



South Coast Air Quality Management District

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

A G E N D A

MEETING, APRIL 6, 2018

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

Questions About an Agenda Item

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

Meeting Procedures

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

Questions About Progress of the Meeting

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

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

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

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

CALL TO ORDER

- Pledge of Allegiance
- Opening Comments: William A. Burke, Ed.D., Chair
Other Board Members
Wayne Nastri, Executive Officer
- Presentation of Retirement Award to Phillip Hubbard III **Burke**

Staff/Phone (909) 396-

CONSENT CALENDAR (Items 1 through 15)

Note: Consent Calendar items held for discussion will be moved to Item No. 16

1. Approve Minutes of March 2, 2018 Board Meeting **Garzaro/2500**
2. Set Public Hearings May 4, 2018 to: **Nastri/3131**
 - A. Adopt Executive Officer's FY 2018-19 Proposed Goals and Priority Objectives, and Draft Budget; and Determine that Proposed Amendments to Regulation III – Fees Are Exempt from CEQA and Amend Regulation III **Nastri/3131**

The Executive Officer's Proposed Goals and Priority Objectives, and Draft Budget for FY 2018-19 have been developed and are recommended for adoption. The Draft Budget includes implementation of the phased fee increase adopted by the Board on June 2, 2017 to continue cost recovery efforts. In addition, staff is proposing amendments to Regulation III – Fees. The amendments include: 1) Pursuant to Rule 320, an increase of most fees by 3.4% consistent with the Consumer Price Index; 2) new fees which are necessary to meet the requirements of recently adopted rules and state mandates; and 3) new or increased fees which are necessary to provide more specific cost recovery for other regulatory actions taken by the agency. Staff also recommends other proposed changes to Regulation III, which have no fee impact, but include clarifications, deletions, or corrections to existing rule language. The fee increases have been presented at a public consultation meeting in March and will be presented at a Budget Study Session, Budget Advisory Committee meeting and public consultation meeting in April with recommendations and comments provided to the Board. This action is to: 1) Adopt the Executive Officer's Proposed Goals and Priority Objectives, and Draft Budget for FY 2018-19; 2) Determine that the proposed amendments to Regulation III - Fees are exempt from the California Environmental Quality Act; and 3) Amend Regulation III. (Review: Special Governing Board Meeting/Budget Study Session, April 13, 2018)

B. Determine that Proposed Amendments to Rule 408 – Circumvention Are Exempt from CEQA and Amend Rule 408

Nakamura/3105

PAR 408 would limit the existing exemption for cases in which the only violation is an odor nuisance. The proposed amendment would also prohibit temporary alterations to normal business operations or equipment to suppress emissions for the purpose of evading detection or concealing emissions during monitoring or testing. This action is to adopt the Resolution: 1) Determining that the proposed amendments to Rule 408 – Circumvention are exempt from the requirements of the California Environmental Quality Act; and 2) Amending Rule 408 – Circumvention (Reviewed: Stationary Source Committee, March 16, 2018)

Budget/Fiscal Impact

3. 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

CARB is executing Supplemental Environmental Project (SEP) agreements with Western Power Sports, Inc., C.J.J. Farming, JEGS Foundation and Tesoro Companies, Inc., to install and maintain air filtration systems in the South Coast region, with SCAQMD acting as the SEP Implementer. These actions are to recognize up to \$551,875 into the Air Filtration Fund (75), transfer up to \$462,625 as a temporary loan from Clean Fuels Fund (31) to the Air Filtration Fund (75) for the SEP revenue not yet received and execute agreements with the four entities. These actions are to also execute one or more contracts with IQAir North America for installation of air filtration systems in an amount cumulatively not to exceed \$524,282, reimburse the General Fund for administrative costs up to \$27,593 and amend contract(s) with IQAir to provide funding from unspent administrative fees for the purchase of replacement filters. Finally, this action is to authorize the Executive Officer to execute or amend agreements with local school districts, providing access to schools for the purpose of implementing SEP agreements. (Reviewed: Technology Committee, March 16, 2018; Recommended for Approval)

4. **Recognize Revenue to Replace School and Shuttle Buses and Execute Contract for Battery Electric Shuttle Bus Replacement Project and Reimburse General Fund for Administrative Costs** **Miyasato/3249**

In January 2018, U.S. EPA notified SCAQMD that two awards had been approved under a FY 2017 Targeted Air Shed Grant solicitation in the amount of \$3,184,875 each to replace diesel school buses with near-zero emission CNG buses and to replace diesel and gasoline airport shuttle buses with zero emission battery electric buses. Additionally, Phoenix Motorcars, an electric vehicle manufacturer, is committed to providing significant cost-share and securing additional funds from CARB's Hybrid and Zero Emission Truck and Bus Voucher Incentive Project to cofund the shuttle bus replacement project. This action is to recognize revenue up to \$6,369,750 from U.S. EPA into the Clean Fuels Program Fund (31). These actions are to also execute a contract with Phoenix Motorcars for battery electric shuttle bus replacements in an amount not to exceed \$3,122,426 and reimburse the General Fund for administrative costs up to \$62,449 to implement the shuttle bus replacement project. School bus replacement awards under the school bus replacement project will be considered by the Board separately. (Reviewed: Technology Committee, March 16, 2018; Recommended for Approval)

5. **Execute Contracts to Conduct Commercial Electric Lawn and Garden Equipment Incentive and Exchange Program in Environmental Justice Areas and Reimburse General Fund for Administrative Costs** **Minassian/2641**

At its October 6, 2017 meeting, the Board recognized \$2,477,250 from U.S. EPA's 2016 Targeted Air Shed Grant Program and issued a Program Announcement to solicit competitive bids from manufacturers and/or suppliers of commercial-grade, battery-electric lawn and garden equipment. This action is to execute contracts with qualified manufacturers and suppliers of commercial grade, electric lawn and garden equipment for participation in SCAQMD's electric lawn and garden incentive and exchange program in environmental justice areas in an amount not to exceed \$2,955,327, comprised of \$2,327,250 from the U.S. EPA Targeted Air Shed Grant in the Advanced Technology, Outreach and Education Fund (17) and \$628,077 from the Rule 2202 AQIP Special Revenue Fund (27). This action is to also authorize the Executive Officer to amend amounts awarded to each contractor based on the demand for the equipment that will be offered through this program. Finally, this action is to reimburse the General Fund for administrative costs up to \$150,000 for implementation of a commercial lawn and garden equipment program. (Reviewed: Technology Committee, March 16, 2018; Recommended for Approval)

