAR 1168. Further, the manufacturing of PAR 1168-compliant regulated products would not appreciably change the visual profile of the building(s) where regulated products are manufactured, because any changes to the manufacturing process would occur inside the facility's buildings and not affect the exterior of the structure in any way.

Conclusion

Based upon these considerations, significant adverse aesthetics impacts are not expected from implementing PAR 1168. Since no significant aesthetics impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland mapping and Monitoring Program of the California Resources Agency, to non- agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Project-related impacts on agriculture and forestry resources will be considered significant if any of the following conditions are met:

- The proposed project conflicts with existing zoning or agricultural use or Williamson Act contracts.
- The proposed project will convert prime farmland, unique farmland or farmland of statewide importance as shown on the maps prepared pursuant to the farmland mapping and monitoring program of the California Resources Agency, to non-agricultural use.
- The proposed project conflicts with existing zoning for, or causes rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).
- The proposed project would involve changes in the existing environment, which due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

Discussion

PAR 1168 will reduce VOC, toxic air contaminant emissions, and stratospheric ozone-depleting compounds from regulated products by lowering VOC content limits of certain categories of adhesives and sealants. PAR 1168 affects any person who uses, sells, stores, supplies, offers for sale, or manufactures for sale any adhesives, adhesive primers, sealants, or sealant primers but includes certain exceptions. For some products, compliance is expected to occur through the reformulation of the regulated product, which may potentially create secondary adverse environmental impacts. Currently, many products are solvent-based. Based on past coatings rules requiring reformulation, manufacturers will likely reformulate their products with water-borne technology or replace conventional solvents with VOC exempt solvents to meet the lower VOC content limits. During reformulation, manufacturers will need to ensure products do not contain any SCAQMD Rule 102 Group II exempt compounds as replacements for any solvent greater than 0.1 percent by weight. Thus manufacturers will replace conventional solvents with less or non-toxic solvents. Further, PAR 1168 will also contain a requirement that would prevent manufacturers from reformulating regulated products with stratospheric ozone-depleting compounds. Any changes to the manufacturing process would occur inside each affected existing manufacturer's building(s). Since, VOC emissions will be reduced through reformulation, no new or additional construction of air pollution control equipment is expected based on the implementation of PAR 1168.

II. a), b), c), & d) No Impact. Compliance with PAR 1168 is expected to be met with manufacturers reformulating regulated products by substituting certain chemicals with other chemicals that contain less VOCs, less or no toxics, and no stratospheric ozone-depleting compounds. Physical modifications to or new installations of manufacturing equipment would not be expected to be needed in order to reformulate products. Similarly, since the reformulated products will need to comply with the lower VOC limits and as such, would contribute less to air pollution, modifications to existing or installation of new air pollution control equipment would also not be expected to be necessary in order for manufacturers to reformulate their products in order to comply with the revised VOC limits in PAR 1168. For these reasons, implementation of PAR 1168 would not convert farmland to non-agricultural use or conflict with zoning for agriculture use or a Williamson Act contract. Further, the manufacture of compliant regulated products is expected to occur within the confines of existing industrial facilities and would not require converting farmland to non-agricultural uses. Any changes to the manufacturing process (e.g., the substitution of chemicals) would occur inside each affected manufacturer's building(s). Similarly, it is expected PAR 1168 would not result in the loss of forest land or conversion of forest land to non-forest use. Consequently, the proposed project would not create any significant adverse agriculture or forestry impacts.

Conclusion

Based upon these considerations, significant adverse agriculture and forestry resources impacts are not expected from implementing PAR 1168. Since no significant agriculture and forestry resources impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
III. AIR QUALITY AND GREENHOUSE GAS EMISSIONS.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Diminish an existing air quality rule or future compliance requirement resulting in a significant increase in air pollutant(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

To determine whether or not air quality and greenhouse gas impacts from implementing PAR 1168 are significant, impacts will be evaluated and compared to the criteria in Table 2-1. PAR 1168 will be considered to have significant adverse impacts if any one of the thresholds in Table 2-1 are equaled or exceeded.

Table 2-1
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds ^a		
Pollutant	Construction ^b	Operation ^c
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs), Odor, and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 MT/yr CO ₂ eq for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants ^d		
NO ₂ 1-hour average annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM ₁₀ 24-hour average annual average	10.4 µg/m ³ (construction) ^e & 2.5 µg/m ³ (operation) 1.0 µg/m ³	
PM _{2.5} 24-hour average	10.4 µg/m ³ (construction) ^e & 2.5 µg/m ³ (operation)	
SO ₂ 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm (federal – 99 th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 µg/m ³ (state)	
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day Average Rolling 3-month average	1.5 µg/m ³ (state) 0.15 µg/m ³ (federal)	

^a Source: SCAQMD CEQA Handbook (SCAQMD, 1993)

^b Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).

^c For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.

^d Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.

^e Ambient air quality threshold based on SCAQMD Rule 403.

KEY: lbs/day = pounds per day ppm = parts per million $\mu\text{g}/\text{m}^3$ = microgram per cubic meter \geq = greater than or equal to
MT/yr CO₂eq = metric tons per year of CO₂ equivalents $>$ = greater than

Revision: March 2015

Discussion

PAR 1168 will reduce VOC, toxic air contaminant emissions, and stratospheric ozone-depleting compounds from regulated products by lowering VOC content limits of certain categories of adhesives and sealants. PAR 1168 affects any person who uses, sells, stores, supplies, offers for sale, or manufactures for sale any adhesives, adhesive primers, sealants, or sealant primers but includes certain exceptions. For some products, compliance is expected to occur through the reformulation of the regulated product, which may potentially create secondary adverse environmental impacts. Currently, many products are solvent-based. Based on past coatings rules requiring reformulation, manufacturers will likely reformulate their products with water-borne technology or replace conventional solvents with VOC exempt solvents to meet the lower VOC content limits. During reformulation, manufacturers will need to ensure products do not contain any SCAQMD Rule 102 Group II exempt compounds as replacements for any solvent greater than 0.1 percent by weight. Thus manufacturers will replace conventional solvents with less or non-toxic solvents. Further, PAR 1168 will also contain a requirement that would prevent manufacturers from reformulating regulated products with stratospheric ozone-depleting compounds. Any changes to the manufacturing process would occur inside each affected existing manufacturer's building(s). Since, VOC emissions will be reduced through reformulation, no new or additional construction of air pollution control equipment is expected based on the implementation of PAR 1168.

III. a) Less Than Significant Impact. The SCAQMD is required by law to prepare a comprehensive district-wide Air Quality Management Plan (AQMP) which includes strategies (e.g., control measures) to reduce emission levels to achieve and maintain state and federal ambient air quality standards, and to ensure that new sources of emissions are planned and operated to be consistent with the SCAQMD's air quality goals. The AQMP's air pollution reduction strategies include control measures which target stationary, area, mobile and indirect sources. These control measures are based on feasible methods of attaining ambient air quality standards. Pursuant to the provisions of both the state and federal Clean Air Acts, the SCAQMD is also required to attain the state and federal ambient air quality standards for all criteria pollutants.

The most recent regional blueprint for how the SCAQMD will achieve air quality standards and healthful air is outlined in the 2016 AQMP¹⁰ which contains multiple goals of promoting reductions of criteria air pollutants, greenhouse gases, and toxics. In particular, the 2016 AQMP contains control measure CTS-01: Further Emission Reductions from Coatings, Solvents, Adhesives, and Sealants, which identifies Rule 1168 as a VOC rule that has the potential to achieve additional VOC emission reductions. In addition, the 2016 AQMP includes control measure MCS-01: Application of All Feasible Measures Assessment, which seeks to achieve emission reductions from all pollutants.

Compliance with PAR 1168 is expected to occur through the reformulation of regulated products. Manufacturers are expected to reformulate using chemicals that contain less VOCs, less or no toxic compounds, and no stratospheric ozone-depleting compounds to make regulated products that comply with the reduced VOC content requirements and the prohibition of Group II exempt solvents (except VMS) in PAR 1168. Upon full implementation, PAR 1168 is estimated to achieve approximately 1.43 tons per day tpd of VOC emission reductions.

¹⁰ SCAQMD, Final 2016 Air Quality Management Plan, March, 2017. <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf>

For one product category, Top and Trim Adhesives are used to adhere automobile and marine trim, including headliners, vinyl tops, vinyl trim, sunroofs, dash covering, door covering, floor covering, panel covering and upholstery. Staff found emissions increased from the use of these products compared to the estimated reductions proposed in previous versions of the rule, through the use of the volume usage exemption of 55 gallons per year. The emissions were shown to increase by 0.04 tpd. Since 2003, the 250 g/L was delayed twice to allow manufacturers additional time to reformulate, because manufacturers were unable to make Top and Trim Adhesives that could achieve this VOC limit. Delaying compliance with the 250 g/L VOC limit meant that the 540 g/L VOC limit was still in effect. However, the 2003 and 2005 versions of Rule 1168 at that time did not explicitly identify the VOC limit as 540 g/L for Top and Trim Adhesives. It is important to note that a foregone emission decrease of 0.21 tpd in the Top and Trim Adhesives category would be expected to occur due to the temporary, proposed reinstatement of the 540 g/L VOC limit. However, by 2023, the VOC content limit the Top and Trim Adhesives category is proposed to be lowered to 250 g/L, allowing the SCAQMD to maintain the VOC emission reductions previously claimed in the 2003 and 2005 versions of the rule (see Section III. b) and f) for further details). In addition to reinstating the 540 g/L limit, PAR 1168 is also proposing to exclude Top and Trim Adhesives from a 55 gallon per year exemption. This will allow manufacturers time to reformulate to 250 g/L by 2023 and allow the District to maintain the emissions reductions already claimed in previous amendments to the rule.

In addition, PAR 1168 contains a restriction for products marketed for use under varying categories to be subject to the lower VOC limit of the varying categories. This restriction is expected to assure that the lowest VOC containing products are marketed.

For these reasons, PAR 1168 is not expected to obstruct or conflict with the implementation of the 2016 AQMP because the emission reductions from implementing PAR 1168 are in accordance with the emission reduction goals in the 2016 AQMP. PAR 1168 would reduce VOC and toxic emissions and therefore, be consistent with the goals of the 2016 AQMP. Therefore, implementing PAR 1168 to reduce VOC and toxic emissions from regulated products would not conflict with or obstruct implementation of the applicable air quality plans. Attainment of the state and federal ambient air quality standards will protect sensitive receptors and the public in general from the adverse effects of criteria pollutants, including VOCs, which are known to have adverse human health effects. Since no significant impacts were identified for this issue, no mitigation measures are necessary or required.

III. b) and f) Less Than Significant Impact. For a discussion of these items, refer to the following analysis.

Construction Impacts

Compliance with PAR 1168 is expected to be met by manufacturers reformulating regulated products. The manufacture of regulated products is expected to use the same or similar equipment currently utilized to manufacture compliant regulated products. Therefore, the manufacture of regulated products is not expected to require physical changes or modifications that would involve construction activities. As a result, there would be no construction air quality impacts resulting from PAR 1168.

Operational Impacts

The emission reductions are estimated using the scaled sales volume and reported VOC content emission inventory data collected from the survey. The emission reductions are calculated by assuming the material VOC content of products currently above the proposed limit will be reformulated to meet the proposed VOC limits as indicated in Table 1-1. The estimated emissions reductions are presented in Table 2-2.

Table 2-2
Estimated Emission Reductions from PAR 1168

Category	Emission Reductions (tpd)				
	Upon Adoption	2019	2021	2023	Total Reduction (tpd)
<u>All Other Architectural Sealants</u>		0.378			0.378
Clear, Paintable, and Immediately Water Resistant Sealant			0.02	0.02	0.02
CPVC Welding Cement				0.01	0.01
Foam Sealant				0.232	0.232
<u>All Other Roof Adhesives</u>			0.04	0.04	0.04
<u>All Other Roof Sealants</u>			0.15	0.14	0.145
<u>All Other Sealants</u>			0.06	0.06	0.06
PVC Welding Cement				0.1822	0.1822
<u>Rubber Vulcanization Adhesive</u>				0.06	0.06
Single Ply Roof Adhesive			0.06	0.05	0.056
Single Ply Roof Membrane Sealant			0.005	0.003	0.0035
Top and Trim Adhesive	-0.21			0.21	
Wood Flooring Adhesive			0.26	0.24	0.246
Totals:	-0.21	0.378	0.59	1.16066	1.3843

Compliance with PAR 1168 is expected to be met with manufacturers reformulating regulated products by substituting certain chemicals with other chemicals that contain less VOCs, less or no toxics, and no stratospheric ozone-depleting compounds. Regulated products are expected to be used in a similar fashion to currently compliant regulated products. Physical modifications to or new installations of manufacturing equipment would not be expected to be needed in order to reformulate products. Similarly, since the reformulated products will need to comply with the lower VOC limits and as such, would contribute less to air pollution, modifications to existing or installation of new air pollution control equipment would also not be expected to be necessary in order for manufacturers to reformulate their products in order to comply with the revised VOC limits in PAR 1168. It is important to note that a foregone emission decrease of 0.21 tpd in the Top and Trim Adhesives category would be expected to occur due to the temporary, proposed reinstatement of the 540 g/L VOC limit. By 2023, the VOC content limit will be lowered to 250 g/L, allowing the SCAQMD to maintain the emissions reductions already claimed in the 2003 and 2005 versions of the rule. PAR 1168 is expected to result in an overall VOC emission reduction

of 1.43 tpd and does not exceed any one of the thresholds in Table 2-1. Products are expected to be reformulated with water-borne technology or VOC exempt solvents. In addition, manufacturers are expected to reformulate with less toxic compounds, since Group II exempt solvents (except VMS) will be prohibited. The reduction in VOC content is expected to only affect VOC emissions, i.e., no other criteria pollutant emissions. Therefore, it is not considered to have a significant air quality impact.

III. c) Less Than Significant Impact.

Cumulatively Considerable Impacts

Based on the foregoing analysis, since criteria pollutant project-specific air quality impacts from implementing PAR 1168 would not be expected to exceed the air quality significance thresholds in Table 2-1, cumulative air quality impacts are also expected to be less than significant. SCAQMD cumulative significance thresholds are the same as project-specific significance thresholds. Therefore, potential adverse impacts from implementing PAR 1168 would not be “cumulatively considerable” as defined by CEQA Guidelines Section 15064(h)(1) for air quality impacts. Per CEQA Guidelines Section 15064(h)(4), the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project’s incremental effects are cumulatively considerable.

The SCAQMD guidance on addressing cumulative impacts for air quality is as follows: “As Lead Agency, the SCAQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR.” “Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.”¹¹

This approach was upheld by the Court in *Citizens for Responsible Equitable Environmental Development v. City of Chula Vista* (2011) 197 Cal. App. 4th 327, 334. The Court determined that where it can be found that a project did not exceed the South Coast Air Quality Management District’s established air quality significance thresholds, the City of Chula Vista properly concluded that the project would not cause a significant environmental effect, nor result in a cumulatively considerable increase in these pollutants. The court found this determination to be consistent with CEQA Guidelines Section 15064.7, stating, “The lead agency may rely on a threshold of significance standard to determine whether a project will cause a significant environmental effect.” The court found that, “Although the project will contribute additional air pollutants to an existing nonattainment area, these increases are below the significance criteria...” “Thus, we conclude that no fair argument exists that the Project will cause a significant unavoidable cumulative contribution to an air quality impact.” As in *Chula Vista*, here the SCAQMD has demonstrated, when using accurate and appropriate data and assumptions, that the project will not exceed the established SCAQMD significance thresholds. See also, *Rialto Citizens for Responsible Growth v. City of Rialto* (2012) 208 Cal. App. 4th 899. Here again the court upheld the SCAQMD’s approach to utilizing the established air quality significance thresholds to

¹¹ SCAQMD Cumulative Impacts Working Group White Paper on Potential Control Strategies to Address Cumulative Impacts From Air Pollution, August 2003, Appendix D, Cumulative Impact Analysis Requirements Pursuant to CEQA, at D-3. <http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf>.

determine whether the impacts of a project would be cumulatively considerable. Thus, it may be concluded that the proposed project will not contribute to a significant unavoidable cumulative air quality impact.

III. d) Less Than Significant Impact. Compliance with PAR 1168 is expected to be met with the reformulation of regulated products. Reformulated regulated products are expected to be used in a similar fashion to compliant regulated products. Products are expected to be reformulated with water-borne technology or VOC exempt solvents. In addition, manufacturers are expected to reformulate with less toxic compounds and non-ozone-depleting compounds, since Group II exempt solvents (except VMS) will be prohibited. PAR 1168 is expected to result in an overall VOC emission reduction of 1.43 tpd. The reduction in VOC content is expected to only affect VOC emissions, i.e., no other criteria pollutant emissions. Sensitive receptors are not expected to be exposed to substantial pollutant concentrations from the implementation of PAR 1168 for the following reasons: 1) as analyzed in Section III. b) and f), there are no operational increases of VOC emissions associated with PAR 1168; 2) implementing PAR 1168 is expected to reduce VOC emissions in the SCAQMD by approximately 1.43 tpd by 2023; 3) products are expected to be formulated with replacement chemicals that contain less VOCs, less or no toxics, and no stratospheric ozone-depleting compounds than what are currently used in products regulated by PAR 1168; and 4) the use of future compliant materials must comply with all applicable SCAQMD rules and regulations. By achieving these VOC emission reductions, VOC concentrations are expected to be lessened as a result of implementing PAR 1168. As such, any future exposures to sensitive receptors from implementing PAR 1168 is expected to be lessened (a benefit) when compared to the existing setting. Further, as previously explained in Section III. a), attainment of the state and federal ambient air quality standards will protect sensitive receptors and the public in general from the adverse effects of criteria pollutants, including VOCs, which are known to have adverse human health effects. For these reasons, implementation of PAR 1168 is not expected to expose sensitive receptors to substantial pollutant concentrations. Therefore, no significant adverse air quality impacts to sensitive receptors are expected from implementing PAR 1168.