6. **Appropriate Funds and Execute Contract for Strategic Consulting Services** **Alatorre/3122**

Staff requires professional consulting services related to the implementation of the 2016 AQMP and related issues. This action is to appropriate funds from the General Fund Undesignated (Unassigned) Fund Balance and execute a contract with Double Nickel Advisors, LLC, for strategic advice to the SCAQMD regarding the SCAQMD's communication and messaging to stakeholders, the Legislature and the Governor's Administration in support of the 2016 AQMP, its required elements, and related issues. (Reviewed: Administrative Committee, February 9 and March 9, 2018; Recommended for Approval)

7. Remove Various Fixed Assets from SCAQMD Inventory **Jain/2804**

SCAQMD Administrative Policies and Procedures No. 20 requires each organizational unit to review fixed assets for obsolescence and disposal every six months. This action is to approve removal of surplus equipment determined to be obsolete, non-operational and not worth repairing. (Reviewed: Administrative Committee, March 9, 2018; Recommended for Approval)

8. Approve Contract Awards and Amendments and Issue Solicitation Approved by MSRC **Pettis**

As part of their FYs 2016-18 Work Program, the MSRC approved new contracts under the Natural Gas Infrastructure and Local Government Partnership Programs. The MSRC also approved the release of a Program Opportunity Notice for a Hydrogen Infrastructure Partnership Program as part of their FYs 2016-18 Work Program. The Board is also requested to amend two previous awards to the Riverside County Transportation Commission, to reflect the sole source nature of the awards. At this time the MSRC seeks Board approval of the contract awards and amendments and to release the solicitation. (Reviewed: Mobile Source Air Pollution Reduction Review Committee, January 18 and March 15, 2018; Recommended for Approval)

Action Item/No Fiscal Impact

9. Appoint Members to Deferred Compensation Plan Committee **Olvera/2309**

SCAQMD sponsors an IRS-approved 457 deferred compensation program for its employees. The Deferred Compensation Plan Committee oversees the implementation of the program. Pursuant to the Committee Charter, the Board appoints new members to the Committee whenever vacancies occur. One member retired in February 2018 and another member recently resigned. This action is to appoint General Counsel Bayron Gilchrist and Assistant Deputy Executive Officer Sujata Jain as successors to these members. (Reviewed: Administrative Committee, March 9, 2018; Recommended for Approval)

Items 10 through 15 - Information Only/Receive and File

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

This report highlights the February 2018 outreach activities of the Legislative, Public Affairs and Media Office, which include: Environmental Justice Update, Community Events/Public Meeting, Business Assistance, Media Relations, and Outreach to Business, Federal, State and Local Government. (No Committee Review)

11. **Hearing Board Report** **Prussack/2500**
This reports the actions taken by the Hearing Board during the period of February 1 through February 28, 2018. (No Committee Review)
12. **Civil Filings and Civil Penalties Report** **Gilchrist/3459**
This reports the monthly penalties from February 1 through February 28, 2018, and legal actions filed by the General Counsel's Office from February 1 through February 28, 2018. An Index of District Rules is attached with the penalty report. (Reviewed: Stationary Source Committee, March 16, 2018)
13. **Lead Agency Projects and Environmental Documents Received by SCAQMD** **Nakamura/3105**
This report provides, for the Board's consideration, a listing of CEQA documents received by the SCAQMD between February 1, 2018 and February 28, 2018, and those projects for which the SCAQMD is acting as lead agency pursuant to CEQA. (No Committee Review)
14. **Rule and Control Measure Forecast** **Fine/2239**
This report highlights SCAQMD rulemaking activities and public workshops potentially scheduled for 2018. (No Committee Review)
15. **Status Report on Major Ongoing and Upcoming Projects for Information Management** **Moskowitz/3329**
Information Management is responsible for data systems management services in support of all SCAQMD operations. This action is to provide the monthly status report on major automation contracts and planned projects. (Reviewed: Administrative Committee, March 9, 2018)
16. **Items Deferred from Consent Calendar**

BOARD CALENDAR

Note: The March meeting of the Mobile Source Committee was canceled. The next regular meeting of the Mobile Source Committee is scheduled for April 20, 2018.

17. **Administrative Committee (Receive & File)** **Chair: Burke Nastri/3131**

18. **Legislative Committee** **Chair: Mitchell Alatorre/3122**

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

Agenda Item	Recommendation
Results of Public Survey Regarding Proposed Sales Tax Increase Proposal and Recommendation Regarding Potential Bill	To Full Board for Consideration
AB 2548 (Friedman) Commute benefit policies: Los Angeles County Metropolitan Transportation Authority: South Coast Air Quality Management District	Oppose Unless Amended
AB 2008 (Salas) Income taxes: exclusion: Carl Moyer Memorial Air Quality Standards Attainment Programs grants	Support With Amendments
SB 1144 (Dodd) Non-vehicular air pollution: penalties and fines	Tabled
AB 2506 (Burke) State vehicle fleet: near-zero-emission vehicles	Support With Amendments
Proposed Amendments to 2018 SCAQMD State and Federal Legislative Goals and Objectives	Tabled

19. **Stationary Source Committee (Receive & File)** **Chair: Benoit Tisopulos/3123**

20. **Technology Committee (Receive & File)** **Chair: Buscaino Miyasato/3249**

21. **Mobile Source Air Pollution Reduction Review Committee (Receive & File)** **Board Liaison: Benoit Minassian/2641**

22. **California Air Resources Board Monthly Report (Receive & File)** **Board Rep: Mitchell Garzaro/2500**

Staff Presentation/Board Discussion

23. Potential Strategies for Facility-Based Mobile Source Measures Adopted in Final 2016 AQMP (*Continued from March 2, 2018 Board Meeting for Board Deliberation and Action Only*) **Rees/2856**

Following the commitment made in the 2016 AQMP, staff has conducted significant public outreach over the past year to identify potential voluntary and, if needed, regulatory emission reduction strategies for sources covered by Facility-Based Mobile Source Measures. After reviewing the feedback received during this process, staff has developed a recommended approach tailored to each of the five facility sectors including airports, marine ports, new and redevelopment projects, rail yards, and warehouses. This recommendation includes a spectrum of potential voluntary and regulatory approaches that show the most promise for achieving emission reductions. Any potential rule or agreements included in this approach would be subject to a full public process, including further public outreach, environmental and economic analysis, and subsequent Board consideration. This action is to seek Board direction for next steps in the development of Facility-Based Mobile Source Measures. (Reviewed: Mobile Source Committee, February 16, 2018)