III. e) Less Than Significant Impact.

Odor Impacts

Odor problems depend on individual circumstances. For example, individuals can differ quite markedly from the populated average in their sensitivity to odor due to any variety of innate, chronic or acute physiological conditions. This includes olfactory adaptation or smell fatigue (i.e., continuing exposure to an odor usually results in a gradual diminution or even disappearance of the smell sensation).

During the manufacturing process, manufacturers may utilize some replacement solvents (e.g., parachlorobenzotrifluoride (PCBTF)) that may individually have a distinct aromatic odor. Currently, PCBTF is allowed to be used in formulations and odor has not been an issue for these products. Replacing other chemicals with solvents, such as PCBTF, would not necessarily cause more of an issue with odor, because once a replacement chemical is blended with other components, the end product may have an entirely different odor profile that could lessen the distinct odor. Thus, if other chemicals with distinct odors are used for reformulation under PAR 1168, odor issues would not be expected to be a problem. Further, if water is used to replace other VOC-containing chemicals as part of reformulation, water does not have an appreciable odor. Thus, products that are reformulated with water would be expected to have a less distinct overall

odor than products made with VOC-containing chemicals. For these reasons, reformulated products made to have lesser amounts of VOC-containing materials would not be expected to have appreciably increased or different odor impacts than the currently used materials. Furthermore, local governments typically have ordinances that are intended to protect the public from adverse odors. SCAQMD Rule 402 – Nuisance, also protects the public from adverse odor impacts. During construction, manufacturers would have ventilation systems vented to air pollution control equipment and require employees to wear personal protective equipment to protect from odors. However, no construction is expected since reformulation of products will take place within existing manufacturer's building(s). For these reasons, odor impacts from the reformulation of products is not expected to create significant adverse objectionable odors during construction or operation. Since no significant impacts were identified for this issue, no mitigation measures for odors are necessary or required.

III. g) and h) No Impact.

Greenhouse Gas (GHG) Impacts

Significant changes in global climate patterns have recently been associated with global warming, an average increase in the temperature of the atmosphere near the Earth's surface, attributed to accumulation of GHG emissions in the atmosphere. GHGs trap heat in the atmosphere, which in turn heats the surface of the Earth. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities. The emission of GHGs through the combustion of fossil fuels (i.e., fuels containing carbon) in conjunction with other human activities, appears to be closely associated with global warming. State law defines GHG to include the following: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆) (Health and Safety Code Section 38505(g)). The most common GHG that results from human activity is CO₂, followed by CH₄ and N₂O.

Traditionally, GHGs and other global warming pollutants are perceived as solely global in their impacts and that increasing emissions anywhere in the world contributes to climate change anywhere in the world. A study conducted on the health impacts of CO₂ "domes" that form over urban areas cause increases in local temperatures and local criteria pollutants, which have adverse health effects¹².

The analysis of GHGs is a different analysis than the analysis of criteria pollutants for the following reasons. For criteria pollutants, the significance thresholds are based on daily emissions because attainment or non-attainment is primarily based on daily exceedances of applicable ambient air quality standards. Further, several ambient air quality standards are based on relatively short-term exposure effects on human health (e.g., one-hour and eight-hour standards). Since the half-life of CO₂ is approximately 100 years, for example, the effects of GHGs occur over a longer term which means they affect the global climate over a relatively long time frame. As a result, the SCAQMD's current position is to evaluate the effects of GHGs over a longer timeframe than a single day (i.e., annual emissions). GHG emissions are typically considered to be cumulative impacts because they contribute to global climate effects.

¹² Jacobsen, Mark Z. "Enhancement of Local Air Pollution by Urban CO₂ Domes," Environmental Science and Technology, as describe in Stanford University press release on March 16, 2010 available at: <http://news.stanford.edu/news/2010/march/urban-carbon-domes-031610.html>.

Compliance with PAR 1168 is expected through manufacturers reformulating regulated products. As explained in Section III. b) and f), implementation of PAR 1168 is not expected to involve or require construction activities that would utilize GHG emitting combustion equipment. Further, the types of chemicals that are used for reformulating products in order to reduce the content of VOCs, toxics, and stratospheric ozone-depleting substances do not contain any GHG compounds (e.g., CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆). Therefore, PAR 1168 is not expected to generate GHG emissions either directly or indirectly, that may have a significant impact on the environment. Further, as noted in Section III. a), implementation of PAR 1168 would not be expected to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing criteria pollutants and the same is true for GHG emissions since GHG emissions would not be impacted in any way by PAR 1168. Therefore, GHG impacts are not considered significant.

Conclusion

Based upon these considerations, significant air quality and GHG emissions impacts are not expected from implementing PAR 1168. Since no significant air quality and GHG emissions impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES.				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts on biological resources will be considered significant if any of the following criteria apply:

- The project results in a loss of plant communities or animal habitat considered to be rare, threatened or endangered by federal, state or local agencies.
- The project interferes substantially with the movement of any resident or migratory wildlife species.
- The project adversely affects aquatic communities through construction or operation of the project.

Discussion

PAR 1168 will reduce VOC, toxic air contaminant emissions, and stratospheric ozone-depleting compounds from regulated products by lowering VOC content limits of certain categories of adhesives and sealants. PAR 1168 affects any person who uses, sells, stores, supplies, offers for sale, or manufactures for sale any adhesives, adhesive primers, sealants, or sealant primers but includes certain exceptions. For some products, compliance is expected to occur through the reformulation of the regulated product, which may potentially create secondary adverse environmental impacts. Currently, many products are solvent-based. Based on past coatings rules requiring reformulation, manufacturers will likely reformulate their products with water-borne technology or replace conventional solvents with VOC exempt solvents to meet the lower VOC content limits. During reformulation, manufacturers will need to ensure products do not contain any SCAQMD Rule 102 Group II exempt compounds as replacements for any solvent greater than 0.1 percent by weight. Thus manufacturers will replace conventional solvents with less or non-toxic solvents. Further, PAR 1168 will also contain a requirement that would prevent manufacturers from reformulating regulated products with stratospheric ozone-depleting compounds. Any changes to the manufacturing process would occur inside each affected existing manufacturer's building(s). Since, VOC emissions will be reduced through reformulation, no new or additional construction of air pollution control equipment is expected based on the implementation of PAR 1168.

IV. a), b), c), & d) No Impact. The proposed project does not require the acquisition of land to comply with the provisions of PAR 1168. Further, compliance with PAR 1168 would be expected to be met with manufacturers reformulating regulated products within their existing structures and facilities. The manufacture of regulated products is expected to use the same or similar equipment currently utilized to manufacturer compliant regulated products. Therefore, the manufacture of regulated products is not expected to require physical changes or modifications that would involve construction activities to install new or modify existing manufacturing equipment or air pollution control equipment. Thus, PAR 1168 is not expected to adversely affect in any way habitats that support riparian habitat, federally protected wetlands, or migratory corridors. Similarly, since implementing PAR 1168 would not require the construction of any structures, special status plants, animals, or natural communities identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service are not expected to be adversely affected. The reformulation of regulated products to comply with PAR 1168 are similar to the formulation in existing compliant regulated products except the reformulated regulated products are expected to be formulated with water, low-solvent, VOC exempt solvents, or less toxic solvents to meet the lower VOC content limits and comply with existing toxic rules

(e.g., SCAQMD Rules 1401 and 1402). In addition, PAR 1168 prohibits the use of Group II exempt solvents (except VMS), which would lower the toxic emissions from regulated products. Therefore, PAR 1168 would have no direct or indirect impacts that could adversely affect plant or animal species or the habitats on which they rely in the SCAQMD.

IV. e) & f) No Impact. The proposed project is not expected to conflict with local policies or ordinances protecting biological resources or local, regional, or state conservation plans because PAR 1168 does not require the construction of any new or modified structures or new development in undeveloped areas. Additionally, PAR 1168 would not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or any other relevant habitat conservation plan, and would not create divisions in any existing communities because compliance with PAR 1168 would involve reformulation of regulated products in previously disturbed areas which are not typically subject to Habitat or Natural Community Conservation Plans.

Conclusion

Based upon these considerations, significant biological resource impacts are not expected from implementing PAR 1168. Since no significant biological resource impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource, site, or feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts to cultural resources will be considered significant if:

- The project results in the disturbance of a significant prehistoric or historic archaeological site or a property of historic or cultural significance, or tribal cultural significance to a community or ethnic or social group or a California Native American tribe.
- Unique paleontological resources or objects with cultural value to a California Native American tribe are present that could be disturbed by construction of the proposed project.
- The project would disturb human remains.

Discussion

PAR 1168 will reduce VOC, toxic air contaminant emissions, and stratospheric ozone-depleting compounds from regulated products by lowering VOC content limits of certain categories of adhesives and sealants. PAR 1168 affects any person who uses, sells, stores, supplies, offers for sale, or manufacturers for sale any adhesives, adhesive primers, sealants, or sealant primers but includes certain exceptions. For some products, compliance is expected to occur through the reformulation of the regulated product, which may potentially create secondary adverse environmental impacts. Currently, many products are solvent-based. Based on past coatings rules requiring reformulation, manufacturers will likely reformulate their products with water-borne technology or replace conventional solvents with VOC exempt solvents to meet the lower VOC content limits. During reformulation, manufacturers will need to ensure products do not contain any SCAQMD Rule 102 Group II exempt compounds as replacements for any solvent greater than 0.1 percent by weight. Thus manufacturers will replace conventional solvents with less or non-toxic solvents. Further, PAR 1168 will also contain a requirement that would prevent

manufacturers from reformulating regulated products with stratospheric ozone-depleting compounds. Any changes to the manufacturing process would occur inside each affected existing manufacturer's building(s). Since, VOC emissions will be reduced through reformulation, no new or additional construction of air pollution control equipment is expected based on the implementation of PAR 1168.

V. a), b), c), d) & e) No Impact. No construction-related activities to existing manufacturing facilities would be associated with the implementation of PAR 1168; therefore, no impacts to historical or cultural resources are anticipated to occur. Further, PAR 1168 is not expected to require physical changes to the environment, such as construction, which may disturb paleontological or archaeological resources or disturb human remains interred outside of formal cemeteries. PAR 1168 is not expected to require physical changes to a site, feature, place, cultural landscape, sacred place or object with cultural value to a California Native American Tribe. Furthermore, PAR 1168 is not expected to result in a physical change to a resource determined to be eligible for inclusion or listed in the California Register of Historical Resources or included in a local register of historical resources. For these reasons, PAR 1168 is not expected to cause any substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074.

As part of releasing this CEQA document for public review and comment, the SCAQMD also provided a formal notice of the proposed project to all California Native American Tribes (Tribes) that requested to be on the Native American Heritage Commission's (NAHC) notification list per Public Resources Code Section 21080.3.1(b)(1). The NAHC notification list provides a 30-day period during which a Tribe may respond to the formal notice, in writing, requesting consultation on the proposed project.

In the event that a Tribe submits a written request for consultation during this 30-day period, the SCAQMD will initiate a consultation with the Tribe within 30 days of receiving the request in accordance with Public Resources Code Section 21080.3.1(b). Consultation ends when either: 1) both parties agree to measures to avoid or mitigate a significant effect on a Tribal Cultural Resource and agreed upon mitigation measures shall be recommended for inclusion in the environmental document [see Public Resources Code Section 21082.3(a)]; or, 2) either party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached [see Public Resources Code Section 21080.3.2(b)(1)-(2) and Section 21080.3.1(b)(1)].

Conclusion

Based upon these considerations, significant adverse cultural resources impacts are not expected from implementing PAR 1168. Since no significant cultural resources impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VI. ENERGY. Would the project:				
a) Conflict with adopted energy conservation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the need for new or substantially altered power or natural gas utility systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Create any significant effects on local or regional energy supplies and on requirements for additional energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create any significant effects on peak and base period demands for electricity and other forms of energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with existing energy standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts to energy resources will be considered significant if any of the following criteria are met:

- The project conflicts with adopted energy conservation plans or standards.
- The project results in substantial depletion of existing energy resource supplies.
- An increase in demand for utilities impacts the current capacities of the electric and natural gas utilities.
- The project uses non-renewable resources in a wasteful and/or inefficient manner.

Discussion

PAR 1168 will reduce VOC, toxic air contaminant emissions, and stratospheric ozone-depleting compounds from regulated products by lowering VOC content limits of certain categories of adhesives and sealants. PAR 1168 affects any person who uses, sells, stores, supplies, offers for sale, or manufactures for sale any adhesives, adhesive primers, sealants, or sealant primers but includes certain exceptions. For some products, compliance is expected to occur through the reformulation of the regulated product, which may potentially create secondary adverse environmental impacts. Currently, many products are solvent-based. Based on past coatings rules requiring reformulation, manufacturers will likely reformulate their products with water-borne technology or replace conventional solvents with VOC exempt solvents to meet the lower VOC content limits. During reformulation, manufacturers will need to ensure products do not contain any SCAQMD Rule 102 Group II exempt compounds as replacements for any solvent greater than 0.1 percent by weight. Thus manufacturers will replace conventional solvents with less or non-toxic solvents. Further, PAR 1168 will also contain a requirement that would prevent manufacturers from reformulating regulated products with stratospheric ozone-depleting compounds. Any changes to the manufacturing process would occur inside each affected existing manufacturer's building(s). Since, VOC emissions will be reduced through reformulation, no new

or additional construction of air pollution control equipment is expected based on the implementation of PAR 1168.

VI. a), b), c), d) & e) No Impact. The manufacturing of reformulated regulated products is expected to utilize similar equipment currently used to manufacture compliant regulated products. Regulated products that are reformulated are expected to be used and applied in a similar fashion to compliant regulated products. PAR 1168 is not expected to require physical changes or modifications that involve construction activities. Those who manufacture or use compliant regulated products are expected to comply with any relevant existing energy conservation plans and standards, and implementation of PAR 1168 would not require changes to existing energy conservation plans and standards. As a result, PAR 1168 would not conflict with adopted energy conservation plans, create a need for new or substantially altered power or natural gas utility systems, or create any significant adverse effects on peak and base period demands for electricity, natural gas, or other forms of energy, or adversely affect energy producers or energy distribution infrastructure. PAR 1168 would also not create any significant effects on peak and base period demands for electricity or other forms of energy.

Conclusion

Based upon these considerations, significant adverse energy impacts are not expected from implementing PAR 1168. Since no significant energy impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts on the geological environment will be considered significant if any of the following criteria apply:

- Topographic alterations would result in significant changes, disruptions, displacement, excavation, compaction, or over covering of large amounts of soil.
- Unique geological resources (paleontological resources or unique outcrops) are present that could be disturbed by the construction of the proposed project.

- Exposure of people or structures to major geologic hazards such as earthquake surface rupture, ground shaking, liquefaction or landslides.
- Secondary seismic effects could occur which could damage facility structures, e.g., liquefaction.
- Other geological hazards exist which could adversely affect the facility, e.g., landslides, mudslides.

Discussion

PAR 1168 will reduce VOC, toxic air contaminant emissions, and stratospheric ozone-depleting compounds from regulated products by lowering VOC content limits of certain categories of adhesives and sealants. PAR 1168 affects any person who uses, sells, stores, supplies, offers for sale, or manufactures for sale any adhesives, adhesive primers, sealants, or sealant primers but includes certain exceptions. For some products, compliance is expected to occur through the reformulation of the regulated product, which may potentially create secondary adverse environmental impacts. Currently, many products are solvent-based. Based on past coatings rules requiring reformulation, manufacturers will likely reformulate their products with water-borne technology or replace conventional solvents with VOC exempt solvents to meet the lower VOC content limits. During reformulation, manufacturers will need to ensure products do not contain any SCAQMD Rule 102 Group II exempt compounds as replacements for any solvent greater than 0.1 percent by weight. Thus manufacturers will replace conventional solvents with less or non-toxic solvents. Further, PAR 1168 will also contain a requirement that would prevent manufacturers from reformulating regulated products with stratospheric ozone-depleting compounds. Any changes to the manufacturing process would occur inside each affected existing manufacturer's building(s). Since, VOC emissions will be reduced through reformulation, no new or additional construction of air pollution control equipment is expected based on the implementation of PAR 1168.

VII. a) No Impact. PAR 1168 would not result in any construction activities. The manufacture or use of regulated products would be expected to take place at existing settings that are not expected to substantially change as a result of the proposed rule. Thus, PAR 1168 would not alter the exposure of people or property to geological hazards such as earthquakes, landslides, mudslides, ground failure, or other natural hazards. As a result, substantial exposure of people or structures to the risk of loss, injury, or death involving the rupture of an earthquake fault, seismic ground shaking, ground failure or landslides is not anticipated.

VII. b) No impact. PAR 1168 would not require the installation of new or the modification of existing manufacturing equipment, air pollution control equipment or any structures. Since PAR 1168 does not involve construction activities whatsoever, no soil disruption from excavation, grading, or filling activities; changes in topography or surface relief features; erosion of beach sand; or changes in existing siltation rates are anticipated from the implementation of this proposed project.

VII. c) No Impact. Since PAR 1168 would not require any construction activities, no excavation, grading, or filling activities would be expected to occur in order to comply with the proposed project. For these reasons, subsidence is not anticipated to be a problem. Further, the proposed project would not require the drilling or removal of underground products (e.g., water, crude, oil, etc.) that could produce subsidence effects. Since no groundwork or earth moving activities would

be required as part of PAR 1168, no new landslide effects or changes to unique geologic features would occur.

VII. d) & e) No Impact. Since PAR 1168 would not require the installation of new or the modification of existing manufacturing equipment, air pollution control equipment or any structures, no earth-moving activities would be expected to occur. Therefore, no persons or property will be exposed to new impacts related to expansive soils or soils incapable of supporting water disposal. Further, PAR 1168 would not require the installation of septic tanks or other alternative wastewater disposal systems. The main effect of the proposed project would be to lower the VOC content limits. Thus, implementation of PAR 1168 will not adversely affect soils associated with a installing a new septic system or alternative wastewater disposal system or modifying an existing sewer.