PUBLIC HEARING

24. Determine that Proposed Amendments to Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities and Rule 219 - Equipment Not Requiring a Written Permit Pursuant to Regulation II Are Exempt from CEQA; and Amend Rules 1178 and 219 **Nakamura/3105**

PAR 1178 will incorporate provisions that allow the use of a flexible enclosure for slotted guidepoles for petroleum storage tanks under certain conditions. Additionally, PAR 219 will exempt from permitting slotted guidepoles that meet specific emission control configurations that are specified in PAR 1178. This action is to adopt the Resolution: 1) Determining that the proposed amendments to Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities and Rule 219 - Equipment Not Requiring a Written Permit Pursuant to Regulation II are exempt from the requirements of the California Environmental Quality Act; and 2) Amending Rule 1178 - Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities and Rule 219 - Equipment Not Requiring a Written Permit Pursuant to Regulation II. (Reviewed: Stationary Source Committee, February 16, 2018)

OTHER BUSINESS

25. Approve Amendment to Executive Management Agreement with General Counsel **Olvera/2309**

This action is to present an amendment of the executive management agreement with the General Counsel. Upon review of comparable terms for the Executive Officer, it is recommended that the provision relating to the application of the compensatory time policy for managers be removed, and that the General Counsel's salary be increased by an equivalent amount. (Reviewed: Administrative Committee, March 9, 2018; Recommended for Approval)

26. Approve Three-Year Labor Agreement with SCAQMD Professional Employees Association

Olvera/2309

SCAQMD management and SCAQMD Professional Employees Association, representing the Professional Unit employees, have completed the bargaining process, and have reached a tentative agreement on a new three-year MOU. This action is to present the proposed agreement to the Board for consideration and approval. (No Committee Review)

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

BOARD MEMBER TRAVEL – (No Written Material)

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

CONFLICT OF INTEREST DISCLOSURES – (No Written Material)

Under the approval authority of the Executive Officer, the District will enter into a contract with Gladstein, Neandross & Associates LLC (Contract No. C18226), Envirosuite (Contract No. C18225), University of California - Riverside (C18245 & C18249) and the City of Long Beach (Contract No. C18244). Gladstein, Neandross & Associates LLC, Envirosuite, University of California - Riverside, and the City of Long Beach 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 contracts.

CLOSED SESSION - (No Written Material)

Gilchrist/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:

- In the Matter of SCAQMD v. Aerocraft Heat Treating Co., Inc. and Anaplex Corp., SCAQMD Hearing Board Case No. 6066-1 (Order for Abatement);
- SCAQMD v. Anaplex, Los Angeles Superior Court Case No. BC608322 (Paramount Hexavalent Chromium);
- In the Matter of SCAQMD v. Browning-Ferris Industries of California, Inc. dba Sunshine Canyon Landfill, SCAQMD 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 re: Exide Technologies, Inc., U.S. Bankruptcy Court, District of Delaware, Case No. 13-11482 (KJC) (Bankruptcy Case);
- Fast Lane Transportation, Inc., et al. v. City of Los Angeles, et al., Court of Appeals, First Appellate District, Case No. A148993 (formerly Contra Costa County Superior Court Case No. MSN14-0300) (SCIG);
- Ferguson v. Coachella Valley Association of Governments, Riverside County Transportation Commission and South Coast Air Quality Management District, Riverside Superior Court Case No. PSC 1705629 (CV Link);
- Rainbow Transfer/Recycling, Inc. v South Coast Air Quality Management District, et al., Los Angeles Superior Case No. BS171620; In the Matter of SCAQMD v. Rainbow Transfer/Recycling, Inc., SCAQMD Hearing Board Case No. 4394-2;
- 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 Ozone);
- South Coast Air Quality Management District v. Top Shelf Consulting LLC, Los Angeles Superior Court, Case No. BC676606; In re: Top Shelf Consulting, LLC, U.S. Bankruptcy Court, Central District of California (Los Angeles), Case No. 2:18-bk-11975-ER (Bankruptcy case); and
- In the Matter of SCAQMD v. Torrance Refining Company, LLC, SCAQMD Hearing Board Case No. 6060-5 (Order for Abatement).

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: SCAQMD Professional Employees Association];

and to confer with:

- labor negotiators regarding unrepresented employees [Agency Designated Representative: A. John Olvera; Unrepresented Employees: General Counsel].

ADJOURNMENT

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

Members of the public are afforded an opportunity to speak on any agenda item before 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 will be limited to a total of three (3) minutes for the Consent Calendar and Board Calendar and three (3) minutes or less for other agenda items.

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 the Public Comment Period 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, PDF, plain or HTML format will also be accepted by the Board and made part of the record if received no later than 5:00 p.m., on the Tuesday prior to the Board meeting.

ACRONYMS

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

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BOARD MEETING DATE: April 6, 2018

AGENDA NO. 1

MINUTES: Governing Board Monthly Meeting

SYNOPSIS: Attached are the Minutes of the March 2, 2018 meeting.

RECOMMENDED ACTION:

Approve Minutes of the March 2, 2018 Board Meeting.

Denise Garzaro
Clerk of the Boards

DG

FRIDAY, MARCH 2, 2018

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

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

Mayor Ben Benoit,
Cities of Riverside County

Council Member Joe Buscaino
City of Los Angeles

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

Dr. Joseph K. Lyou
Governor's Appointee

Mayor Larry McCallon
Cities of San Bernardino County

Mayor Pro Tem Judith Mitchell
Cities of Los Angeles County – Western Region

Supervisor Shawn Nelson
County of Orange

Council Member Dwight Robinson
Cities of Orange County

Supervisor Janice Rutherford
County of San Bernardino

Supervisor Hilda L. Solis
County of Los Angeles

Member absent:

Supervisor Marion Ashley
County of Riverside

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

- Pledge of Allegiance: Led by Mayor Benoit.
- Opening Comments

Chairman Burke announced that he attended a ribbon cutting ceremony for the CV Link project on February 23, 2018, which honored former Board Member and County of Riverside Supervisor John Benoit. Once completed, the project will provide a 50-mile bicycle, pedestrian and low-speed electric vehicle pathway through Coachella Valley cities.

Mayor Benoit announced that he also attended the ribbon cutting ceremony for the CV Link project and spoke about his father's vision for the project and future connections to other venues.