Conclusion

Based upon these considerations, significant adverse geology and soils impacts are not expected from the implementation of PAR 1168. Since no significant geology and soils impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport or a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Significantly increased fire hazard in areas with flammable materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Significance Criteria

Impacts associated with hazards will be considered significant if any of the following occur:

- Non-compliance with any applicable design code or regulation.
- Non-conformance to National Fire Protection Association standards.
- Non-conformance to regulations or generally accepted industry practices related to operating policy and procedures concerning the design, construction, security, leak detection, spill containment or fire protection.
- Exposure to hazardous chemicals in concentrations equal to or greater than the Emergency Response Planning Guideline (ERPG) 2 levels.

Discussion

PAR 1168 will reduce VOC, toxic air contaminant emissions, and stratospheric ozone-depleting compounds from regulated products by lowering VOC content limits of certain categories of adhesives and sealants. PAR 1168 affects any person who uses, sells, stores, supplies, offers for sale, or manufactures for sale any adhesives, adhesive primers, sealants, or sealant primers but includes certain exceptions. For some products, compliance is expected to occur through the reformulation of the regulated product, which may potentially create secondary adverse environmental impacts. Currently, many products are solvent-based. Based on past coatings rules requiring reformulation, manufacturers will likely reformulate their products with water-borne technology or replace conventional solvents with VOC exempt solvents to meet the lower VOC content limits. During reformulation, manufacturers will need to ensure products do not contain any SCAQMD Rule 102 Group II exempt compounds as replacements for any solvent greater than 0.1 percent by weight. Thus manufacturers will replace conventional solvents with less or non-toxic solvents. Further, PAR 1168 will also contain a requirement that would prevent manufacturers from reformulating regulated products with stratospheric ozone-depleting compounds. Any changes to the manufacturing process would occur inside each affected existing manufacturer's building(s). Since, VOC emissions will be reduced through reformulation, no new or additional construction of air pollution control equipment is expected based on the implementation of PAR 1168.

VIII. a), b), & c) Less than Significant Impact. PAR 1168 does not include any provisions that would directly or indirectly dictate the use of any specific regulated product formulations with the exception of prohibiting Group II exempt solvents (except VMS), which are, or are potentially toxic or contain stratospheric ozone-depleting compounds. Manufacturers will have the flexibility to choose the product formulation that best suits their needs.

A number of physical or chemical properties may cause a substance to be a fire hazard. With respect to determining whether any conventional or replacement solvent is a fire hazard, Product Data Sheets (PDS) lists the National Fire Protection Association (NFPA) 704 flammability hazard ratings. NFPA 704 is a “standard (that) provides a readily recognized, easily understood system for identifying flammability hazards and their severity using spatial, visual, and numerical methods to describe in simple terms the relative flammability hazards of a material¹³. However, there are limitations to the NFPA 704 rating system, because a substance can have the same NFPA 704 flammability rating code. Other factors can make a substance's fire hazard different from each

¹³ National Fire Protection Association, FAQ for Standard 704. http://www.nfpa.org/assets/files/aboutthecodes/704/704_faqs.pdf

other, depending on its chemical characteristics. Flashpoint is a particularly important measure of the fire hazard of a substance. The Consumer Products Safety Commission (CPSC) promulgated Labeling and Banning Requirements for Chemicals and Other Hazardous Substances in U.S.C. Section 1261 and 16 CFR Part 1500 is based on flammability and flash point.

Current regulated products are water-borne (minimal VOC) or use the following VOC-containing solvents in their formulations: acetone, methyl ethyl ketone (MEK), tetrahydrofuran (THF), PCBTF, xylene, cyclohexane, hexane, heptane, and toluene. If these regulated products are reformulated, some more will likely become water-borne (minimal VOC) or use low-VOC solvents. Others could use solvents currently used in other formulations. Thus, manufacturers are already handling and working with solvents that have potential hazard impacts. Procedures to mitigate those hazards are already in place. Besides water, potential solvents used in reformulations of regulated products may include, but are not limited to the following chemicals:

Acetone

Acetone is a colorless, highly volatile liquid that has a fragrant, mint-like odor. It is a manufactured chemical that is also found naturally in the environment. It occurs naturally in plants, trees, volcanic gases, forest fires, and as a product of the breakdown of body fat. It is present in vehicle exhaust, tobacco smoke, and landfill sites. Acetone is used to make plastic, fibers, drugs, and other chemicals. It is also used to dissolve other substances. Industrial processes contribute more acetone to the environment than natural processes. Common uses for acetone are nail polish removers and for thinning paint. It has a high solvent strength greater than the other types of solvents, except for xylene, which has a similar solvent strength. Acetone is widely available at retail stores that sell solvents.

1. As a VOC: Acetone is currently listed as a Group I exempt VOC pursuant to SCAQMD Rule 102 – Definition of Terms, because it does not contribute appreciably to ozone formation. Acetone was originally “delisted” as a VOC by the U.S. EPA in 1995.
2. Flammability: Acetone has the lowest flash point, -4 degrees Fahrenheit (°F) (below freezing,) and is the most flammable of all the solvents considered in PAR 1168. Acetone, along with the majority of other solvents except for PCBTF, is rated “three” for flammability by the National Fire Protection Association (NFPA) which means that it is considered to be highly flammable. However, because of the ultra-low flash point, labeling requirements pursuant to the CPSC classifies acetone as “extremely flammable.”

PCBTF

PCBTF is a colorless liquid with a distinct aromatic odor. It is commonly used as an ink solvent in the printing industry and is sold under the brand name Oxsol 100. PCBTF had originally been used as an intermediate in the production of other compounds, but more recently has been marketed as a cleaning solvent and paint thinner. Because it is only manufactured in a limited number of countries overseas (e.g., China), it is considered to be expensive due to high shipping costs relative to other possible solvent replacements.

1. As a VOC: Exempt pursuant to U.S. EPA and listed as exempt in Rule 102, Group I.
2. Flammability: PCBTF, like mineral spirits, has a relatively high flash point at 109 °F (well above typical ambient temperatures) when compared to acetone, and as such, is one of the least flammable of all the solvents considered in PAR 1168. PCBTF, is the only solvent

that is rated “one” for flammability by the NFPA which means that it is considered to be slightly flammable or combustible if heated. Because of its high flash point range, labeling requirements pursuant to the CPSC classifies PCBTF as “combustible.”

The flammability and the associated hazards of each reformulated product is directly dependent upon which substitute solvents are used and which existing solvents are replaced. There are solvents that can be used to reformulate products that would comply with the lower VOC content limits contained in PAR 1168 but that may also be flammable, such as acetone or PCBTF, which is less flammable than acetone. Water, which is not flammable, could also be used to reformulate products. It is important to note that acetone, PCBTF and water are all currently used for manufacturing products that comply with the current version of Rule 1168. In any case, SCAQMD staff is unable to predict or forecast which chemicals would be selected by manufacturers as replacements solvents and how much of these chemicals would be used. Moreover, SCAQMD staff is also unable to predict or forecast the flammability of future reformulations. Therefore, in accordance with CEQA Guidelines Section 15145, an evaluation of the flammability of each future reformulated product is concluded to be speculative and will not be evaluated further in this analysis. PAR 1168 will also prohibit the use of Group II exempt compounds (except VMS), thus limiting and reducing the potential for products to be reformulated with toxic or stratospheric ozone-depleting chemicals.

It is anticipated that the current extensive and comprehensive regulatory requirements regarding flammable and otherwise hazardous materials will not need to be amended as a result of the proposed project since, in part, acetone is already widely distributed, sold and used. Based on the preceding information, it is also expected that implementing PAR 1168 is not expected to increase or create any new hazardous emissions which would adversely affect existing or proposed schools. In fact, to the extent that manufacturers, schools and other users replace the regulated products formulated with conventional VOC-containing solvents with reformulated products made with water, acetone, PCBTF or other minimal VOC chemicals, any existing hazardous emissions, including those near one-quarter mile of any schools, would be expected to remain unchanged or would be reduced with regard to hazardous characteristics.

Therefore, PAR 1168 is not expected to create a significant hazard to the public or environment through the routine transport, use, and disposal of hazardous materials; create a new significant hazard to the public or the environment through reasonably foreseeable upset conditions involving the release of hazardous materials into the environment; emit new hazardous emissions, or handle hazardous or acutely hazardous materials, substances or waste within one quarter mile of an existing or proposed school; or significantly increase fire hazard in areas with flammable materials.

VIII. d) No Impact. Government Code Section 65962.5 refers to hazardous waste handling practices at facilities subject to the Resources Conservation and Recovery Act (RCRA). Current regulated products are water-borne (minimal VOC) or use the following VOC-containing solvents in their formulations: acetone, methyl ethyl ketone (MEK), tetrahydrofuran (THF), PCBTF, xylene, cyclohexane, hexane, heptane, and toluene. While there are manufacturing facilities that are identified on lists of California Department of Toxics Substances Control hazardous waste facilities per Government Code Section 65962.5, PAR 1168 would not change how these facilities comply with their current hazardous waste handling practices. In fact, any facility that is subject to the requirements in Government Code Section 65962.5 would still be required need to comply with any regulations relating to that code section irrespective of whether PAR 1168 is

implemented. For this reason, PAR 1168 is not expected to have direct impacts on any facilities subject to the requirements in Government Code Section 65962.5

In general, the purpose of PAR 1168 is to achieve VOC emission reductions through reformulation of regulated products, which will ultimately improve air quality and reduce adverse human health impact related to poor air quality. Further, since products are to be reformulated with less hazardous components (e.g., chemicals that contain less VOCs, toxics and stratospheric ozone-depleters) than what is currently available, PAR 1168 may have the added beneficial effect of reducing the amount of unused regulated products that are disposed of as hazardous waste. Nonetheless, the use of PAR 1168 compliant regulated products is not expected to interfere with existing hazardous waste management programs since facilities handling hazardous waste would be expected to continue to manage any and all hazardous materials and hazardous waste, in accordance with applicable federal, state, and local rules and regulations. Therefore, compliance with PAR 1168 would not create a new significant hazard to the public or environment.

VIII. e) No Impact. It is expected compliance with PAR 1168 will result in the reformulation of regulated products. No construction activities are expected from the implementation of PAR 1168. Therefore, it is not expected to increase or create any new safety hazards to peoples working or residing in the vicinity of public/private airports.

VIII. f) No Impact. Health and Safety Code Section 25506 specifically requires all businesses handling hazardous materials to submit a business emergency response plan to assist local administering agencies in the emergency release or threatened release of a hazardous material. Business emergency response plans generally require the following:

- Identification of individuals who are responsible for various actions, including reporting, assisting emergency response personnel and establishing an emergency response team;
- Procedures to notify the administering agency, the appropriate local emergency rescue personnel, and the California Office of Emergency Services;
- Procedures to mitigate a release or threatened release to minimize any potential harm or damage to persons, property or the environment;
- Procedures to notify the necessary persons who can respond to an emergency within the facility;
- Details of evacuation plans and procedures;
- Descriptions of the emergency equipment available in the facility;
- Identification of local emergency medical assistance; and,
- Training (initial and refresher) programs for employees in:
 1. The safe handling of hazardous materials used by the business;
 2. Methods of working with the local public emergency response agencies;
 3. The use of emergency response resources under control of the handler;
 4. Other procedures and resources that will increase public safety and prevent or mitigate a release of hazardous materials.

In general, every county or city and all facilities using a minimum amount of hazardous materials are required to formulate detailed contingency plans to eliminate, or at least minimize, the possibility and effect of fires, explosion, or spills. In conjunction with the California Office of Emergency Services, local jurisdictions have enacted ordinances that set standards for area and business emergency response plans. These requirements include immediate notification, mitigation of an actual or threatened release of a hazardous material, and evacuation of the emergency area.

Compliance with PAR 1168 is expected through the reformulation of regulated products. Manufacturing practices and the usage of reformulated regulated products in accordance with PAR 1168 are not expected to change from existing manufacturing practices and usage of current compliant products. Further, PAR 1168 contains no requirements that would pertain to or alter any adopted emergency response plans or emergency evacuation plans that may be in place at facilities that manufacture or use the regulated products. Therefore, PAR 1168 is not expected to impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

VIII. g) No Impact. Compliance with PAR 1168 is expected through the reformulation of regulated products. The facilities affected by PAR 1168 are typically located in existing industrial, commercial or mixed land use areas and are not located near wildlands; therefore, PAR 1168 is not expected to be significant for exposing people or structures to risk of loss, injury or death involving wildland fires.

VIII. h) Less Than Significant Impact. The Uniform Fire Code and Uniform Building Code set standards intended to minimize risks from flammable or otherwise hazardous materials. Local jurisdictions are required to adopt the uniform codes or comparable regulations. Local fire agencies require permits for the use or storage of hazardous materials and permit modifications for proposed increases in their use. Permit conditions depend on the type and quantity of the hazardous materials at the facility. Permit conditions may include, but are not limited to, specifications for sprinkler systems, electrical systems, ventilation, and containment. The fire departments make annual business inspections to ensure compliance with permit conditions and other appropriate regulations. Further, businesses are required to report increases in the storage or use of flammable and otherwise hazardous materials to local fire departments. Local fire departments ensure that adequate permit conditions are in place to protect against the potential risk of upset. PAR 1168 would not change the existing requirements and permit conditions for the proper handling of flammable materials. Further, PAR 1168 does not contain any requirements that would prompt facility owners/operators to begin using new flammable materials. In addition, the National Fire Protection Association has special designations for deflagrations (e.g., explosion prevention) when using materials that may be explosive. Therefore, for liability reasons, it is unlikely that manufacturers would elect to reformulate products that may have explosive properties without first ensuring that there are explosion control systems and employee safety procedures and protections in place. Additional information pertaining to these types of protective measures is available in Chapter 8 of the *Industrial Ventilation, A Manual for Recommended Practice for Design*, 28th Edition, published by the American Conference of Governmental Industrial Hygienists, ©2013.

Conclusion

Based upon these considerations, significant adverse hazards and hazardous materials impacts are not expected from implementing PAR 1168. Since no significant hazards and hazardous materials impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards, waste discharge requirements, exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, or otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion or siltation on- or off-site or flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Place housing or other structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

f)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, or inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Require or result in the construction of new water or wastewater treatment facilities or new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Significance Criteria

Potential impacts on water resources will be considered significant if any of the following criteria apply:

Water Demand:

- The existing water supply does not have the capacity to meet the increased demands of the project, or the project would use more than 262,820 gallons per day of potable water.
- The project increases demand for total water by more than five million gallons per day.

Water Quality:

- The project will cause degradation or depletion of ground water resources substantially affecting current or future uses.
- The project will cause the degradation of surface water substantially affecting current or future uses.
- The project will result in a violation of National Pollutant Discharge Elimination System (NPDES) permit requirements.
- The capacities of existing or proposed wastewater treatment facilities and the sanitary sewer system are not sufficient to meet the needs of the project.

- The project results in substantial increases in the area of impervious surfaces, such that interference with groundwater recharge efforts occurs.
- The project results in alterations to the course or flow of floodwaters.

Discussion

PAR 1168 will reduce VOC, toxic air contaminant emissions, and stratospheric ozone-depleting compounds from regulated products by lowering VOC content limits of certain categories of adhesives and sealants. PAR 1168 affects any person who uses, sells, stores, supplies, offers for sale, or manufactures for sale any adhesives, adhesive primers, sealants, or sealant primers but includes certain exceptions. For some products, compliance is expected to occur through the reformulation of the regulated product, which may potentially create secondary adverse environmental impacts. Currently, many products are solvent-based. Based on past coatings rules requiring reformulation, manufacturers will likely reformulate their products with water-borne technology or replace conventional solvents with VOC exempt solvents to meet the lower VOC content limits. During reformulation, manufacturers will need to ensure products do not contain any SCAQMD Rule 102 Group II exempt compounds as replacements for any solvent greater than 0.1 percent by weight. Thus manufacturers will replace conventional solvents with less or non-toxic solvents. Further, PAR 1168 will also contain a requirement that would prevent manufacturers from reformulating regulated products with stratospheric ozone-depleting compounds. Any changes to the manufacturing process would occur inside each affected existing manufacturer's building(s). Since, VOC emissions will be reduced through reformulation, no new or additional construction of air pollution control equipment is expected based on the implementation of PAR 1168.

IX. a) & i) Less than Significant Impact. Lowering the VOC content limit of coatings will not be expected to have any direct or indirect impact on water quality because the reformulation of regulated products is not expected to change the current regulated product practices or alter the regulated product formulations to be more detrimental to water quality. Although compliance of PAR 1168 is expected to be through the reformulation of regulated products, PAR 1168 does not specify or dictate the type of solvent that need to be used or that water-borne technology must be used for reformulation. For any regulated products that are reformulated with water, water will also be needed for clean-up purposes, in lieu of solvent-based clean up materials. Similarly, wastewater from cleaning up water-borne reformulations could be disposed of into the public sewer system, in lieu of disposal as hazardous waste. It is important to note that PAR 1168 also contains a sell-through and use-through provision such that PAR 1168 will not create a new need to dispose of unused materials that do not comply with PAR 1168 upon adoption. Of course, when there is unused material under the current version of Rule 1168, contractors and businesses using regulated products either dispose of waste material according to the specifications in the manufacturer's product data sheets or recycle the waste material, such that unused materials are not disposed of via wastewater. Under PAR 1168, these practices would not be expected to change. In addition, SCAQMD rules that regulate VOC emissions, including Rule 1113 – Architectural Coatings¹⁴, Rule 1107 – Coating of Metal Parts and Products¹⁵, and Rule 1151 –

¹⁴ Final Environmental Assessment for Proposed Amended Rule 1113 – Architectural Coatings, February 2016.
<http://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2016/par-1113-final-ea2.pdf>

¹⁵ Final Environmental Assessment for Proposed Amended Rule 1107 – Coating of Metal Parts and Products, October 2005.
<http://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2005/final-ea-for-proposed-amended-rule-1107.pdf>

Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations¹⁶, were previously amended to lower VOC content limits via reformulation of solvent-based coatings to lower VOC coatings or water-borne coatings was anticipated and occurred; these amendments and the corresponding CEQA documents analyzing the effects on water quality did not result in significant adverse impacts to water quality. In practice, the coatings subject to these rules were successfully reformulated with water-borne technology and no adverse effects to water quality, wastewater treatment, or wastewater treatment capacity occurred during implementation. For these reasons, reformulation of regulated products as a result of implementing PAR 1168 would not be expected to violate any water quality standards, waste discharge requirements, exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, or otherwise substantially degrade water quality. Further, implementation of PAR 1168 would also not be expected to result in a determination by the wastewater treatment provider which serves or may serve the manufacturers and users of the reformulated regulated products that there is not adequate existing capacity to serve any additional wastewater that may be generated from using water for cleaning up.

IX. b) Less than Significant Impact. SCAQMD staff is unable to predict or forecast whether any manufacturers will have access to groundwater and whether the groundwater will be of a sufficient quality or supply to be used for reformulation of regulated products. Nonetheless, although very unlikely, if a manufacturer has a well on its property, groundwater may be used for reformulating regulated products provided that the property owner has groundwater pumping rights, a sufficient supply, and the groundwater is of a suitable quality for manufacturing. In general, the quality of groundwater is typically not suitable for usage in the manufacturing of regulated products, unless it has been treated to meet the quality assurance and quality control of strict manufacturing standards. Manufacturers of regulated products typically use potable water water-borne formulations of regulated products. In addition, as explained in Section IX. a), for past rule amendments that have relied on similar reformulation technology, the water demand to reformulate regulated products has not resulted in a significant adverse impact on groundwater supplies. Thus, PAR 1168 is not expected to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

IX. c) & d) No Impact. The manufacturing and application of regulated products that are reformulated pursuant to PAR 1168 is expected to take place at existing locations and settings. As with currently regulated products under existing Rule 1168, the manufacturing of reformulated regulated products in accordance with PAR 1168 will continue to occur at existing facilities whose process lines operate within enclosed buildings. Similarly, the application and use of reformulated products are expected to be used in the same manner as the currently regulated products under existing Rule 1168 (e.g., inside existing buildings). Further, as explained in Section IX. a), contractors and businesses using regulated products either dispose of waste material according to the specifications in the manufacturer's product data sheets or recycle the waste material, such that unused materials are not improperly disposed of.

For these reasons, implementation of PAR 1168 would not be expected to: 1) substantially alter the existing drainage pattern of the site or area where reformulated regulated products are

¹⁶ Final Environmental Assessment for: Proposed Amended Rule 1151 – Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations, November 2005.

<http://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2005/final-ea-par1151.doc>

manufactured or used, including through alteration of the course of a stream or river, or 2) substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion or siltation on- or off-site or flooding on- or off-site. In addition, PAR 1168 would also not be expected to create new or contribute to existing runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

IX. e) & f) No Impact. As explained in Section IV. e) and f), PAR 1168 would not require the construction of any new or modified structures or new development in undeveloped areas. Compliance with PAR 1168 is expected to be through the reformulation of regulated products to meet VOC content limits. As with currently regulated products under existing Rule 1168, the manufacturing of reformulated regulated products in accordance with PAR 1168 will continue to occur at existing facilities whose process lines operate within enclosed buildings. Similarly, the application and use of reformulated products are expected to be used in the same manner as the currently regulated products under existing Rule 1168 (e.g., inside existing buildings). Therefore, PAR 1168 would not be expected to cause placing housing or structures to be placed within 100-year flood hazard areas as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, which would impede or redirect flood flows. Similarly, PAR 1168 would also not be expected to expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam, or inundation by seiche, tsunami, or mudflow because any flood event of this nature would be part of the existing setting or topography that is present for reasons unrelated to PAR 1168.

IX. g) No Impact. As explained previously, since compliance with PAR 1168 is expected to be through the reformulation of regulated products to meet VOC content limits, PAR 1168 would not require the construction of any new or modified structures or new development. Thus, PAR 1168 would also not require or result in the construction of new water or wastewater treatment facilities or new storm water drainage facilities, or the expansion of existing facilities.

IX. h) Less Than Significant Impact. While compliance with PAR 1168 is expected to be through the reformulation of regulated products to meet VOC content limits, it is unknown at this time how many types of regulated products manufacturers will elect to reformulate with water and how much water will be needed to do so. However, as explained in Section IX. a) and i), CEQA evaluations were conducted for previous amendments to other VOC-based rules (e.g., Rules 1107, 1113, and 1151) which also proposed to lower VOC content limits via reformulation similar to what is expected to occur with PAR 1168. The water demand analyses in these CEQA documents concluded that the existing water supplies were sufficiently available for the reformulation of regulated products without the need for new or expanded entitlements. For this reason, the reformulation of regulated products with water as part of implementing PAR 1168 would also be expected to have sufficient water supplies available from existing entitlements and resources with requiring any new or expanded entitlements.

Conclusion

Based upon these considerations, significant adverse hydrology and water quality impacts are not expected from implementing PAR 1168. Since no significant hydrology and water quality impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING.				
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Land use and planning impacts will be considered significant if the project conflicts with the land use and zoning designations established by local jurisdictions.

Discussion

PAR 1168 will reduce VOC, toxic air contaminant emissions, and stratospheric ozone-depleting compounds from regulated products by lowering VOC content limits of certain categories of adhesives and sealants. PAR 1168 affects any person who uses, sells, stores, supplies, offers for sale, or manufactures for sale any adhesives, adhesive primers, sealants, or sealant primers but includes certain exceptions. For some products, compliance is expected to occur through the reformulation of the regulated product, which may potentially create secondary adverse environmental impacts. Currently, many products are solvent-based. Based on past coatings rules requiring reformulation, manufacturers will likely reformulate their products with water-borne technology or replace conventional solvents with VOC exempt solvents to meet the lower VOC content limits. During reformulation, manufacturers will need to ensure products do not contain any SCAQMD Rule 102 Group II exempt compounds as replacements for any solvent greater than 0.1 percent by weight. Thus manufacturers will replace conventional solvents with less or non-toxic solvents. Further, PAR 1168 will also contain a requirement that would prevent manufacturers from reformulating regulated products with stratospheric ozone-depleting compounds. Any changes to the manufacturing process would occur inside each affected existing manufacturer's building(s). Since, VOC emissions will be reduced through reformulation, no new or additional construction of air pollution control equipment is expected based on the implementation of PAR 1168.

X. a)& b) No Impact. Since compliance with PAR 1168 is expected to be through the reformulation of regulated products to meet VOC content limits, PAR 1168 would not require the construction of any new or modified structures or new development in undeveloped areas. Therefore, implementation of PAR 1168 would not be expected to result in physically dividing an established community.

Further, land use and other planning considerations are determined by local governments and there is no land use agency that would have jurisdiction over PAR 1168. For this reason, PAR 1168 would not require alterations to or conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Conclusion

Based upon these considerations, significant adverse land use and planning impacts are not expected from implementing PAR 1168. Since no significant land use and planning impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Project-related impacts on mineral resources will be considered significant if any of the following conditions are met:

- The project would result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
- The proposed project results in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Discussion

PAR 1168 will reduce VOC, toxic air contaminant emissions, and stratospheric ozone-depleting compounds from regulated products by lowering VOC content limits of certain categories of adhesives and sealants. PAR 1168 affects any person who uses, sells, stores, supplies, offers for sale, or manufactures for sale any adhesives, adhesive primers, sealants, or sealant primers but includes certain exceptions. For some products, compliance is expected to occur through the reformulation of the regulated product, which may potentially create secondary adverse environmental impacts. Currently, many products are solvent-based. Based on past coatings rules requiring reformulation, manufacturers will likely reformulate their products with water-borne technology or replace conventional solvents with VOC exempt solvents to meet the lower VOC content limits. During reformulation, manufacturers will need to ensure products do not contain any SCAQMD Rule 102 Group II exempt compounds as replacements for any solvent greater than 0.1 percent by weight. Thus manufacturers will replace conventional solvents with less or non-toxic solvents. Further, PAR 1168 will also contain a requirement that would prevent manufacturers from reformulating regulated products with stratospheric ozone-depleting compounds. Any changes to the manufacturing process would occur inside each affected existing manufacturer's building(s). Since, VOC emissions will be reduced through reformulation, no new or additional construction of air pollution control equipment is expected based on the implementation of PAR 1168.

XI. a) & b) No Impact. There are no provisions in PAR 1168 that would result in the loss of availability of a known mineral resource of value to the region and the residents of the state, or of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Some examples of mineral resources are gravel, asphalt, bauxite, and gypsum, which are commonly used for construction activities or industrial processes. Since the proposed project is likely only to result in the reformulation of regulated products and not require new construction, PAR 1168 would have no effects on the use of important minerals, such as those described above. Therefore, no new demand on mineral resources is expected to occur and significant adverse mineral resources impacts from implementing PAR 1168 are not anticipated.

Conclusion

Based upon these considerations, significant adverse mineral resource impacts are not expected from implementing PAR 1168. Since no significant mineral resource impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XII. NOISE. Would the project result in:				
a) Exposure of persons to or generation of permanent noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport or private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Noise impact will be considered significant if:

- Construction noise levels exceed the local noise ordinances or, if the noise threshold is currently exceeded, project noise sources increase ambient noise levels by more than three decibels (dBA) at the site boundary. Construction noise levels will be considered significant if they exceed federal Occupational Safety and Health Administration (OSHA) noise standards for workers.
- The proposed project operational noise levels exceed any of the local noise ordinances at the site boundary or, if the noise threshold is currently exceeded, project noise sources increase ambient noise levels by more than three dBA at the site boundary.

Discussion

PAR 1168 will reduce VOC, toxic air contaminant emissions, and stratospheric ozone-depleting compounds from regulated products by lowering VOC content limits of certain categories of adhesives and sealants. PAR 1168 affects any person who uses, sells, stores, supplies, offers for sale, or manufactures for sale any adhesives, adhesive primers, sealants, or sealant primers but includes certain exceptions. For some products, compliance is expected to occur through the reformulation of the regulated product, which may potentially create secondary adverse environmental impacts. Currently, many products are solvent-based. Based on past coatings rules requiring reformulation, manufacturers will likely reformulate their products with water-borne technology or replace conventional solvents with VOC exempt solvents to meet the lower VOC

content limits. During reformulation, manufacturers will need to ensure products do not contain any SCAQMD Rule 102 Group II exempt compounds as replacements for any solvent greater than 0.1 percent by weight. Thus manufacturers will replace conventional solvents with less or non-toxic solvents. Further, PAR 1168 will also contain a requirement that would prevent manufacturers from reformulating regulated products with stratospheric ozone-depleting compounds. Any changes to the manufacturing process would occur inside each affected existing manufacturer's building(s). Since, VOC emissions will be reduced through reformulation, no new or additional construction of air pollution control equipment is expected based on the implementation of PAR 1168.

XII. a) No Impact. PAR 1168 is not expected to alter the manufacturing, distribution, or application of regulated products in any substantial way that would alter existing noise profile at the manufacturing facilities. The manufacture of PAR 1168 compliant regulated products is not expected to require physical modifications that would require additional noise-causing equipment at existing facilities, because it is anticipated that the same equipment used to manufacture and apply currently available regulated products would continue to be used and applied. Further, the use of regulated products at the consumer and institutional level is typically not a noise intensive activity. Therefore, the existing noise levels are unlikely to change and raise ambient noise levels in the vicinities of the existing facilities or other sites where these products are distributed, sold, or used to above a level of significant in response to implementing PAR 1168. Further, Occupational Safety and Health Administration (OSHA) and California-OSHA have established noise standards to protect worker health at distribution and retail locations.

XII. b) No Impact. PAR 1168 is not anticipated to expose persons to or generate excessive groundborne vibration or groundborne noise levels since no construction activities are expected to occur from the expected reformulation of regulated products as a result of lowering the VOC content limits in PAR 1168.

XII. c) No Impact. No increase in periodic or temporary ambient noise levels in the vicinity of affected facilities above levels existing prior to PAR 1168 is anticipated because the proposed project would not require construction-related activities nor would it change the existing activities currently performed by persons who utilize regulated products. See also the response to Section XII. a).

XII. d) No Impact. Implementation of PAR 1168 would not affect existing practices by persons who use and apply PAR 1168 regulated products. Even if affected sites where PAR 1168 compliant regulated products are used are located within two miles of a public airport or private airstrip, no new noise impacts would be expected since the application of regulated products is not typically a noise intensive activity. Thus, PAR 1168 is not expected to expose persons residing or working within two miles of a public airport or private airstrip to excessive noise levels.

Conclusion

Based upon these considerations, significant adverse noise impacts are not expected from the implementing PAR 1168. Since no significant noise impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING.				
Would the project:				
a) Induce substantial growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (e.g. through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts of the proposed project on population and housing will be considered significant if the following criteria are exceeded:

- The demand for temporary or permanent housing exceeds the existing supply.
- The proposed project produces additional population, housing or employment inconsistent with adopted plans either in terms of overall amount or location.

Discussion

PAR 1168 will reduce VOC, toxic air contaminant emissions, and stratospheric ozone-depleting compounds from regulated products by lowering VOC content limits of certain categories of adhesives and sealants. PAR 1168 affects any person who uses, sells, stores, supplies, offers for sale, or manufactures for sale any adhesives, adhesive primers, sealants, or sealant primers but includes certain exceptions. For some products, compliance is expected to occur through the reformulation of the regulated product, which may potentially create secondary adverse environmental impacts. Currently, many products are solvent-based. Based on past coatings rules requiring reformulation, manufacturers will likely reformulate their products with water-borne technology or replace conventional solvents with VOC exempt solvents to meet the lower VOC content limits. During reformulation, manufacturers will need to ensure products do not contain any SCAQMD Rule 102 Group II exempt compounds as replacements for any solvent greater than 0.1 percent by weight. Thus manufacturers will replace conventional solvents with less or non-toxic solvents. Further, PAR 1168 will also contain a requirement that would prevent manufacturers from reformulating regulated products with stratospheric ozone-depleting compounds. Any changes to the manufacturing process would occur inside each affected existing manufacturer's building(s). Since, VOC emissions will be reduced through reformulation, no new or additional construction of air pollution control equipment is expected based on the implementation of PAR 1168.

XIII. a) No Impact. PAR 1168 is not anticipated to generate any significant effects, either direct or indirect, on the population or population distribution within SCAQMD's jurisdiction as no additional workers are anticipated to be required to comply with PAR 1168. No additional workers

would be required to manufacture PAR 1168-compliant regulated products because the same equipment that is currently used to manufacture regulated products under the current version of Rule 1168 would continue to be used to manufacture reformulated products under PAR 1168. In addition, even though regulated products are expected to be reformulated, the usage amount of the reformulated regulated products would not be expected to substantially change. Thus, no additional workers are expected to be needed to apply the reformulated regulated products. Human population within the jurisdiction of the SCAQMD is expected to grow regardless of implementing PAR 1168. As such, PAR 1168 would not result in changes in population densities or induce significant growth in population.

XIII. b) No Impact. PAR 1168 would likely only result in reformulation of regulated products. Aside from altering the chemical components of the regulated products, PAR 1168 is not expected to substantially alter existing operations where the reformulated regulated products may be manufactured or used. Consequently, PAR 1168 is not expected to result in the creation of any industry that would affect population growth, directly or indirectly induce the construction of single- or multiple-family units, or require the displacement of persons or housing elsewhere in the District.

Conclusion

Based upon these considerations, significant adverse population and housing impacts are not expected from implementing PAR 1168. Since no significant population and housing impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES. Would the proposal result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts on public services will be considered significant if the project results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response time or other performance objectives.

Discussion

PAR 1168 will reduce VOC, toxic air contaminant emissions, and stratospheric ozone-depleting compounds from regulated products by lowering VOC content limits of certain categories of adhesives and sealants. PAR 1168 affects any person who uses, sells, stores, supplies, offers for sale, or manufactures for sale any adhesives, adhesive primers, sealants, or sealant primers but includes certain exceptions. For some products, compliance is expected to occur through the reformulation of the regulated product, which may potentially create secondary adverse environmental impacts. Currently, many products are solvent-based. Based on past coatings rules requiring reformulation, manufacturers will likely reformulate their products with water-borne technology or replace conventional solvents with VOC exempt solvents to meet the lower VOC content limits. During reformulation, manufacturers will need to ensure products do not contain any SCAQMD Rule 102 Group II exempt compounds as replacements for any solvent greater than 0.1 percent by weight. Thus manufacturers will replace conventional solvents with less or non-toxic solvents. Further, PAR 1168 will also contain a requirement that would prevent manufacturers from reformulating regulated products with stratospheric ozone-depleting compounds. Any changes to the manufacturing process would occur inside each affected existing manufacturer's building(s). Since, VOC emissions will be reduced through reformulation, no new

or additional construction of air pollution control equipment is expected based on the implementation of PAR 1168.

XIV. a) Less Than Significant Impact. A potential adverse impacts to fire departments could occur if there is an increase the potential for an accidental release of a hazardous or flammable material that is used in reformulating compliant regulated products. Under this circumstance, fire departments would have to respond more frequently to accidental release incidences. Another potential adverse impact to fire departments could occur if there is an increase in the amount of hazardous materials or flammable materials stored at affected facilities, fire departments may have to conduct additional safety inspections. However, in order to comply with PAR 1168, manufacturers are expected to reformulate their regulated products with chemicals that contain less VOCs, less or no toxics, and no stratospheric ozone-depleting compounds. PAR 1168 does not include any provisions that would directly or indirectly dictate the use of any specific regulated product formulations with the exception of prohibiting Group II exempt solvents (except VMS), which are, or are potentially toxic or ozone-depleting compounds. Manufacturers will have the flexibility to choose the product formulation that best suits their needs.

Current regulated products are water-borne (minimal VOC) or use the following VOC-containing solvents, which are flammable, in their formulations: acetone, methyl ethyl ketone (MEK), tetrahydrofuran (THF), PCBTF, xylene, cyclohexane, hexane, heptane, and toluene. If these regulated products are reformulated, some more will likely become water-borne (minimal VOC) or use low-VOC solvents and the existing fire hazard for the manufacturers as well as the end users would be expected to eventually decrease as reformulated products become available.