Council Member Robinson reported that he attended the Rethink Methane Conference in Sacramento on February 6-7, 2018, where he moderated a panel and had the opportunity to introduce the keynote speaker Assemblywoman Autumn Burke who gave an impressive speech.

Council Member Cacciotti announced that he attended the demonstration project for hybrid police pursuit vehicles at the Auto Club Speedway in Fontana on February 13, 2018 along with Board Members Benoit and McCallon and Dr. Miyasato where they had the opportunity to test drive the vehicles. He remarked about the overall cost savings and emission reductions in that these vehicles will provide.

Chairman Burke acknowledged Mayor Peggy Lemons to provide public comments.

Peggy Lemons, Mayor of City of Paramount, thanked the Board for SCAQMD'S extensive efforts in investigating and addressing high levels of hexavalent chromium within the city.

Chairman Burke presented Ali Ghasemi, Program Supervisor, a retirement award in recognition of his 30 years of dedicated District service.

CONSENT CALENDAR

1. Approve Minutes of February 2, 2018 Board Meeting

2. Set Public Hearing April 6, 2018 to Consider Adoption of and/or Amendments to SCAQMD Rules and Regulations:
 - A. Certify Final Environmental Assessment and Amend Rule 1469 – Hexavalent Chromium Emissions from Chromium Electroplating and Chromic Acid Anodizing Operations
 - B. Certify Final Environmental Assessment and Amend Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities; and Determine that Proposed Amendments to Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II are exempt from CEQA and Amend Rule 219

Budget/Fiscal Impact

3. Execute Contract to Implement Consumer Rebate Program for Rule 1111 Compliant Natural Gas-Fired, Fan-Type Central Furnaces
4. Issue RFPs to Implement Recommendations to Enhance Socioeconomic Assessments for AQMP
5. Adopt Resolution Recognizing Funds and Accepting Terms and Conditions for FY 2017-18 Carl Moyer Program Award, Issue Program Announcements for Carl Moyer Program and SOON Provision, Transfer Funds for Voucher Incentive Program and Amend Contract
6. Appropriate Funds and Execute Contract for Strategic Consulting Services
7. Issue Purchase Order to Promote "The Right to Breathe" Video
8. Transfer and Appropriate Funds and Execute Contracts for Short- and Long-Term Systems Development, Maintenance and Support Services
9. Amend Contracts to Provide Systems Development Services for Legal Division Case Management System Development and Implementation
10. Approve SCAQMD Annual Investment Policy and Delegation of Authority to Appointed Treasurer to Invest SCAQMD Funds
11. Approve Contract Awards Approved by MSRC

12. Amend Award for Participation in California Hydrogen Infrastructure Research Consortium

Action Item/No Fiscal Impact

13. Annual Meeting of Health Effects of Air Pollution Foundation

Items 13 through 20 - Information Only/Receive and File

14. Legislative, Public Affairs and Media Report
15. Hearing Board Report
16. Civil Filings and Civil Penalties Report
17. Lead Agency Projects and Environmental Documents Received by SCAQMD
18. Rule and Control Measure Forecast
19. Report of RFQs Scheduled for Release in March
20. Status Report on Major Ongoing and Upcoming Projects for Information Management
21. FY 2017-18 Contract Activity

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.

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

Dr. Lyou announced his recusal on Item No. 7 because of a financial interest in Google; and on Item No. 11 because the Los Angeles County Metropolitan Transportation Authority is a potential source of income to him.

Mayor Pro Tem Mitchell noted that she is a Board Member of CARB which is involved with Item Nos. 5 and 12.

Mayor Benoit noted that he serves on the City Council of the City of Wildomar which is involved with Item No. 11.

Agenda Items 2A, 3, 6 and 13 were withheld for comment and discussion.

MOVED BY CACCIOTTI, SECONDED BY SOLIS, AGENDA ITEMS 1, 2B, 4, 5, 7 THROUGH 12 AND 14 THROUGH 21 APPROVED AS RECOMMENDED, ADOPTING RESOLUTION NO. 18-3 RECOGNIZING FUNDS AND ACCEPTING THE TERMS AND CONDITIONS OF THE FY 2017-18 CARL MOYER GRANT AWARD, AND RESOLUTION NO. 18-4 DELEGATING AUTHORITY TO THE TREASURER OF THE COUNTY OF LOS ANGELES TO INVEST AND REINVEST FUNDS OF THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT, BY THE FOLLOWING VOTE:

AYES: Benoit, Buscaino, Burke, Cacciotti, Lyou (*except Items #7 and #11*), McCallon, Mitchell, Nelson, Parker, Robinson, Rutherford and Solis

NOES: None

ABSTAIN: Lyou (*Items #7 and #11 only*)

ABSENT: Ashley

22. Items Deferred from Consent Calendar

- 2A. Set Public Hearing April 6, 2018 to Consider Adoption of and/or Amendments to SCAQMD Rules and Regulations:

Certify Final Environmental Assessment and Amend Rule 1469 – Hexavalent Chromium Emissions from Chromium Electroplating and Chromic Acid Anodizing Operations

The following individuals addressed the Board on Agenda Item 2A.

Florence Gharibian, Del Amo Action Committee, expressed concern regarding the lack of air monitoring requirements and uncertainty about fume suppressant in the proposed amendments and recommended modifications be made prior to the public hearing.

Yvonne Watson, Sierra Club, expressed concerns about the lack of air monitoring requirements and stressed the importance of facility enclosure requirements.

Felipe Aguirre, Comite Pro Uno, expressed concerns for the Maywood community that has been impacted by harmful emissions from chrome plating businesses, the industrial areas in Vernon, Exide Technologies and the 710 freeway. He added that enclosing business operations is not a viable solution and will still allow emissions to escape.

Lisa Lappin expressed concern for children who are being exposed to hexavalent chrome and urged the Board to adopt strict enclosure requirements and provide air monitors in areas of concern.

Mayor Pro Tem Mitchell recommended that the item be sent back to the Stationary Source Committee to address the concerns raised regarding air monitoring and enclosure requirements. She encouraged those who had given public testimony to attend the Stationary Source Committee meeting on March 16, 2018 to express their concerns.

Susan Nakamura, Assistant DEO/Planning, Rule Development and Area Sources, explained that Rule 1469 addresses facility requirements for hexavalent chromium electroplating and chromic acid anodizing operations. Proposed Rule 1480, which is forecasted for consideration in September, will address ambient monitoring for hexavalent chrome and other toxic contaminants.