In 2013, SCAQMD staff contacted the California Fire Marshall's Office and county fire departments to inquire about fire statistics and it turns out that incidences of fires are not indexed with enough detail to determine which fires were caused by coatings, adhesives, sealants, or solvents. Therefore, it could not be determined if the number fire incidents have increased because of the reformulations to lower VOC-containing products for other existing SCAQMD VOC rules (e.g., Rules 1107, 1113 and 1151). As stated by a San Bernardino Country Fire employee¹⁷, only two fires between 2000 and 2013 were determined to be caused by architectural coating operations. In both cases, the fires were from the combustion of cleaning rags (which are subject to Rule 1171 – Solvent Cleaning Operations, and not architectural coating operations (which are subject to Rule 1113). Therefore, based on this sampling of data, fires that can be attributed to regulated products that are reformulated pursuant to the lower VOC content requirements in PAR 1168 would be rare. Thus, fire departments would not be expected to have to respond more frequently to accidental releases of chemicals used by manufacturers in the reformulation process or accidental releases of the reformulated regulated products that are used by consumers.

Therefore, PAR 1168 is not expected to increase the amount of hazardous materials or flammable materials stored at affected facilities, which would require significant additional safety inspections. PAR 1168 is not expected to generate significant adverse impacts to fire departments.

XIV. b) Less Than Significant Impact. Local police departments are also first responders to emergency situations such as fires, for example, to cordon off the area and provide crowd control. However, as explained in Section XIV. a), implementing PAR 1168 would not be expected to increase the number of fires compared to the existing setting. As a result, no significant adverse

¹⁷ Telephone conversation with San Bernardino County Fire Department Public Information Unit on December 6, 2013.

impacts to local police departments would also be expected because no substantial increases in fire emergencies are anticipated.

XIV. c) & d) No Impact. As explained in Section XIII. a), PAR 1168 is not anticipated to generate any significant effects, either direct or indirect, on the population or population distribution within SCAQMD's jurisdiction as no additional workers are anticipated to be required to comply with PAR 1168. No additional workers would be required to manufacture PAR 1168-compliant regulated products because the same equipment that is currently used to manufacture regulated products under the current version of Rule 1168 would continue to be used to manufacture reformulated products under PAR 1168. In addition, even though regulated products are expected to be reformulated, the usage amount of the reformulated regulated products would not be expected to substantially change. As such, no additional workers are expected to be needed to apply the reformulated regulated products. Because PAR 1168 is not expected to induce population growth in any way, and because the local labor pool (e.g., workforce) using regulated products would remain the same since PAR 1168 would not trigger changes to current usage practices, no additional schools would need to be constructed as a result of implementing PAR 1168. Therefore, since no increase in local population would be anticipated as a result of implementing PAR 1168, there would be no corresponding impacts to local schools and there would be no corresponding need for new or physically altered public facilities in order to maintain acceptable service ratios, response times, or other performance objectives. Therefore, no impacts would be expected to schools or other public facilities.

Conclusion

Based upon these considerations, significant adverse public services impacts are not expected from implementing PAR 1168. Since no significant public services impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment or recreational services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts to recreation will be considered significant if:

- The project results in an increased demand for neighborhood or regional parks or other recreational facilities.
- The project adversely affects existing recreational opportunities.

Discussion

PAR 1168 will reduce VOC, toxic air contaminant emissions, and stratospheric ozone-depleting compounds from regulated products by lowering VOC content limits of certain categories of adhesives and sealants. PAR 1168 affects any person who uses, sells, stores, supplies, offers for sale, or manufactures for sale any adhesives, adhesive primers, sealants, or sealant primers but includes certain exceptions. For some products, compliance is expected to occur through the reformulation of the regulated product, which may potentially create secondary adverse environmental impacts. Currently, many products are solvent-based. Based on past coatings rules requiring reformulation, manufacturers will likely reformulate their products with water-borne technology or replace conventional solvents with VOC exempt solvents to meet the lower VOC content limits. During reformulation, manufacturers will need to ensure products do not contain any SCAQMD Rule 102 Group II exempt compounds as replacements for any solvent greater than 0.1 percent by weight. Thus manufacturers will replace conventional solvents with less or non-toxic solvents. Further, PAR 1168 will also contain a requirement that would prevent manufacturers from reformulating regulated products with stratospheric ozone-depleting compounds. Any changes to the manufacturing process would occur inside each affected existing manufacturer's building(s). Since, VOC emissions will be reduced through reformulation, no new or additional construction of air pollution control equipment is expected based on the implementation of PAR 1168.

XV. a) & b) No Impact. As discussed in Section X - Land Use and Planning, there are no provisions in PAR 1168 that would affect land use plans, policies, or regulations. Land use and

other planning considerations are determined by local governments. No land use or planning requirements would be altered by the adoption of PAR 1168, which only affects the VOC content of regulated products. Further, PAR 1168 would not affect population growth or distribution within the SCAQMD's jurisdiction (see Section XIII – Population and Housing), in ways that could increase the demand for or use of existing neighborhood and regional parks or other recreational facilities or require the construction of new or expansion of existing recreational facilities that might have an adverse physical effect on the environment because it would not directly or indirectly increase or redistribute population.

Conclusion

Based upon these considerations, significant adverse recreation impacts are not expected from implementing PAR 1168. Since no significant recreation impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVI. SOLID AND HAZARDOUS WASTE. Would the project:				
a) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Comply with federal, state, and local statutes and regulations related to solid and hazardous waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

The proposed project impacts on solid and hazardous waste will be considered significant if the following occurs:

- The generation and disposal of hazardous and non-hazardous waste exceeds the capacity of designated landfills.

Discussion

PAR 1168 will reduce VOC, toxic air contaminant emissions, and stratospheric ozone-depleting compounds from regulated products by lowering VOC content limits of certain categories of adhesives and sealants. PAR 1168 affects any person who uses, sells, stores, supplies, offers for sale, or manufactures for sale any adhesives, adhesive primers, sealants, or sealant primers but includes certain exceptions. For some products, compliance is expected to occur through the reformulation of the regulated product, which may potentially create secondary adverse environmental impacts. Currently, many products are solvent-based. Based on past coatings rules requiring reformulation, manufacturers will likely reformulate their products with water-borne technology or replace conventional solvents with VOC exempt solvents to meet the lower VOC content limits. During reformulation, manufacturers will need to ensure products do not contain any SCAQMD Rule 102 Group II exempt compounds as replacements for any solvent greater than 0.1 percent by weight. Thus manufacturers will replace conventional solvents with less or non-toxic solvents. Further, PAR 1168 will also contain a requirement that would prevent manufacturers from reformulating regulated products with stratospheric ozone-depleting compounds. Any changes to the manufacturing process would occur inside each affected existing manufacturer's building(s). Since, VOC emissions will be reduced through reformulation, no new or additional construction of air pollution control equipment is expected based on the implementation of PAR 1168.

XVI. a) & b) No Impact. In general, the purpose of PAR 1168 is to achieve VOC emission reductions through reformulation of regulated products, which will ultimately improve air quality and reduce adverse human health impacts related to poor air quality. Further, since products are to be reformulated with less hazardous components (e.g., chemicals that contain less VOCs, toxics and stratospheric ozone-depleters) than what is currently available, PAR 1168 may have the added beneficial effect of reducing the amount of unused regulated products that are disposed of as hazardous waste. It is important to note that PAR 1168 also contains a three-year sell-through to allow manufacturers and suppliers to deplete regulated products in the warehouse or on the shelf

and allows users to use up any remaining product rather than disposing of them. The sell-through and use-through effective dates should accommodate the typical three year shelf life of these regulated products. Of course, when there is unused material under the current version of Rule 1168, contractors and businesses using regulated products either dispose of waste material according to the specifications in the manufacturer's product data sheets or recycle the waste material. Under PAR 1168, these disposal practices and the total amount of materials (hazardous and non-hazardous) disposed of would not be expected to change. For these reasons, implementation of PAR 1168 would not be expected to create a new need to dispose of unused materials that do not comply with PAR 1168 upon adoption.

Based upon these considerations, PAR 1168 is not expected to increase the volume of solid or hazardous wastes that cannot be handled by existing municipal or hazardous waste disposal facilities, or require additional waste disposal capacity. Further, implementing PAR 1168 is not expected to interfere with any affected distributors' or retailers' ability to comply with applicable local, state, or federal waste disposal regulations.

Conclusion

Based upon these considerations, significant adverse solid and hazardous waste impacts are not expected from implementing PAR 1168. Since no significant solid and hazardous waste impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION AND TRAFFIC.				
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts on transportation and traffic will be considered significant if any of the following criteria apply:

- Peak period levels on major arterials are disrupted to a point where level of service (LOS) is reduced to D, E or F for more than one month.
- An intersection's volume to capacity ratio increase by 0.02 (two percent) or more when the LOS is already D, E or F.
- A major roadway is closed to all through traffic, and no alternate route is available.
- The project conflicts with applicable policies, plans or programs establishing measures of effectiveness, thereby decreasing the performance or safety of any mode of transportation.
- There is an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system.
- The demand for parking facilities is substantially increased.
- Water borne, rail car or air traffic is substantially altered.
- Traffic hazards to motor vehicles, bicyclists or pedestrians are substantially increased.
- The need for more than 350 employees.
- An increase in heavy-duty transport truck traffic to and/or from the facility by more than 350 truck round trips per day.
- Increase customer traffic by more than 700 visits per day.

Discussion

PAR 1168 will reduce VOC, toxic air contaminant emissions, and stratospheric ozone-depleting compounds from regulated products by lowering VOC content limits of certain categories of adhesives and sealants. PAR 1168 affects any person who uses, sells, stores, supplies, offers for sale, or manufactures for sale any adhesives, adhesive primers, sealants, or sealant primers but includes certain exceptions. For some products, compliance is expected to occur through the reformulation of the regulated product, which may potentially create secondary adverse environmental impacts. Currently, many products are solvent-based. Based on past coatings rules requiring reformulation, manufacturers will likely reformulate their products with water-borne technology or replace conventional solvents with VOC exempt solvents to meet the lower VOC content limits. During reformulation, manufacturers will need to ensure products do not contain any SCAQMD Rule 102 Group II exempt compounds as replacements for any solvent greater than 0.1 percent by weight. Thus manufacturers will replace conventional solvents with less or non-toxic solvents. Further, PAR 1168 will also contain a requirement that would prevent manufacturers from reformulating regulated products with stratospheric ozone-depleting compounds. Any changes to the manufacturing process would occur inside each affected existing manufacturer's building(s). Since, VOC emissions will be reduced through reformulation, no new or additional construction of air pollution control equipment is expected based on the implementation of PAR 1168.

XVII. a) & b) No Impact. In order to comply with PAR 1168, manufacturers are expected to reformulate their regulated products with chemicals that contain less VOCs, less or no toxics, and

no stratospheric ozone-depleting compounds. In order to accomplish this task, the supply of non-compliant chemicals used to make current regulated products will be replaced with PAR 1168 compliant chemicals. Further, the volumes of reformulated regulated products that are produced by manufacturers to comply with PAR 1168 will eventually replace the existing supply of regulated products currently available on the market. Thus, the increased amounts of replacement chemicals needed to reformulate products will be offset by a decrease in the amounts of non-compliant chemicals needed such that no increase is expected in the overall volumes of materials to be used in manufacturing or the amount of reformulated products to be made. There are currently manufactured regulated products that are compliant within SCAQMD's jurisdiction that are shipped and transported throughout the country and other compliant products that are manufactured outside the SCAQMD's jurisdiction are trucked in. It would not be expected that the reformulation of regulated products would alter any future deliveries or change in the circulation of regulated products. Thus, the current level of transportation demands related to transporting substitute chemicals or new formulations of materials is also not expected to increase. PAR 1168 is not expected to affect existing uses and applications of regulated products that would change or cause additional worker trips to distribution or retail facilities or increase transportation demands or services. Therefore, with no substantial increase in operational-related trips anticipated, implementing PAR 1168 would not be expected to significantly adversely affect circulation patterns on local roadways or the level of service at intersections near affected facilities or other sites that use these products.

XVII. c) No Impact. PAR 1168 will result in the reformulation of regulated products by manufacturers substituting VOC-containing chemicals with other replacements that contain less VOCs, toxics and stratospheric ozone-depleters. Since product reformulation would not require the installation of new or the modification of existing manufacturing equipment, air pollution control equipment or any structures at a height that would interfere with an airport, no changes in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, would be expected to occur as a result of complying with PAR 1168. In addition, PAR 1168 would not affect in any way air traffic in the region, because regulated products are typically shipped via ground transportation and not by air. Therefore, implementation of PAR 1168 is not expected to adversely affect traffic patterns.

XVII. d) & e) No Impact. As explained in Section XVII c) above, regulated products are typically shipped via ground transportation (e.g., via roadways) and the shipping of reformulated regulated products made in response to PAR 1168 would also be shipped via ground transportation. As explained in Section XVII a) and b) above, the current level of transportation demands related to transporting substitute chemicals necessary to manufacturer reformulations or the final reformulations themselves is also not expected to increase. Therefore, the existing roadways should be sufficient to handle the transportation needs associated with implementing PAR 1168. Thus, the manufacture and use of compliant regulated products would not require the construction of new or modified structures or roadways. Consequently, implementing the proposed project will not create roadway hazards or incompatible roadway uses or alter the existing long-term circulation patterns. Thus, no long-term impacts on the traffic circulation system are expected to occur during implementation of PAR 1168.

Further, impacts to existing emergency access at the manufacturing facilities would also not be affected because PAR 1168 does not contain any requirements specific to emergency access points and each manufacturer would be expected to continue to maintain their existing emergency access. As a result, PAR 1168 is not expected to adversely impact emergency access.

XVII. f) No Impact. No changes to the parking capacity at or in the vicinity of the manufacturing facilities are expected with adopting PAR 1168. Adoption of PAR 1168 would not change existing operations, so no new workers at the manufacturing facilities would be expected. Since implementation of PAR 1168 is not expected to require additional workers, no traffic impacts are expected to occur and consequently, additional parking capacity will not be required. Therefore, PAR 1168 is not expected to adversely impact on- or off-site parking capacity. PAR 1168 has no provisions that would conflict with alternative transportation, such as bus turnouts, bicycle racks, etcetera.

Conclusion

Based upon these considerations, significant adverse transportation and traffic impacts are not expected from implementing PAR 1168. Since no significant transportation and traffic impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

PAR 1168 will reduce VOC, toxic air contaminant emissions, and stratospheric ozone-depleting compounds from regulated products by lowering VOC content limits of certain categories of adhesives and sealants. PAR 1168 affects any person who uses, sells, stores, supplies, offers for sale, or manufactures for sale any adhesives, adhesive primers, sealants, or sealant primers but includes certain exceptions. For some products, compliance is expected to occur through the reformulation of the regulated product, which may potentially create secondary adverse environmental impacts. Currently, many products are solvent-based. Based on past coatings rules requiring reformulation, manufacturers will likely reformulate their products with water-borne technology or replace conventional solvents with VOC exempt solvents to meet the lower VOC content limits. During reformulation, manufacturers will need to ensure products do not contain any SCAQMD Rule 102 Group II exempt compounds as replacements for any solvent greater than 0.1 percent by weight. Thus manufacturers will replace conventional solvents with less or non-toxic solvents. Further, PAR 1168 will also contain a requirement that would prevent

manufacturers from reformulating regulated products with stratospheric ozone-depleting compounds. Any changes to the manufacturing process would occur inside each affected existing manufacturer's building(s). Since, VOC emissions will be reduced through reformulation, no new or additional construction of air pollution control equipment is expected based on the implementation of PAR 1168.

XVIII. a) No Impact. As explained in Section IV - Biological Resources, PAR 1168 is not expected to significantly adversely affect plant or animal species or the habitat on which they rely because the proposed project would not require any new construction and/or operational activities that differ from existing settings. The regulated products can be used at existing settings and have been already greatly disturbed and as such, would not typically support any species of concern or the habitat on which they rely. For these reasons, PAR 1168 is not expected to reduce or eliminate any plant or animal species or destroy prehistoric records of the past.

XVIII. b) Less Than Significant Impact. Based on the foregoing analyses, PAR 1168 would not result in significant adverse project-specific environmental impacts. Potential adverse impacts from implementing PAR 1168 would not be "cumulatively considerable" as defined by CEQA Guidelines Section 15064(h)(1) for any environmental topic because there are no, or only minor incremental project-specific impacts that were concluded to be less than significant. Per CEQA Guidelines Section 15064(h)(4), the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulative considerable. SCAQMD cumulative significant thresholds are the same as project-specific significance thresholds.

Therefore, there is no potential for significant adverse cumulative or cumulatively considerable impacts to be generated by PAR 1168 for any environmental topic.

XVIII. c) Less Than Significant Impact. Based on the foregoing analyses, PAR 1168 is not expected to cause adverse effects on human beings for any environmental topic, either directly or indirectly because: 1) the air quality and GHG impacts were determined to be less than the significance thresholds as analyzed in Section III – Air Quality and Greenhouse Gases; 2) the hazards and hazardous materials impacts were determined to be less than significant as analyzed in Section VIII – Hazards and Hazardous Materials; 3) the increased water usage and wastewater was determined to be less than significant as analyzed in Section IX – Hydrology and Water Quality; 4) public services such as fire protection and police protection were determined to be less than the significance thresholds as analyzed in Section XIV – Public Services. In addition, the analysis concluded that there would be no significant environmental impacts for the remaining environmental impact topic areas: aesthetics, agriculture and forestry resources, biological resources, cultural resources, energy, geology and soils, land use and planning, mineral resources, noise, population and housing, recreation, solid and hazardous waste, and transportation and traffic.

Conclusion

As previously discussed in environmental topics I through XVIII, the proposed project has no potential to cause significant adverse environmental effects. Since no mitigation measures are necessary or required.

APPENDICES

Appendix A: Proposed Rule 1168 – Adhesive and Sealant Applications

**Appendix B: Comment Letters Received on the Draft EA and
Responses to Comments**

APPENDIX A

PROPOSED AMENDED RULE 1168 – ADHESIVE AND SEALANT APPLICATIONS

In order to save space and avoid repetition, please refer to the latest version of Proposed Amended Rule 1168 located elsewhere in the Governing Board Package. The version of Proposed Amended Rule 1168 that was circulated with the Draft EA and released on July 21, 2017 for a 30-day public review and comment period ending on September 15, 2017 was identified as “Proposed Amended Rule 1168 (Version 8) - July 21, 2017”.

Original hard copies of the Draft EA, which include the draft version of the proposed amended rule listed above, can be obtained through the SCAQMD Public Information Center at the Diamond Bar headquarters or by contacting Fabian Wesson, Public Advisor at the SCAQMD’s Public Information Center by phone at (909) 396-2039 or by email at PICrequests@aqmd.gov.

APPENDIX B

Comment Letters Received on the Draft EA and Responses to Comments

Comment Letter #1: Rita M. Loof / RadTech International

**Comment Letter #2: Severin Martinez for Dianna Watson / California
Department of Transportation (Caltrans)**

Comment Letter #1



August 31, 2017

Mr. Michael Krause
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, California 91765

Re: Public comments to Proposed Amended Rule 1168—Adhesives

Dear Mike:

RadTech International hereby reiterates the comments we have made in writing and during the public consultation process on proposed amended rule (PAR) 1168. We were thankful that staff expressed a willingness to make changes to the proposal presented at the most recent public consultation meeting. However, we are disheartened that staff's position regarding our two main issues (1) Inclusion of test method for enforcement purposes and (2) Exemption from the overly prescriptive recordkeeping requirements, remains unchanged.

Inclusion of Test Methods for UV/EB/LED

RadTech commends the district for including a definition for energy curable materials in Section (b)(28) of the proposed rule and providing clarification regarding test methodology. However, we cannot support the concept of creating two different mechanisms (one for "information-only" and one for enforcement) to test materials. RadTech urges the inclusion of ASTM D7767-11 in both the Definition and the Test Method section of the rule. ASTM D7767-11 is the best tool available today to measure VOC emissions from UV/EB thin film materials. We had previously reached consensus with the district regarding the inapplicability of Method 24 and SCAQMD Method 313 to UV/EB materials. Thus, we would suggest that an additional sub-section (K) be added to Section (e)(1) to read as follows:

(K) The VOC content of Energy Curable Adhesives and Sealants shall be determined by ASTM Test Method D7767-11- Standard Test Method to Measure Volatiles from Radiation Curable Acrylate Monomers, Oligomers, and Blends and Thin Coatings Made from Them.

Additionally, the rule includes a method for "thick film" adhesives which is not applicable to UV/EB/LED materials. The following language would ensure clarity:

(L) The VOC content of Non-Thin Film Energy Curable Adhesives and Sealants shall be determined by ASTM Test Method D5403-93- Standard Test Methods for Volatile Content of Radiation Curable Materials.

Comment Letter #1 (cont.)

Staff has stated that the ASTM method is not a “direct” method but, the GCMS alternative is also an indirect method. It does not allow VOC’s from a cured coating to be measured at the end use location and using the end use cure conditions (which includes backing, geometry, source, line speed, environment (air or nitrogen), etc.). The GCMS method has a level of uncertainty in the correlation to real emissions in use. As per a request from district staff in 2013, we have provided you with a procedure to calculate VOC’s from a fully formulated product using ASTM D7767-11.

Exemption from Reporting & Recordkeeping

We urge the district to provide incentives to companies who reduce their emissions by exempting UV/EB/LED materials that exceed the rule requirements. We are supportive of the concept of reducing recordkeeping burdens for those materials and believe those operations should not be subjected to the same labeling and recordkeeping requirements as their higher emitting counterparts. We request that UV/EB/LED materials containing 50 grams per liter of VOC or less, be exempted from the Administrative Requirements in Section (f)(1) and the Reporting Requirements in Section (f)(2) of PAR 1168. In 2021, the lowest limit in the rule will be 20 grams per liter and as such, we would be open to lowering the limit to 20 grams per liter in 2021 to ensure consistency. We are especially concerned with the consequences of this proposal on the medical device industry as it may hamper the manufacture of life saving medical products.

1-1

We have seen how overly prescriptive regulations have had the unintended consequences of driving business out of the basin. As a result, emissions from goods movement have increased as products are manufactured elsewhere and either shipped in or trucked into the basin. Thus, there is a correlation between the exodus of manufacturing from the Basin and emissions associated with goods movement. We ask that you analyze the emissions impact of goods movement as part of the CEQA process in the rule.

Guidance Document

We were recently informed that staff intends to provide additional clarifications on rule language interpretation, after rule adoption via a “Guidance Document”. Although well intentioned, we are not supportive of this concept because there is no assurance that the Board will be involved. For lack of a better term, this would amount to “underground” rulemaking. If a rule needs a guidance document to interpret it after the board has adopted it, the rule itself is not sufficiently clear and thus does not meet the requirements for Clarity in the Health and Safety Code.

We appreciate your attention to these issues and look forward to a productive rulemaking effort.

Sincerely

Rita M. Loof
Director, Environmental Affairs

Cc: Wayne Nastri, Nicole Silva, Heather Farr, Barbara Radlein

Response to Comment Letter #1: - RadTech International

Comment Letter #1 primarily consists of comments pertaining to the proposed rule language in PAR 1168, except for the bracketed language as shown above relating to CEQA. Responses to the remainder of the comment letter directly related to proposed rule language in PAR 1168 can be found in the staff report under the section Comments and Responses, Comment Letter No. 7.

Response 1-1

Manufacturers of products subject to Rule 1168 exist within SCAQMD's jurisdiction, outside of SCAQMD's jurisdiction but within California, and outside of California, and there are no provisions in PAR 1168 that would require these manufacturers to relocate. While manufacturers outside of SCAQMD's jurisdiction are not subject to SCAQMD's Rules and Regulations per se, the products they manufacture and ship into SCAQMD's jurisdiction for distribution and sale, are subject to the requirements, including recordkeeping and reporting, in current Rule 1168 and these products will continue to be subject to PAR 1168. For these reasons, the reporting and recordkeeping requirements affect manufacturers of regulated products nationwide and not just within the SCAQMD's jurisdiction. Manufacturers that are subject to the current version of Rule 1168 already keep records that contain purchasing and sales data, for example, and submit periodic reports to SCAQMD. Further, the additional recordkeeping and reporting requirements contained in PAR 1168 would not change how the goods are currently moved into the Basin, for those products that are already manufactured outside of the Basin. Goods manufactured elsewhere, including those manufactured in other countries, would continue to be required to report sales data if they manufacture regulated products that are delivered and distributed or sold within the SCAQMD's jurisdiction. While PAR 1168 proposes to change the VOC limits of certain products which will cause products to be reformulated, the shipment of the reformulated products will replace the previous products that are currently shipped. Thus, no changes to shipping methods and routes would be expected to change as a result of product reformulation.

Finally, SCAQMD staff has not received any comments from affected manufacturers located within SCAQMD's jurisdiction indicating that they would relocate in response to the recordkeeping and reporting requirements contained in PAR 1168. Conversely, SCAQMD staff has also not received any comments from affected manufacturers located outside SCAQMD's jurisdiction that PAR 1168 would cause them to relocate their facilities to within SCAQMD's jurisdiction.

For these reasons, the emissions from goods movement of products reformulated in accordance with PAR 1168 would not be expected to change from the existing setting and no further analysis is warranted under CEQA.

Comment Letter #2

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-0067
FAX (213) 897-1337
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

September 12, 2017

Ms. Barbara Radlein
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

RE: Proposed Amended Rule 1168 –
Adhesive and Sealant Application
Vic: Various PM: Various
GTS# 07-ALL-2017-00033
SCH# 2017081031

Dear Ms. Radlein,

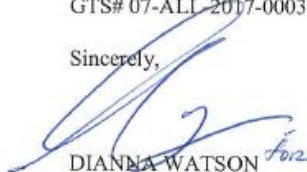
Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project would further reduce emissions of volatile organic compounds (VOCs), toxic air contaminants, and stratospheric ozone-depleting compounds from adhesives, adhesive primers, sealants and sealant primers.

Upon reviewing the Draft Environmental Assessment, Caltrans has the following comments:

We do not expect project approval to result in direct adverse impacts to existing State transportation facilities.

If you have any questions or concerns regarding these comments, please contact project coordinator, Severin Martinez at (213) 897-0067 or severin.martinez@dot.ca.gov and refer to GTS# 07-ALL-2017-00033.

Sincerely,


DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Response to Comment Letter #2: - Department of Transportation (Caltrans)

Thank you for your comment. No further response is required under CEQA.

ATTACHMENT I

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Final Socioeconomic Assessment for Proposed Amended Rule 1168 – ADHESIVE AND SEALANT APPLICATIONS

September 2017

Deputy Executive Officer

Planning, Rule Development, and Area Sources
Philip M. Fine, Ph.D.

Assistant Deputy Executive Officer

Planning, Rule Development, and Area Sources
Susan Nakamura

Planning and Rules Manager

Michael Krause

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Veera Tyagi, Principal Deputy District Counsel

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
GOVERNING BOARD

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Cities of Los Angeles County/Eastern Region

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SHAWN NELSON
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County of Orange

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Senate Rules Committee Appointee

DWIGHT ROBINSON
Councilmember, Lake Forest
Cities of Orange County

JANICE RUTHERFORD
Supervisor, Second District
County of San Bernardino

EXECUTIVE OFFICER:
WAYNE NASTRI

EXECUTIVE SUMMARY

A socioeconomic analysis was conducted to assess the potential impacts of Proposed Amended Rule 1168 —Adhesive and Sealant Applications on the four-county region of Los Angeles, Orange, Riverside and San Bernardino. A summary of the analysis and findings is presented below.

Elements of Proposed Amendments	Proposed Amendments to Rule 1168 (PAR 1168) would include revisions of Volatile Organic Compound (VOC) content limits for various categories of regulated product; reporting and labeling requirements; clarification of rule language and applicability; language that distinguishes whether products are regulated by the California Air Resources Board (CARB) Consumer Product Regulation (CPR) or Rule 1168; harmonization of language and requirements with state and federal regulations affecting the same type of products; removal, modification, or addition of certain exemptions; and prohibition of Group II exempt compounds as defined in Rule 102 – Definition of Terms. The proposed amendments would reduce VOC emissions by 1.4 tons per day by 2023.
Affected Facilities and Industries	<p>The proposed amendments to Rule 1168 would affect approximately 60 adhesive and sealant materials manufacturers, of which eight are currently manufacturing the products in the four-county area within SCAQMD’s jurisdiction. The affected facilities belong to the industries of Asphalt Shingle and Coating Materials (NAICS 324122) and Adhesive Manufacturing (NAICS 325520).</p> <p>PAR 1168 would also affect six Big Box retailers, and approximately 40 distributors located in and outside of the SCAQMD. Big Box retailers belong to Home Centers (NAICS 444110) in the retail sector and adhesive and sealant distributors belong to Paint, Varnish, and Supplies Merchant Wholesalers (NAICS 424950). Lastly, PAR 1168 would potentially affect intermediate industrial users and end-users (general public) using products that are PAR 1168 applicable and not regulated by CARB’s CPR.</p>
Assumptions of Analysis	<p>The additional compliance cost of PAR 1168 is comprised of the reformulation cost and the reporting cost. The reformulation cost is estimated by multiplying the reported number of gallons sold into SCAQMD jurisdiction for each category, as reported in the 2013 survey, by the difference in price per gallon of products that are already compliant vs. products that would become non-compliant due to PAR 1168. The reporting cost is estimated by multiplying the number of staff hours required to prepare reports by an average cost per hour of staff time.</p> <p>Two scenarios were created to assess the cost impacts of PAR 1168. <i>Scenario A</i> places direct cost impacts of the reformulation and reporting requirements on adhesive and sealant manufacturers, Big Box retailers, and distribution centers. <i>Scenario B</i> places the direct cost impacts on the end-users who would eventually purchase the currently more expensive products that would remain compliant if PAR 1168 is adopted.</p>

Compliance Costs	The reformulation cost is estimated to range from \$2 to \$4 per gallon for the majority of affected product categories. Overall, the average total annual cost of the proposed amendments is estimated to be \$6.34 million of which \$0.04 million is estimated for reporting costs and the remaining for reformulation costs.
Jobs and Other Socioeconomic Impacts	The proposed amendments are projected to result in minimal socioeconomic impacts. Overall, one job could be forgone annually, on average, between 2019 and 2035 in the local economy under Scenario A, which is 0.00001% of the baseline jobs in the four-county area. Under Scenario B, four jobs could be forgone annually, on average, between 2019 and 2035 in the local economy, which is 0.00004% of the baseline jobs in the four-county area. Similarly, there would be few impacts on the relative costs of production and the delivery prices across the industry sectors in the regional economy resulting from the implementation of the proposed amendments.

INTRODUCTION

The proposed amendments to Rule 1168 would implement, in part, the 2016 Air Quality Management Plan Control Measure CTS-01 – Further Emission Reductions from Coatings, Solvents, Adhesives, and Sealants, which targets a 1 ton per day (tpd) Volatile Organic Compound (VOC) emission reduction by 2023. The amendments include: revisions of VOC content limits for various categories of regulated product; reporting and labeling requirements; clarification of rule language and applicability; language that distinguishes when products are regulated by the California Air Resources Board (CARB) Consumer Products Regulation (CPR) or Rule 1168; harmonization of language and requirements with state and federal regulations affecting the same type of products; removal, modification, or addition of certain exemptions; and prohibition of Group II exempt compounds as defined in Rule 102 – Definition of Terms. The proposed amendments would reduce VOC emissions by 1.4 tons per day by 2023.

LEGISLATIVE MANDATES

The socioeconomic assessments at the SCAQMD have evolved over time to reflect the benefits and costs of regulations. The legal mandates directly related to the assessment of the proposed rule include the SCAQMD Governing Board resolutions and various sections of the California Health & Safety Code (H&SC).

SCAQMD Governing Board Resolutions

On March 17, 1989 the SCAQMD Governing Board adopted a resolution that calls for an economic analysis of regulatory impacts that includes the following elements:

- Affected industries
- Range of probable costs
- Cost effectiveness of control alternatives
- Public health benefits

Health & Safety Code Requirements

The state legislature adopted legislation that reinforces and expands the Governing Board resolutions for socioeconomic assessments. H&SC Sections 40440.8(a) and (b), which became effective on January 1, 1991, require that a socioeconomic analysis be prepared for any proposed rule or rule amendment that "will significantly affect air quality or emissions limitations." Specifically, the scope of the analysis should include:

- Type of affected industries
- Impact on employment and the regional economy
- Range of probable costs, including those to industry
- Availability and cost effectiveness of alternatives to the rule

- Emission reduction potential
- Necessity of adopting, amending or repealing the rule in order to attain state and federal ambient air quality standards

H&SC Section 40728.5, which became effective on January 1, 1992, requires SCAQMD's Governing Board to actively consider the socioeconomic impacts of regulations and make a good faith effort to minimize adverse socioeconomic impacts. It also requires the socioeconomic impact assessments to additionally:

- Identify the type of industries or business affected, including small business

Finally, H&SC Section 40920.6, which became effective on January 1, 1996, requires that incremental cost effectiveness be performed for a proposed rule or amendment that imposes Best Available Retrofit Control Technology or "all feasible measures" requirements relating to ozone, carbon monoxide (CO), oxides of sulfur (SO_x), oxides of nitrogen (NO_x), and their precursors. Incremental cost effectiveness is defined as the difference in costs divided by the difference in emission reductions between a control alternative and the next more stringent control alternative.

The necessity analysis and the analysis of control alternatives and their incremental cost-effectiveness are presented in the Staff Report prepared for the proposed amendments.

AFFECTED INDUSTRIES

The proposed amendments to Rule 1168 would affect approximately 60 adhesive and sealant materials manufacturers, of which eight are manufacturing the products within the South Coast Air Basin. The affected facilities belong to the industries of Asphalt Shingle and Coating Materials (NAICS 324122) and Adhesive Manufacturing (NAICS 325520). Out of the eight affected facilities, seven are in Los Angeles County and one is located in San Bernardino County.

PAR 1168 would also affect six Big Box retailers, and approximately 40 distributors located in and outside of the SCAQMD. Big Box retailers belong to Home Centers in the retail sector (NAICS 444110) and adhesive and sealant distributors belong to Paint, Varnish, and Supplies Merchant Wholesalers (NAICS 424950). These facilities distribute regulated products such as aerosol adhesives, sealants, and adhesive primers into or within the SCAQMD.

PAR 1168 would also affect the intermediate-users of adhesive and sealant products. The sectors that make extensive use of products subject to the proposed amendments mainly belong to Construction (NAICS 23), Durable and Nondurable Manufacturing (NAICS 33 and 31-32, respectively) as presented in Table 1. More than 99 percent of these affected sources are area sources for which staff has no detailed information.

Table 1
Potentially Affected Intermediate-Users by Industry

Construction (NAICS 23) Industrial Building Construction (NAICS 236210) New Multifamily Housing Construction (NAICS 236116) Commercial and Institutional Building Construction (NAICS 236220) New Single-Family Housing Construction (NAICS 236115) Residential Remodelers (NAICS 236118) Oil and Gas Pipeline and Related Structures Construction (NAICS 237120) Water and Sewer Line and Related Structures Construction (NAICS 237110) Roofing Contractors (NAICS 238160) Siding Contractors (NAICS 238170) Tile and Terrazzo Contractors (NAICS 238340) Drywall and Insulation Contractors (NAICS 238310) Flooring Contractors (NAICS 238330) Glass and Glazing Contractors (NAICS 238150) Plumbing, Heating, and Air-Conditioning Contractors (NAICS 238220)
Nondurable Manufacturing (NAICS 31-32) Footwear Manufacturing (NAICS 316210) Hardwood Veneer and Plywood Manufacturing (NAICS 321211) Manufactured Home (Mobile Home) Manufacturing (NAICS 321991) Other Millwork (including Flooring) (NAICS 321918) Wood Container and Pallet Manufacturing (NAICS 321920) Wood Window and Door Manufacturing (NAICS 321911) Asphalt Shingle and Coating Materials Manufacturing (NAICS 324122 and 325520) Adhesive Manufacturing (NAICS 325520). All Other Rubber Product Manufacturing (NAICS 326299) Polystyrene Foam Product Manufacturing (NAICS 326140) Rubber Product Manufacturing for Mechanical Use (NAICS 326291) Tire Retreading (NAICS 326212) Urethane and Other Foam Product Manufacturing (NAICS 326150)
Durable Manufacturing (NAICS 33) Refrigeration Equipment Manufacturing (NAICS 333415) Custom Architectural Woodwork and Millwork Manufacturing (NAICS 337212) Household Furniture (except Wood and Metal) Manufacturing (NAICS 337125) Motor Vehicle Seating and Interior Trim Manufacturing (NAICS 336360) Office Furniture (except Wood) Manufacturing (NAICS 337214) Showcase, Partition, Shelving, and Locker Manufacturing (NAICS 337215) Surgical Appliance and Supplies Manufacturing (NAICS 339113) Wood Kitchen Cabinet and Countertop Manufacturing (NAICS 337110)

Lastly, if the additional costs associated with the proposed amendments are eventually passed on to end-users of PAR 1168 applicable products that are not regulated by CARB's CPR, PAR 1168 would potentially affect the general public (consumers).