Council Member Cacciotti asked if similar regulations have been implemented or proposed in other areas in the United States.

Ms. Nakamura explained that the requirements being proposed for hexavalent chromium-containing tanks will be the first in the nation. In addition, the proposed amendments go beyond U.S. EPA NESHAPS regulations for chromium electroplating. She added that the rule will require building enclosures, additional pollution controls and provide incentives to phase out the use of hexavalent chrome.

Jane Williams, California Communities Against Toxics, expressed concerns about the public health dangers of hexavalent chrome and encouraged a ban on its use. She noted that she participated in the working groups for Rule 1469 and does not support the rule amendments. She encouraged further discussions on incentive funding for alternatives to hexavalent chromium usage.

Dr. Lyou asked Ms. Williams about funding that has been secured to encourage the use of alternative metals, and to expand on use of alternatives.

Ms. Williams explained that 15 years ago, California Communities Against Toxics was successful in petitioning the Department of Defense to alter the manufacturing specifications of military aircraft to eliminate the use of five toxic metals including hexavalent chromium. She added that hexavalent chromium is still used for older planes and for decorative purposes but safer alternatives are available. She noted the organization's commitment to encourage incentive funding.

Robina Suwol, California Safe Schools, expressed concerns about health impacts at schools near facilities. The rule should include monitoring and enclosure requirements and more community input is needed.

John Sermeno, Comite Pro Uno, noted he does not support the rule amendments because the monitoring and enclosure requirements do not address the concerns of the communities impacted by toxic emissions and encouraged increased community involvement.

Dr. Lyou moved to postpone the set hearing and refer the item back to the Stationary Source Committee to address concerns raised by the speakers and allow for further development of rule language.

Mayor Pro Tem Mitchell asked if changes to the content of the rule could be made after the public hearing date has been set.

Bayron Gilchrist, General Counsel, explained that any significant changes made to the rule require continuance of at least 30 days in order to meet noticing requirements.

Supervisor Solis noted her support for referring the item back to the Stationary Source Committee in order to address concerns that were raised.

Mr. Nastri noted that the rule amendments will provide immediate benefits to the impacted communities. He added that there has been an extensive rule development process with stakeholder involvement and cautioned against further delay and suggested an alternative of a 60-day set hearing.

DR. LYOU MOVED TO REFER PROPOSED AMENDED RULE 1469 BACK TO THE STATIONARY SOURCE COMMITTEE FOR CONSIDERATION AT THE MARCH 16, 2018 MEETING. THE MOTION WAS SECONDED BY COUNCIL MEMBER CACCIOTTI AND PASSED BY THE FOLLOWING VOTE:

AYES: Benoit, Buscaino, Cacciotti, Lyou, Nelson, Parker and Solis

NOES: Burke, McCallon, Mitchell, Robinson, and Rutherford

ABSENT: Ashley

3. Execute Contract to Implement Consumer Rebate Program for Rule 1111 Compliant Natural Gas-Fired, Fan-Type Central Furnaces

Nathan Walker, Goodman Manufacturing, expressed support for the rebate program which will assist with the commercialization of compliant products.

Dave Winningham, Lennox Industries, expressed support but noted concern about the viability of compliant products on the market and encouraged monitoring of the rebate program in order to continue to offer rebates to consumers who purchase compliant products and provide a degree of certainty to manufacturers who are investing in these products.

Harvey Eder, Public Solar Power Coalition, noted concern about natural gas and expressed support for solar options which are more cost effective than natural gas.

Council Member Cacciotti inquired about the turnover rate of units per year in the District and how quickly the rebate funds may be depleted.

Tracy Goss, Planning and Rules Manager, responded that the turnover rate is 150,000 units per year and 6,000 units are included in the initial phase of the rebate program. He added that a dashboard system will be used to track rebates in real time to allow staff to come back to the Board for additional funding if necessary.

MOVED BY CACCIOTTI, SECONDED BY MITCHELL, AGENDA ITEM NO. 3 APPROVED, AS RECOMMENDED, BY THE FOLLOWING VOTE:

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

NOES: None

ABSENT: Ashley

6. Appropriate Funds and Execute Contract for Strategic Consulting Services

Supervisor Nelson inquired about the scope of work under the proposed contract and how it differs from the work of the District's lobbyists. He expressed concern about potential lobbying efforts by a consultant who is not a registered lobbyist.

Derrick Alatorre, DEO/Legislative, Public Affairs and Media, responded that the firm will assist the District by providing strategic consulting services related to the legislative process in Sacramento and will not be engaging in lobbying efforts.

Dr. Lyou commented on federal and state lobbying requirements and encouraged staff to further review and clarify the role of the consultant.

Mr. Nastri responded that staff will review the consultant's contract and bring the item back to the Board at the April meeting.

AGENDA ITEM NO. 6 WAS CONTINUED TO
THE APRIL 6, 2018 BOARD MEETING AT
STAFF'S RECOMMENDATION AND WITH
THE CHAIRMAN'S CONCURRENCE.

13. Annual Meeting of Health Effects of Air Pollution Foundation

Council Member Cacciotti requested an updated presentation on the current studies that the foundation is supporting.

Chairman Burke asked staff to arrange for Dr. Black to make a presentation at a future Board meeting.

MOVED BY CACCIOTTI, SECONDED BY
SOLIS, AGENDA ITEM NO. 13 APPROVED,
AS RECOMMENDED, BY THE FOLLOWING
VOTE:

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

NOES: None

ABSENT: Ashley

BOARD CALENDAR

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

Agenda Item Nos. 25A and 25B were withheld for comment and discussion.

MOVED BY CACCIOTI, SECONDED BY MITCHELL, AGENDA ITEMS 23, 24 AND 26 THROUGH 31, APPROVED AS RECOMMENDED, RECEIVING AND FILING THE COMMITTEE AND MSRC REPORTS, BY THE FOLLOWING VOTE:

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

NOES: None

ABSENT: Ashley

25A. Legislative Committee

25B. Special Legislative Committee

Denny Zane, Move LA, commented on the success of the Carl Moyer Program and the need to continue to develop strategies to combat diesel emissions which is the largest contributor of pollution in the District. He expressed support for the prospect of a ballot measure to address the shortfall in resources for implementing the goals of the AQMP and researching other available options with the legislature.

Mr. Nastri noted that the recommendations made in Items 25A and 25B are outdated with regard to the legislative concept for a proposed sales tax increase. The Legislative Committee will review the results of the polling at its March 9, 2018 meeting and the recommendation will be brought to the Board at the April 6 meeting for consideration.

Council Member Robinson recommended that public testimony be received at both the present time and when the item is considered next month. Chairman Burke concurred with Council Member Robinson's recommendation.

Mayor McCallon expressed concerns that the public survey was not reviewed by the Board prior to being released.

Carolyn Cavecche, OC Taxpayers Association, expressed opposition to the proposal to seek authority for a legislative bill for a sales tax increase because sales taxes are regressive and hurt those who are least able to afford it. She added that some cities within the District have a sales tax cap and inquired if the proposed sales tax could be implemented in those instances. She asked if the proposal would adhere to Proposition 62 requirements for a two-thirds vote to enact special taxes for local agencies and whether the survey would also need a two-thirds positive feedback result in order to move forward to a ballot measure.

Council Member Robinson asked if staff could address the issues raised by Ms. Cavecche and whether a two-thirds majority of the Board is also required to place the measure on the ballot.

Barbara Baird, Chief Deputy Counsel, explained that any increase in sales tax in those cities in Los Angeles County that are already at the statutory maximum sales tax would require voter approval. As for the applicability of Proposition 62, that remains uncertain because of a recent court decision involving Proposition 218. She noted that she could respond directly to the Board regarding the issues raised in a confidential memo.

Dr. Lyou asked for clarification of the recommended action for Items 25A and 25B.

Mr. Nastri responded that the proposed sales tax increase and the Proposed Amendments to 2018 State and Federal Legislative Goals for Item 25A will be continued to the April Board meeting as well as the entirety of Item 25B.

MOVED BY LYOU, SECONDED BY CACCIOTTI, AGENDA ITEM 25A, APPROVED RECEIVING AND FILING THE LEGISLATIVE COMMITTEE REPORTS AND APPROVING THE FOLLOWING POSITIONS ON LEGISLATION, BY THE FOLLOWING VOTE:

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

NOES: None

ABSENT: Ashley

Agenda Item	Recommendation
Proposed Public Fleet Rule Legislative Proposal and Draft Language for Approval	Sponsor in Concept With Amendments to Draft Language
Proposed Public Notice Requirements Modernization Draft Bill Language for Approval	Approve

Staff Presentation/Board Discussion

- 32. Potential Strategies for Facility Based Mobile Source Measures Adopted in Final 2016 AQMP

Ian MacMillan, Planning and Rules Manager, gave the staff presentation on Item No. 32.

The following individuals addressed the Board on Agenda Item 32.

Karissa Willette, Building Industry Association, expressed strong opposition to the proposed indirect source rules (ISRs) on new and redevelopment construction projects because it will lead to project delays and increased costs. She noted the lack of availability of sufficient quantities of compliant construction equipment which will further drive up the cost of housing in Southern California, and have negative job impacts. (Submitted Written Comments)

DeAndre Valencia, BizFed, expressed opposition to the adoption of ISRs as voluntary measures are successful. He noted the success of voluntary measures at the Ports with the Clean Air Action Plan and the proposed air quality improvement MOU with the airports. He added that the Carl Moyer Program has been successful in reducing NOx emissions and new technology is being tested at railyards which will further reduce emissions.

Kendal Asuncion, Los Angeles Area Chamber of Commerce, spoke in opposition to the adoption of ISRs which will negatively impact competitiveness, increase the cost of housing and affect employment in the region.

Nidia Erceg, representing Los Angeles Mayor Eric Garcetti, expressed support for the emission reduction plan that is proposed in the MOU with airports and encouraged more collaborative efforts in delivering air quality improvements. (Submitted Written Comments)

Bruce Wick, CALPASC, spoke in opposition to the ISRs regarding housing development as it will further impact affordable and available housing in the region and detrimentally impact construction workers who already commute long distances to work.

John Orta, Inland Empire Economic Partnership, spoke in opposition to the adoption of ISRs due to the potential economic impacts on employment and poverty in the Inland Empire.

Chris Shimoda, California Trucking Association, spoke in opposition to ISRs and noted the progress the trucking industry has made in reducing emissions by investing in cleaner equipment. He added that the trucking association continues to sponsor legislation and support investments in technology that will further reduce emissions.

Mariela Manzo, Natural Resources Defense Council and resident of Wilmington, expressed concern about entering into MOUs with the Ports because a more aggressive approach is required to reach clean air attainment goals by 2023.

Peter Herzog, NAIOP, spoke in opposition to the ISRs related to warehouses, noting that the emissions that have been reduced to date have occurred without any ISRs. He added that regulations will impact employment, poverty and the economy in the region.

Bill La Marr, California Small Business Alliance, cautioned against additional rules that will impede economic growth, hurt the region's competitiveness and negatively impact the remaining manufacturing sectors in the region. He expressed support for continued voluntary measures.

Michele Hasson, Center for Community Action and Environmental Justice (CCA EJ) and ICEP
Kathleen Dale, CCA EJ and ICEP

Noted that they look forward to working on the rule making process for ISRs to address warehouses and distribution centers. The warehouse industry in western Riverside has more than tripled and impacted traffic and contributed to poor air quality.

David Serrato, ILWU
Marvin Pineda, ILWU

Expressed opposition to ISRs for the Ports which will negatively impact jobs and the local economy and added that voluntary measures have provided significant reductions in diesel particulate matter and NOx emissions.

John Erickson, Los Angeles World Airports (LAWA)
Tamara McCrossen-Orr, LAWA
Sarah Johnson, California Airports Council

Expressed appreciation for the partnership with the District in the development of Clean Air Action Plans for the airports. Discussed major past and on-going efforts to reduce pollution and spoke in support of the voluntary measures for airports proposed by staff, and expressed commitment to enhancing and adopting new measures to further reduce emissions.

Thomas Jelenic, PMSA, expressed concerns that adopting ISRs and facility based measures for Ports, railyards and warehouses will harm the supply chain, local economy and employment. He expressed support for voluntary measures which have already resulted in significant emission reductions. He added that adopting facility based measures will delay the progress that has been made through collaborative efforts to reduce emissions.

Adrian Martinez, Earthjustice, expressed support for the use of facility-based measures for railyards, warehouses and new development to continue to reduce air pollution in the region and achieve clean air attainment standards. He encouraged regulation of the Ports and airports as voluntary measures have not led to sufficient emission reductions. (Submitted Written Comments)

Michael Lewis, Construction Industry Air Quality Coalition, expressed concerns over the effectiveness of ISR programs and spoke in favor of voluntary and incentive programs such as the Carl Moyer Program to achieve emission reductions.