Small Businesses

The SCAQMD defines a "small business" in Rule 102, for purposes of fees, as one which employs 10 or fewer persons and which earns less than \$500,000 in gross annual receipts. The SCAQMD also defines "small business" for the purpose of qualifying for access to services from SCAQMD's Small Business Assistance Office (SBAO) as a business with an annual receipt of \$5 million or less, or with 100 or fewer employees. In addition to SCAQMD's definition of a small business, the federal Clean Air Act Amendments (CAAA) of 1990 and the federal Small Business Administration (SBA) also provide definitions of a small business.

The CAAA classifies a business as a "small business stationary source" if it: (1) employs 100 or fewer employees, (2) does not emit more than 10 tons per year of either VOC or NOx, and (3) is a small business as defined by SBA. The SBA definitions of small businesses vary by six-digit North American Industrial Classification System (NAICS) codes. In general terms, a small business must have no more than 500 employees for most manufacturing industries, and no more than \$7 million in average annual receipts for most nonmanufacturing industries.¹ A business in the industry of adhesive manufacturing (NAICS 325520) with fewer than 500 employees is considered a small business by SBA.

Out of the eight affected adhesive and sealant manufacturers in the SCAQMD, information on sales for five facilities and that of employees for eight facilities were available, based on 2017 Dun and Bradstreet data. Under the SCAQMD definition of small business, there are no small businesses affected by PAR 1168. Using the SBA definition of small business, there are eight small businesses. Under the CAAA definition of small business, there are eight small businesses assuming that all the facilities without the annual emission data emit less than 10 tons of VOC or NOx. None of the affected Big Box retailers are considered small businesses under SCAQMD's definition.

Since there is no listing of individually affected distributors, and other industrial and commercial users, the number of affected small businesses in these industries cannot be determined. However, due to the fact that the majority of the businesses in this sector have fewer than 500 employees, most of them could potentially be small businesses under SBA and CAAA definitions.

COMPLIANCE COST

The purpose of PAR 1168 is to further reduce VOC and toxic air contaminant emissions from adhesives and sealants by relying on improvements in technology during the last 17 years. Table 2 presents the potential costs/savings implications of PAR 1168. For the purpose of this analysis, staff only quantified the impacts of the additional compliance costs associated with the proposed amendments and did not take into account any potential savings.

¹ See the SBA website (<http://www.sba.gov/community/blogs/community-blogs/small-business-matters/what-small-business-what-you-need-know-and-wh>). The latest SBA definition of small businesses by industry can be found at <http://www.sba.gov/content/table-small-business-size-standards>.

Table 2
Potential Costs/Savings of PAR 1168

Proposed Amendments	Potential Costs/Savings Implications
Clarify applicability; revise, delete, and add definitions	None
Amend VOC limits for certain adhesives, adhesive primers, sealants, and sealant primers	Additional costs of reformulation
Allow for a three-year sell-through or use-through of future noncompliant products	None
Add new product categories with corresponding VOC content limits	Additional costs of reformulation for those categories with more stringent VOC limits, and potential cost-savings for those categories with less stringent VOC limits
Require products marketed for use under varying categories to be subject to the lowest VOC limit	None, because it is currently being enforced in that manner
Prohibit the storage of future non-compliant products	Negligible. Proposal includes a three-year sell-through or use-through provision for future noncompliant products.
Include reporting requirements when using the 55 gallon per year exemption	Additional reporting costs
Prohibit the use of Group II exempt solvents, except volatile methyl siloxanes	Negligible. To staff's knowledge, the newly added Group II exempt solvent are not being used in adhesives or sealants.
Add test methods for VOC content analyses	None
Add requirements for labeling regulated product containers	Negligible. Some regulated products already have the proposed requirements included on their labels. For those who do not meet the proposed requirements, staff has proposed a start date for labeling requirements to allow manufacturers to sell-through current labels.
Include a technology assessment for certain product categories	None. Cost of technology assessments incurred by manufactures is included in the estimated cost of reformulation. Costs incurred by SCAQMD are not quantified at this time.
Include reporting requirements for certain facilities	Additional reporting costs
Remove, restrict, or add exemptions	None. Added cost for aerosol adhesive reporting is included in the cost of reporting above.
Include streamlined recordkeeping options for products with a VOC content of less than 20 grams per liter	Potential cost-savings
Allow products with a viscosity of 200 centipoise or greater to be exempted from transfer efficiency requirements	Potential cost-savings

As presented in Table 2, the majority of compliance costs of PAR 1168 stems from reformulation and reporting costs as discussed below.

Reformulation Costs

In order to meet the lower, more stringent proposed VOC limits, it is assumed that the affected adhesive and sealant manufacturers would need to reformulate the products that would become noncompliant from the proposed compliance dates: All Other Plastic Welding Cements and All Other Outdoor Floor Covering Adhesives by 2019; All Other Architectural Sealants, Clear, Paintable, and Immediately Water-Resistant Sealant, All Other Roof Adhesives, All Other Roof Sealants, All Other Sealants, Single Ply Roof Adhesive, Single-Ply Roof Membrane Sealants, Wood Flooring Adhesive, ABS to PVC Transition Cement, CPVC Welding Cement, Foam Sealant, Non-Staining Plumbing Putty, PVC Welding Cement, Rubber Vulcanization Adhesive, Top and Trim Adhesive by 2023.

PAR 1168 proposes VOC limit reductions for All Other Plastic Welding Cement, Reinforced Plastic Composites, and Waterproof Resorcinol Glue to address Reasonable Available Control Measure (RACM)/ Best Available Control Measure (BACM) requirements. These proposed changes are projected to result in negligible emission reductions and costs due to their limited sales and use.

Most of the reviewed All Other Outdoor Floor Covering Adhesives are very low in VOC content. The proposed limit is to align the VOC limit for this category with the current limit for All Other Indoor Floor Covering Adhesives so that all other Floor Covering Adhesives categories can be combined in the future. This will simplify compliance with Rule 1168. Nearly all of the products reviewed already meet the VOC content of 50 g/L or below; therefore, staff does not anticipate emission reductions or cost impacts from this proposed amendment.

Table 3 shows the additional cost of reformulated adhesive and sealant products that either manufacturers or intermediate- and end-users would have to pay for the compliant products. These additional annual costs were estimated by multiplying the reported number of gallons sold into SCAQMD jurisdiction for that category, as reported in the 2013 survey, by the price difference per gallon of products that are already compliant compared to products that would become non-compliant due to PAR 1168.

Table 3
Incremental Cost of Regulated Products by Category

Categories	Compliance Date	Number of Gallons Over Proposed VOC Limits	Incremental Cost Per Gallon* (2017 dollars)	Approximate Total Incremental Cost (in millions of 2017 dollars)
All Other Architectural Sealants	2019	562,500	\$6.21	\$3.49
Clear, Paintable, and Immediately Water Resistant Sealant ^{1,5}	2023	Protected Data	\$11.15	N/A
CPVC Welding ² Cement	2023	13,236	\$2.00	\$0.03
Foam Sealant ^{1,4}	2023	188,203	\$8.22	\$1.55
All Other Roof Adhesives	2023	136,123	\$0.33	\$0.04
All Other Roof Sealants	2023	638,085	\$0.31	\$0.19
All Other Sealants	2023	63,717	\$1.49	\$0.10
PVC Welding ² Cement	2023	196,120	\$2.00	\$0.39
Rubber Vulcanization Adhesives ⁵	2023	Protected Data	\$2.00	N/A
Single Ply Roof Adhesive	2023	85,998	\$2.09	\$0.18
Single-Ply Roof Membrane Sealant ³	2023	1,866	\$2.00	\$0.003
Top and Trim ¹ Adhesive	2023	61,510	\$4.09	\$0.25
Wood Flooring Adhesive	2023	525,435	\$1.83	\$0.96

*Incremental cost per gallon is estimated as the difference in current market prices between products that would remain compliant and products that would become non-compliant due to PAR 1168, unless otherwise noted.

1. No future compliant products available – incremental cost is estimated at 10% of market price for currently available products.
2. Feedback from one major stakeholder indicated that their reformulated product was not more expensive than their current product; the product from the other major stakeholder is less expensive than the high-VOC products but have not passed certain ASTM tests. Manufacturers will have to reformulate many of their products and they have to make some changes to the ASTM methods, so staff estimated a \$2/gallon incremental cost.
3. All future compliant products staff identified were lower cost than the higher VOC products while a significant share of the products have already met the proposed VOC limits. Staff estimated a \$2/gallon incremental cost for certain specialty products that will likely need reformulation.
4. Foam aerosol sealants need to be reformulated with a non-VOC propellant. Manufacturers can choose an exempt such as a hydrofluoroolefin (HFO), Oxygen, Nitrogen, or Carbon Dioxide as the propellant. The HFO option is considerably more expensive but it is not the only options.
5. A limited number of manufacturers reported for two of the categories. To protect the confidential sales volume, those numbers are not provided and the overall total sales is rounded.

The overall average annual cost of reformulation is estimated at \$6.30 million over the period 2019-2035, taking into account different compliance dates for different product categories.

Reporting Costs

PAR 1168 would require manufacturers, which also include private labelers, to submit Quantity and Emission Reports (QER) of regulated products sold into or within the SCAQMD's jurisdiction, every three years until 2025, then every five years, with a sunset date in 2040, amounting to a total of six reports over a 21 year period. Big Box retailers and distribution centers will be required to submit reports to the manufacturers and private labelers to assist them in accurately compiling their QER. This reporting will provide an accurate emission inventory and more detailed data that can be utilized as a tool for future rule development.

Aerosol adhesives and aerosol adhesive primers would remain exempt from most of the provisions of PAR 1168, but the manufacturers and private labelers of these products will be required to submit QERs for sales into or within the SCAQMD. Aerosol manufacturers are required to submit periodic surveys to the California Air Resources Board and the VOC limits are the same throughout California; therefore, PAR 1168 will allow aerosol adhesive manufacturers to use their statewide sales and adjust according to population and minimize potential reporting cost impacts.

PAR 1168 also requires facilities to report annual usage of high-VOC products sold under the 55 gallon per year exemption; the exemption allows a facility to use up to 55 gallons of noncompliant product per year. Staff found that most of the high-VOC sales under the exemption were for Rubber Vulcanization Adhesives and Top and Trim Adhesives. Staff is proposing to temporarily increase the VOC limits for these two categories and phase them out of the 55 gallon per year exemption by January 1, 2019. Facilities that use regulated products are already required to adhere to recordkeeping according to SCAQMD Rule 109 – Recordkeeping for Volatile Organic Compound Emissions. Under the proposed reporting requirement, they will have to only submit to SCAQMD those compiled records reflecting usage of products purchased under the 55 gallon per year exemption. Staff estimates that at most 20 facilities would have to report under this provision due to the proposed increase in the VOC limits for the above mentioned categories. Table 4 presents an estimated annual cost of reporting requirement.

Table 4
Annual Reporting Cost for PAR 1168 by Affected Industry

Category	Number of Facilities	Estimated Staff Hours Per Year Needed to Fulfill Reporting Requirement	Cost/Hour	Total Cost/year
Manufacturers (Large) ¹	14	80	\$40	\$14,933
Manufacturers (Midsize)	22	40	\$40	\$11,733
Manufacturers (Small)	24	10	\$40	\$3,200
Big Box Retailers	6	20	\$40	\$1,600
Distributors	40	40	\$40	\$21,333
Facilities applicable for the 55 gal exemption	20	2	\$40	\$533
Total				\$53,333

1. The number of manufacturers are separated according to quantity of regulated products reported in the 2013 survey. The “large” manufacturers represent those that reported greater than 50 products. The “medium” manufacturers represent those that reported between 49 and 20 products. The “small” manufacturers represent those that reported less than 20 products. Staff reached out to several manufacturers who participated in that survey to estimate the amount of time that will be dedicated to compiling and submitting QERs to the SCAQMD. The time to compile the data correlates with the amount of products sold within the SCAQMD’s jurisdiction. Affected regulated product manufacturers reporting fewer products would take less time to compile their reports. Eight of the manufacturers who responded to the 2013 survey were located within SCAQMD jurisdiction.

The reporting cost is estimated by multiplying the number of staff hours required to prepare reports by an average cost per hour of staff time. This reporting requirement would also require Big Box retailers and distribution centers (distributors) to submit reports to the manufacturers and private labelers of regulated products sold in SCAQMD jurisdiction at the same frequency. The initial reporting year will likely be the most time consuming, as systems will have to be created and staff trained to extract the necessary data. Subsequent reporting years should be more streamlined.

There are manufacturers both within and outside SCAQMD jurisdiction who are already familiar with extracting the proposed product information from their inventory tracking systems because they already comply with SCAQMD Rule 314 – Fees for Architectural Coatings, which has similar requirements as proposed in PAR 1168. These manufacturers already have systems and staff in place to extract quantity and emissions data for products sold into or within the SCAQMD.

In addition to manufacturers, there are numerous distributors, aside from the major Big Box retailers, that sell regulated products applicable to Rule 1168. [This estimate (40) is based on a search conducted on a supplier discovery platform online: thomasnet.com. (Search link: <http://www.thomasnet.com/southern-california/industrial-adhesives-95972105-1.html>.)]

A reporting requirement is also proposed for the Big Box retailers, similar to the requirement in SCAQMD Rule 314, although not as frequent. The Big Box reporting requirements in Rule 314

are due annually, whereas the proposed requirements for PAR 1168 are to be reported once every three years until 2025, then every five years, with a sunset date in 2040. Big Box retailers already have staff assigned and systems in place to extract regulated products for Rule 314. They would utilize the same staff and systems to report the regulated products for PAR 1168, by modifying their query or search criteria for the applicable product types.

Table 5 presents the total average annual cost of PAR 1168. The overall average annual cost of the PAR 1168 over the period 2019-2035 is estimated at \$6.34 million of which reformulation costs are estimated to be more than 99 percent of the total cost (\$6.30 million). The proposed amendments would reduce VOC emissions by 1.4 tons per day by 2023. Therefore, the cost-effectiveness of the PAR 1168 is estimated at \$12,400 per ton of VOC reduced ($= \$6.34 \text{ million} / (1.4 \times 365)$).

Table 5
Average Annual Cost of Proposed Amendments

	2019	2022	2025	2035	Average Annual Cost (2019-2035) in millions of dollars
Reformulation Costs	\$3.49	\$5.09	\$6.92	\$6.92	\$6.30
Reporting Costs	\$0.05	\$0.05	\$0.03	\$0.03	\$0.04
Total	\$3.54	\$5.14	\$6.95	\$6.95	\$6.34

Two scenarios were created to assess the cost impacts of PAR 1168 from two different perspectives.

Scenario A

Scenario A places the direct cost impact of reformulation on adhesive and sealant manufacturers. In addition, this scenario places the cost of reporting on manufacturers, Big Box retailers, and distributors who would bear the vast majority of the estimated reporting costs. Manufacturers of future noncompliant adhesives and sealants products will need to reformulate their products to meet the VOC requirements of PAR 1168. However, different manufacturers may utilize different technologies to meet the VOC limits and therefore their reformulation costs may differ. Since manufacturers treat these costs as proprietary, they do not provide cost data to the SCAQMD. As a result, SCAQMD utilizes the price differences between future compliant and non-compliant products as proxies for the one-time reformulation, testing, and commercialization costs. In Scenario A, the annual costs of \$6.3 million are assumed to be incurred by the adhesive and sealant manufacturers (in and outside of SCAQMD's jurisdiction).

Scenario B

Scenario B assumes all costs will be passed on to the end-users, either from the directly affected industries or indirectly from the intermediate-users of adhesive and sealant products who use the PAR 1168 applicable products to provide goods and services to the final consumers. Table 6 presents the distribution of the total annual cost by sectors for both scenarios.

Table 6
Average Annual Cost of Proposed Amendments by sectors

Affected Industries	Average Annual Cost (2019-2035) in millions of dollars
<i>Scenario A</i>	
Adhesive Manufacturers	\$6.32
Big Box Retailers and Distributors	\$0.02
Total Costs	\$6.34
<i>Scenario B</i>	
End-User (General Public)	\$6.34
Total Costs	\$6.34

JOBS AND OTHER SOCIOECONOMIC IMPACTS

The REMI model (PI+ v2.1) was used to assess the total socioeconomic impacts of a policy change (i.e., the proposed rule). The model links the economic activities in the counties of Los Angeles, Orange, Riverside, and San Bernardino, and for each county, it is comprised of five interrelated blocks: (1) output and demand, (2) labor and capital, (3) population and labor force, (4) wages, prices and costs, and (5) market shares.²

The assessment herein is performed relative to a baseline (“business as usual”) where the proposed amendments would not be implemented. The proposed amendments would create a policy scenario under which the affected facilities would incur an average annual compliance costs totaling \$6.34 million to comply with other requirements of the PAR 1168.