Chris Cannon, Port of Los Angeles
Heather Tomley, Port of Long Beach

Spoke in favor of voluntary measures and collaborative programs to reduce emissions at the Port. They noted the success of past efforts at the Ports to achieve emission reductions and noted that ISRs would negatively affect the goods movement industry.

Peter Okurowski, representing BNSF Railway and Union Pacific, spoke in opposition to ISRs as it would burden rail operations and exceeds the District's authority. He recommended continued collaboration with District staff including the exploration of emission inventory adjustments due to fuel efficiency and other improvements made to railyards in recent years.

Harvey Eder, Public Solar Power Coalition, expressed support for ISRs and encouraged the use of solar electric trucks to further reduce emissions.

Richard Lambros, Southern California Leadership Council, noted the success of voluntary measures and technological advancements in reducing emissions for mobile sources, freight equipment and operations at the Ports. He stressed the importance of continuing voluntary measures that support the regional economy and employment rather than pursuing ISRs.

Todd Campbell, Clean Energy and California Natural Gas Vehicle Coalition, noted the advancements in low NOx engines and near-zero emission technology for heavy-duty trucks and buses. He spoke in support of state efforts to pursue renewable natural gas as a low carbon fuel.

Council Member Buscaino spoke in support of staff's proposal for the MOU approach for airports and the continuation of voluntary measures with the Ports, noting the progress that has been made with the Clean Air Action Plan. He requested support for removal of the 2019-2020 reference to assessment and automatic ISR process for both Ports as voluntary measures have produced emission reductions. He asked staff to provide additional information about the District's legal authority to pursue ISRs for railyards. He noted that ISRs addressing the development of warehouses appears to be targeting stationary sources for a mobile source issue and expressed the need for the state to support statewide requirements for zero and near-zero emission truck technologies. He expressed concern with imposing additional fees on development of any type, particularly housing when there is a statewide housing crisis. He expressed appreciation to all who provided comments.

Council Member Robinson noted the importance of the issues being considered and moved to continue the item to the next meeting so that Supervisor Ashley and the full Board can participate in the discussion and vote.

Chairman Burke noted that the motion follows past practice of continuing items in order to allow the full Board to participate. He confirmed with General Counsel that Supervisor Ashley would need to view all public testimony from the meeting in order to participate in the vote at the April 6, 2018 Board meeting.

Mr. Gilchrist inquired whether the Board intended to close public testimony on the item. Chairman Burke confirmed that no additional public testimony will be taken at the April Board meeting.

COUNCIL MEMBER ROBINSON MOVED TO CONTINUE AGENDA ITEM NO. 32 TO THE APRIL 6, 2018 BOARD MEETING. THE MOTION WAS SECONDED BY MAYOR MCCALLON AND CARRIED BY THE FOLLOWING VOTE:

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

NOES: Solis

ABSTAIN: Cacciotti

ABSENT: Ashley

PUBLIC HEARINGS

33. Certify Final Environmental Assessment and Amend Rule 1111 – Reduction of NOx Emissions from Natural-Gas-Fired, Fan-Type Central Furnaces

Tracy Goss, Planning and Rules Manager, gave the staff presentation on Item No. 33.

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

Howard Berman, representing Howard Industries, expressed support for the rule amendments and Resolution and noted his concern about the mitigation fee period serving as a sell-through period, adding that distributors may be left with non-compliant inventory after the mitigation period.

David Stephens, Johnson Controls, spoke in favor of the rule amendments and expressed concern about the scarcity of compliant products, market viability and the impact of a hard end date for the mitigation fee structure. He expressed appreciation to staff for their collaboration and assistance during the rulemaking process.

Chris Day, Rheem Manufacturing, expressed opposition to the rule amendments as they do not support the manufacturers who have already invested in the development of compliant furnaces. He urged the Board to proceed with the original October 1, 2018 implementation date for non-condensing furnaces and the mitigation fee extension for weatherized and condensing units only. He expressed their commitment to manufacturing and providing compliant non-condensing furnace products that will result in significant emission reductions. (Submitted Written Comments)

Dave Winningham, Lennox International, noted his opposition as the proposed amendments do not support manufacturers who have invested in compliant products and offers an economic advantage for non-compliant products. He added that the mitigation fees and incentives will delay early commercialization of compliant products, impact market competitiveness, and limit consumer choice.

Nathan Walker, Goodman Manufacturing, spoke in favor of the proposal and expressed appreciation to staff for developing a proposal that supports early adopters of compliant products and promotes consumer choice with the extension of the mitigation fees. (Submitted Written Comments)

Bruce Wick, CALPASC, spoke in opposition to the increase in mitigation fees that will be passed on to consumers and could further increase the cost of housing in the region.

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

Council Member Cacciotti asked staff to provide information on the mitigation fee and rebate program and requested that staff return to the Board in 60 to 90 days to provide an update to the Board regarding the rebate program.

Dr. Philip Fine, DEO/Planning, Rule Development and Area Sources, explained that staff has worked with stakeholders throughout the rulemaking process to balance industry concerns while providing a range of product options for consumers. The proposal phases in mitigation fees and provides rebates in order to ease the transition and support the commercialization of compliant products. The mitigation fees are tiered according to the size of the unit and encourages manufacturers to develop compliant units before the second phase of the mitigation fees is implemented. A dashboard system will be used to track the

status of the rebate program in real time and staff can provide the status of the program to the Board at a future meeting.

Dr. Parker expressed concerns about managing the program including the availability of sufficient funding to incentivize compliant units noting the potential volume of units sold. He also expressed concern that the consumer should be informed that they are paying a fee for non-compliant furnaces sold in the market place and that there are compliant units that are eligible for money back through the rebate program. He expressed a desire for the consumer to be notified that a mitigation fee is applied.

Dr. Fine explained that the estimates of units available from the manufacturers was used to develop the rebate program but the actual incremental cost between the complaint and non-compliant units is dependent on a number of factors and is unknown at this time. The dashboard system will allow staff to track the sales of compliant units closely and, if needed, request additional funds for the program. He added that the District cannot specify how the mitigation fee is passed on to the consumer.

Mr. Goss noted that the incremental increase between a compliant and non-compliant unit is approximately \$500 and the rebate was designed to mitigate the increased cost and provide an incentive for consumers to purchase a compliant unit. The increase in mitigation fees will be put into the rebate program where the base emissions fee will go through an RFP process to offset the emission reductions that have not been achieved. The combination of the mitigation fee and rebate will provide an incentive to commercialize and encourage purchase of compliant units.