Direct effects of the proposed amendments have to be estimated and used as inputs to the REMI model in order for the model to assess secondary and induced impacts for all the actors in the four-county economy on an annual basis and across a user-defined horizon (2019 to 2035). Direct effects of the proposed amendments include additional costs to the affected entities and additional sales, by local vendors, of equipment, devices, or services that would meet the proposed requirements. Whereas all the compliance expenditures that are incurred by the affected facilities will increase their cost of doing business, the spending on reformulation will increase spending and sales of the professional services sector. The additional labor required for reporting by manufacturers, Big Box Retailers and adhesive and sealant distributors would result in a reduction

² Within each county, producers are made up of 66 private non-farm industries, three government sectors, and a farm sector. Trade flows are captured between sectors as well as across the four counties and the rest of U.S. Market shares of industries are dependent upon their product prices, access to production inputs, and local infrastructure. The demographic/migration component has 160 ages/gender/race/ethnicity cohorts and captures population changes in births, deaths, and migration. (For details, please refer to REMI online documentation at <http://www.remi.com/products/pi.>)

in labor productivity because more labor will now be required to produce the same amount of output or services at those facilities.

Table 7 lists the industry sectors modeled in REMI that would either incur cost or benefit from the compliance expenditures.³

Table 7
Industries Incurring vs. Benefitting from Compliance Costs/Spending

Source of Compliance Costs	REMI Industries Incurring Compliance Costs (NAICS)	REMI Industries Benefitting from Compliance Spending (NAICS)
<i>Scenario A</i>		
Reformulation	Adhesive Manufacturing (NAICS 325520)	<i>Recurring Spending:</i> Professional, Scientific, and Technical Services (541)
Reformulation	Asphalt Shingle and Coating Materials (NAICS 324122)	<i>Recurring Spending:</i> Professional, Scientific, and Technical Services (541)
Reporting	Reduction in labor productivity at Adhesive Manufacturing (NAICS 325520) and Asphalt Shingle and Coating Materials (NAICS 324122)	N/A
Reporting	Reduction in labor productivity at Big Box Retailers (NAICS 444110)	N/A
Reporting	Reduction in labor productivity at Paint, Varnish, and Supplies Merchant Wholesalers (NAICS 424950)	N/A
<i>Scenario B</i>		
End-Users	Additional Spending on Household Supplies Reduction in Spending in Other Personal Consumption Categories	N/A

Two different simulation methods reflecting the two Scenarios mentioned before are used to examine the total impact of the proposed amendments on the entire local economy. Scenario A

³ It is worth mentioning that improved public health due to reduced air pollution emissions may also result in a positive effect on worker productivity and other economic factors; however, public health benefit assessment requires the modeling of air quality improvements. Therefore, it is conducted for Air Quality Management Plans and not for individual rules or rule amendments.

places additional cost of compliance on manufacturers, ~~and retailers~~, and distributors. Scenario B places additional cost of compliance onto end users as consumers.

Compliance with PAR 1168 will start in the year 2019. The additional cost of compliance to adhesive and sealant manufacturing is distributed among the four counties based on their location in each county. Only adhesives and sealants produced in the four-county area are modeled.⁴ Additional cost of reporting to Big Box retailers and distributors is distributed among the four counties based on the employment share of those facilities relative to the U.S. total from the 2016 Quarterly Census of Employment and Wages (<https://www.bls.gov/cew/cewfaq.htm>).

Under Scenario A, PAR 1168 is expected to result in minimal job impact, or approximately one job forgone between 2019 and 2035. The projected job impacts represent about 0.00001 percent of the total employment in the four-county region. As presented in Table 8, minimal job impact is projected across all major sectors of the regional economy.

In 2019, nine additional jobs could be created in the overall economy. In earlier years, positive job impacts from the expenditures made by the affected facilities would more than offset the jobs forgone from the additional cost of doing business as presented in Table 8. The sector of professional and technical services (NAICS 541) are projected to gain six jobs annually from additional demand for expenditures made for reformulation, testing and marketing of the compliant products. Although the manufacturing sector would bear the majority of estimated total compliance costs of the PAR 1168, the industry job impact is projected to be relatively small (annual average of two jobs foregone between 2019 and 2035). This is because only a small fraction of the affected adhesive and sealant manufacturing ~~are~~ located in the four county area. The additional cost of reporting requirement for distributors and Big Box retailers, along with secondary and induced effects, contribute to the minimal job impact in the wholesale and retail sectors.

Table 8
Job Impacts of PAR 1168 (Scenario A)

Industries (NAICS)	2019	2025	2035	Average Annual (2019-2035)
Construction (23)	0	-2	-1	-1
Mining (21)	0	-1	-1	-1
Manufacturing (31-33)	0	-2	-2	-2
Wholesale trade (42)	0	-1	-1	-1
Retail trade (44-45)	0	-2	-1	-2
Professional and technical services (54)	6	9	5	7
Food services and drinking places (722)	0	-4	-4	-4
Government (92)	0	0	-1	-1
Other Industries	3	3	2	4
Total	9	0	-1	-1

⁴In order to model manufacturers outside of the four-county area, a REMI model including the rest of U.S. would be needed.

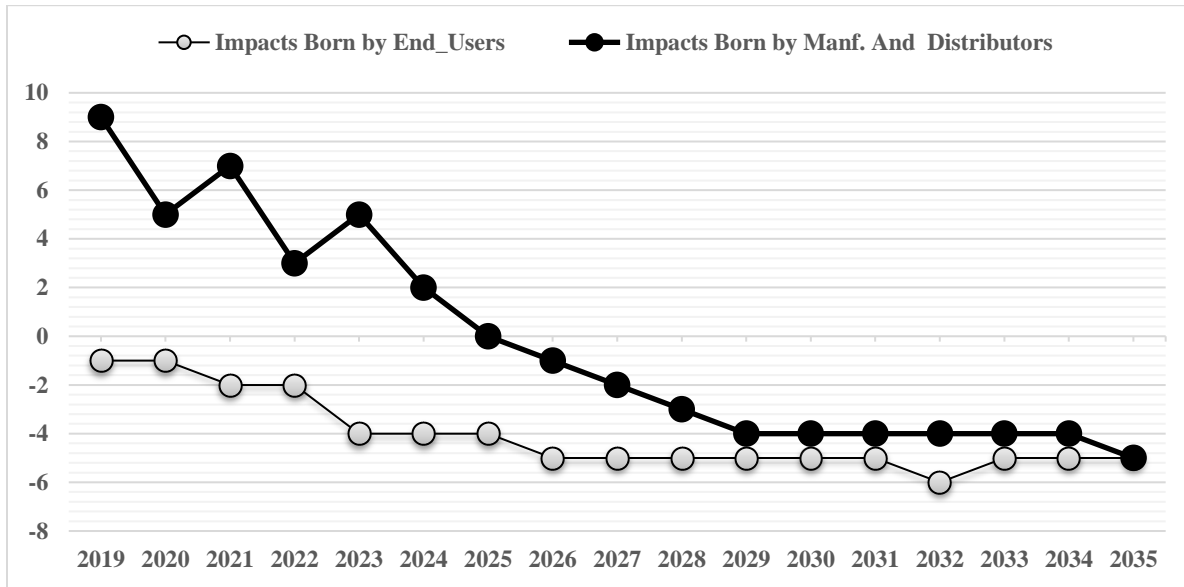
Under Scenario B, PAR 1168 is expected to result in approximately four jobs forgone between 2019 and 2035. The projected job impacts represent about 0.00004 percent of the total employment in the four-county region. As presented in Table 9, minimal job impacts are projected across all major sectors of the regional economy. It is assumed that additional consumer spending on more expensive compliant products will be offset by reduction in consumer spending in other consumption categories.

Table 9
Job Impacts of PAR 1168 (Scenario B)

Industries	2019	2025	2035	Average Annual (2019-2035)
Construction	-1	-6	-5	-5
Manufacturing	3	3	2	3
Wholesale Trade	1	2	1	1
Retail Trade	8	11	6	9
Finance and Insurance	-1	-2	-1	-2
Real Estate and Rental and Leasing	-1	-1	-1	-1
Administrative and Waste Services	-1	-1	-1	-1
Educational Services	-1	-1	-1	-1
Health Care and Social Assistance	-5	-7	-5	-6
Arts, Entertainment, and Recreation	-1	-1	-1	-1
Accommodation and Food Services	-2	-3	-2	-2
Other Services, except Public Admin.	-3	-4	-3	-3
Government	3	6	6	5
Total	-1	-4	-5	-4

Figure one presents a trend of job gain and losses over 2019-2035 time periods for both scenarios. Job losses for both scenario are considered minimal.

Figure 1
Projected Regional Job Impact, 2019-2035



Competitiveness

The additional cost brought on by the proposed amendments would increase the cost of production of the affected industries relative to their national counterparts. Changes in relative production costs would thus be a good indicator of changes in relative competitiveness. The magnitude of the impact depends on the size and diversification of, and infrastructure in a local economy as well as interactions among industries. A large, diversified, and resourceful economy would absorb the impact with relative ease.

Changes in production costs will affect prices of goods produced locally. The relative delivered price of a good is based on its production cost and the transportation cost of delivering the good to where it is consumed or used. The average price of a good at the place of use reflects prices of the good produced locally and imported elsewhere. Under both Scenarios, there would be few impacts on the relative costs of production and the delivery prices in the regional economy resulting from the implementation of the proposed amendments.

NECESSITY

Please refer to the Staff Report.

INCREMENTAL COST-EFFECTIVENESS

Please refer to the Staff Report.

REFERENCES

Dun & Bradstreet Enterprise Database. 2017.

Regional Economic Modeling Inc. (REMI). Policy Insight® for the South Coast Area (70 sector model). Version 2.1. 2017.

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SCAQMD. Final 2016 Air Quality Management Plan
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Proposed Amended Rule 1168: Adhesive and Sealant Applications

October 6, 2017

Governing Board Meeting



Background

- Applies to adhesives, adhesive primers, sealant, and sealant primers
- Rule adopted in 1989; last amended in 2005
- Most current limits established in 2000
 - *No significant VOC reductions in 17 years*
- Current emissions inventory could be as much as ~10.5 tpd
- Growth industry
 - Use increases with population
 - Increased interest in insulation/energy efficiency
- Meets 2016 AQMP SIP commitment ~1 tpd VOC reduction by 2023

Public Process




2013/2014

- Product Survey
- Eight Working Group Meetings
- Six drafts of the rule/released preliminary draft staff report
- Stakeholder meetings
- Proposed 4.4 tpd VOC emissions reductions
 - 22 affected categories
 - Considered use of tBAc and DMC as an exempt VOC

2017

- Three Working Group Meetings
- Two drafts of the rule
- Preliminary Draft Staff Report
- Stakeholder meetings supported completing this process
- Proposed 1.4 tpd VOC emissions reductions
 - 18 affected categories
 - tBAc and DMC not exempt VOC

Proposed Rule Amendments

- Clarify rule language and applicability
 - Update definitions
 - Revise VOC content limits for various categories
 - Compliant products exist for most categories
 - Extended some compliance dates
 - Committed to technology assessments
 - Include reporting and labeling requirements for manufacturers/distributors, not most end-users
 - Facilities using high-VOC products under the 55 gal/year exemption must report
 - Harmonize language with state and federal regulations
- 
- Strong industry support

Applicability & Authority



SCAQMD Rule 1168

- Adhesives and sealants greater than one pound
- Stationary Source use - industrial/manufacturing operations
- Consumer products not regulated by CARB

CARB Consumer Products Regulation

- Household, institutional, and consumer use (adhesives and sealants one pound or less in size)
- Aerosol Adhesives

Proposed VOC Limits

- Reduce VOC limits to reflect new technology in the marketplace
 - Most VOC limits based on currently available products
 - A few VOC limits based on manufacturer feedback (foam sealants and CPVC/PVC welding cements)
 - Allow 5 years to implement and include technology assessment
- Technology Assessments
 - Set a future VOC limit as a target for industry to work towards
 - Purpose is not to assess feasibility but check progress/report to Governing Board
 - Various timelines depending on category



Proposed VOC Limits

	Category	VOC Content Limit (g/L)			
		Current	Upon Rule Adoption	1/1/2019	1/1/2023
A D H E S I V E S	Building Envelope Membrane Adhesive	250			
	All Other Outdoor Floor Covering Adhesives	150		50	
	All Other Roof Adhesives	250			200*
	Single Ply Roof Membrane Adhesive	250			200*
	Wood Flooring Adhesive	100			20
	Edge Glue	250			
	ABS to PVC Transition Cement	510			425*
	CPVC Welding Cement	490			400*
	PVC Welding Cement	510			425*
	All Other Plastic Welding Cements	250		100	
	Rubber Vulcanization Adhesive	250	850		250
	Top and Trim Adhesive	250	540		250*
	Waterproof Resorcinol Glue	250		170	
	Substrate Specific Adhesive Applications				
	Reinforced Plastic Composite	250		200	
S E A L A N T S	Clear, Paintable, and Immediately Water Resistant	250	380		250
	Foam Sealant	250			50*
	Grout	250	65		
	Potable Water Sealant	250	100		
	All Other Roof Sealants	300			250*
	Single Ply Roof Membrane Sealant	450			250*
	All Other Architectural Sealants	250		50	
	All Other Sealants	420			250
	Adhesive Primers				
	Pressure Sensitive	200	785		
	Vehicle Glass	250	700		

* Includes a technology assessment prior to implementation date

Recordkeeping/Reporting Requirements

- End-Users - no new recordkeeping requirements
- Manufacturers, private labelers, Big Box, & distributors
 - Quantity and Emission Reporting Form (*simple spreadsheet*) created by staff
 - Building on success of Rule 314 – Fees for Architectural Coatings

Rule 1113

Architectural Coatings

- Inventory ~11 tpd
- Sales and Emissions Fees - \$2 million annually
- Reporting
 - Annual Reporting (Rule 314)
- No sunset date

PAR 1168

Adhesives & Sealants

- Inventory ~10.5 tpd
- No Fees
- Reporting
 - Every 3 years until 2025, every 5 years thereafter (6 reports in total)
- Sunset in 2040

Key Concerns

- Proposed VOC limits for **PVC welding cements** lowered from 510 g/L to 425 g/L
 - Products currently available below 425 g/L
 - Leaders in the industry expressed support for the lower VOC limits in 5 years
 - Technical assessment included



Key Concerns (cont.)

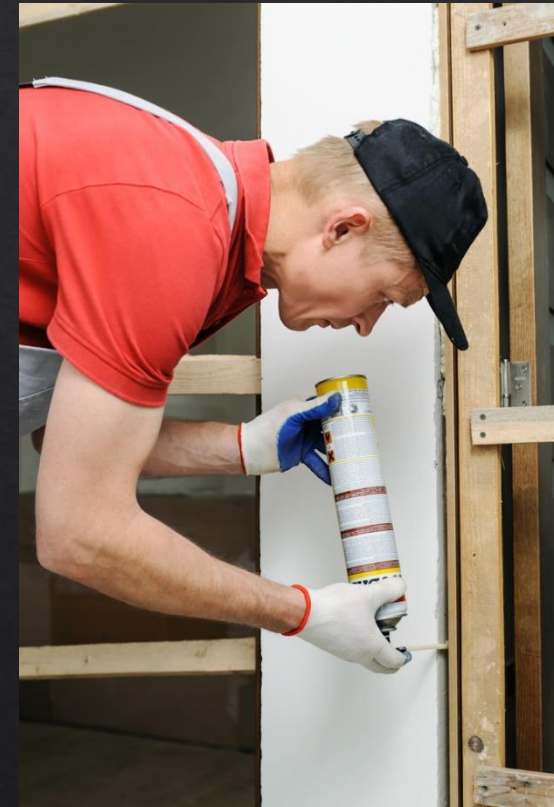
- Executive Officer decides which test method is used if **multiple applicable test methods**
 - Resolution commits staff to develop guidance document with stakeholders to specify a single method for each product type
 - Resolution commits staff to an enforcement pathway for thin-film energy curable products



Key Concerns (cont.)

Foam Sealant

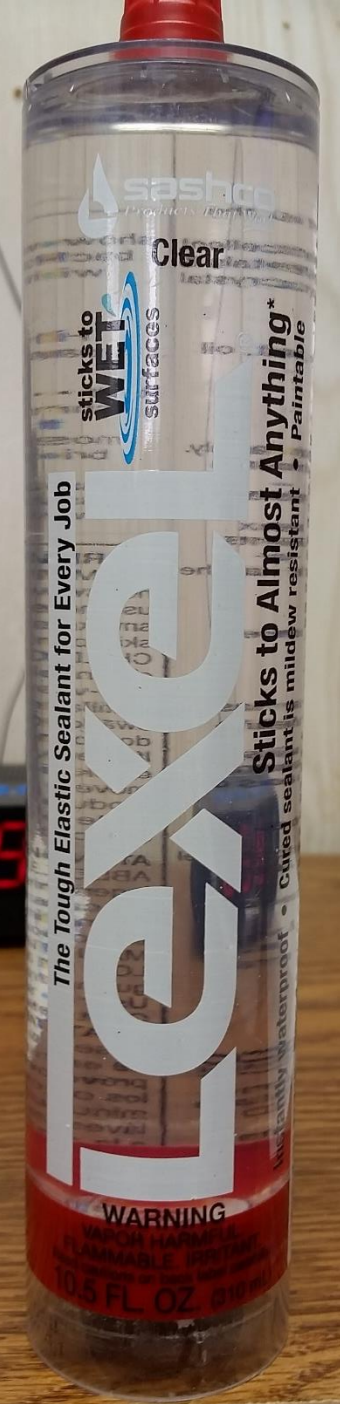
- Industry representative does not consider foam insulation as sealant
- Foam insulation meets definition of sealant
- VOCs emitted during application
 - High use, potentially significant source of VOC emissions with projected future growth
- Proposing 250 g/L in five years, reducing to 50 g/L with early technology assessment
- Foam insulation available at 50 g/L
- Technology assessment:
 - Predominantly for foam sealants (VOC propellant in can)



Key Concerns (cont.)

Clear, Paintable, and Immediately Water-Resistant Sealants

- Interpreted to meet definition of sealant
- Staff recognizes products do not meet current 250 g/L limit
 - Proposing higher 380 g/L VOC limit upon adoption
 - Allowing five years to reformulate to meet 250 g/L limit
 - Manufacturers seeking technology assessment
- Low-VOC sealants (<50 g/L) currently available that are:
 - **Clear** and immediately waterproof, or
 - **Paintable** and immediately waterproof



Staff Recommendations

- Certify the Final Environmental Assessment
- Adopt Resolution
- Amend Rule 1168 – Adhesive and Sealant Applications