Based on Dr. Parker's comments, Chairman Burke recommended that a sticker or label be placed on the non-compliant units specifying that a mitigation fee has been assessed because the unit is not compliant with the latest regulations.

Dr. Lyou commented that the Stationary Source Committee has heard from stakeholders several times and there have been changing positions from some manufacturers about whether the mitigation fee and rebate will cover the cost of commercializing compliant products. He expressed support for a label regarding the mitigation fee for a non-compliant unit and noted that the tracking system will allow for ongoing reporting on the progress of the program.

Mr. Nastri noted that all units will become non-compliant on April 1, 2018 so it is necessary to amend the rule promptly and recommended that only the labeling concept be sent back to the Stationary Source Committee and the full Board for future consideration.

Mayor Pro Tem Mitchell commented on the need to balance providing consumer choice and commercializing compliant products. She explained that the rule attempts to balance the market so that the non-compliant products are not less expensive than the compliant products and the mitigation fee for the non-compliant units equalizes the pricing while funding the rebate program and offsetting other mechanisms to reduce NOx.

MOVED BY BENOIT, SECONDED BY CACCIOTTI, AGENDA ITEM NO. 33 APPROVED AS RECOMMENDED, ADOPTING RESOLUTION NO. 18-5 CERTIFYING THE FINAL SUBSEQUENT ENVIRONMENTAL ASSESSMENT (SEA) FOR PROPOSED AMENDED RULE 1111—REDUCTION OF NOx EMISSIONS FROM NATURAL-GAS FIRED, FAN-TYPE CENTRAL FURNACES AND AMENDING RULE 1111, BY THE FOLLOWING VOTE:

AYES: Benoit, Burke, Cacciotti, Lyou, McCallon, Mitchell, Parker, and Solis

NOES: None

ABSENT: Ashley, Buscaino, Nelson, Robinson and Rutherford*

**Although Supervisor Rutherford was present, her vote on the Item was not locked in and she was marked as absent.*

34. Approve and Adopt Technology Advancement Office Clean Fuels Program 2017 Annual Report and 2018 Plan Update and Resolution, Receive and File Revised Membership of Technology Advancement Advisory Group, and Approve and Adopt Membership Changes for Clean Fuels Advisory Group

The presentation on Item No. 34 was waived.

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

MOVED BY LYOU, SECONDED BY CACCIOTTI, AGENDA ITEM NO. 34 APPROVED AS RECOMMENDED, ADOPTING RESOLUTION 18-6, APPROVING THE TECHNOLOGY ADVANCEMENT OFFICE CLEAN FUELS PROGRAM ANNUAL REPORT FOR 2017 AND ADOPTING THE SCAQMD CLEAN FUELS PROGRAM PLAN UPDATE FOR 2018, BY THE FOLLOWING VOTE:

AYES: Benoit, Burke, Buscaino, Cacciotti, Lyou, McCallon, Mitchell, Parker, Rutherford and Solis

NOES: None

ABSENT: Ashley, Nelson and Robinson

35. Annual RECLAIM Audit Report for 2016 Compliance Year

The presentation on Item No. 35 was waived.

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

MOVED BY BENOIT, SECONDED BY LYOU, AGENDA ITEM NO. 35 APPROVED AS RECOMMENDED, BY THE FOLLOWING VOTE:

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

NOES: None

ABSENT: Ashley and Nelson

OTHER BUSINESS

36. Approve Amendments to Compensation and Work Condition Provisions for Non-Represented Employees, and Amend Agreements with Executive Officer and General Counsel for Comparable Terms

Ms. Baird summarized the proposed amendments to the Executive Officer and General Counsel's salaries and benefits. She also introduced amendments to Attachments D and E of the board letter which specify amendments to both salary and benefit provisions and added that copies had been distributed to Board Members and made available to the public.

MOVED BY SOLIS, SECONDED BY BUSCAINO, AGENDA ITEM NO. 36 APPROVED AS RECOMMENDED, ADOPTING RESOLUTION 18-7 AMENDING SCAQMD'S SALARY RESOLUTION AND ADMINISTRATIVE CODE, TO APPROVE, FOR NON-REPRESENTED EMPLOYEES, MODIFICATIONS TO COMPENSATION AND WORK CONDITION PROVISIONS, BY THE FOLLOWING VOTE:

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

NOES: None

ABSENT: Ashley and Nelson

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

Florence Gharibian, Del Amo Action Committee, expressed concern about scrap metal yards located in the parking lot at Jordan High School and another one near an elementary school in the city of Watts. She also noted that a recycling facility had created a high wall by stacking shipping containers against the wall of a residential property in the same community. She requested assistance from the District in investigating these locations.

Mr. Nastri responded that the passage of AB 617 will assist with the creation of programs to address the issues being raised. Staff will also investigate the specific concerns noted by Ms. Gharibian.

Dr. Parker noted that these types of situations exist because of poor planning and zoning requirements and recommended seeking assistance from local municipalities in rezoning industrial areas located near residential properties.

Mr. Nastri responded that the District works closely with cities in educating them about hazardous risks and partners with CAPCOA and CARB in the development of guidance documents, but land use authority is within the jurisdiction of local municipalities.

Mr. Eder commented that the Health and Safety Code outlines land use issues and the District's role in cooperating with local municipalities. He noted that he is currently in settlement discussions with the District and CARB regarding pending litigation. He also expressed concerns about ultrafine particulates and health impacts from natural gas.

CLOSED SESSION

The Board recessed to closed session at 12:50 p.m., pursuant to Government Code sections:

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION

- 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:

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

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

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 Ozone);

SCAQMD v. EPA, U.S. Court of Appeals, D.C. Circuit, Case No. 16-1364 (Out-of-Area RFP PM2.5);

Gluck vs. South Coast Air Quality Management District, WCAB Case No. ADJ 9937438; and

Zbigniew (Phil) Szymanski v. SCAQMD, WCAB No: ADJ9752399.

CONFERENCE WITH LEGAL COUNSEL – INITIATING LITIGATION

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

Following closed session, Mr. Gilchrist 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 Mr. Gilchrist at 1:15 p.m.

The foregoing is a true statement of the proceedings held by the South Coast Air Quality Management District Board on March 2, 2018.

Respectfully Submitted,

Denise Garzaro
Clerk of the Boards

Date Minutes Approved: _____

Dr. William A. Burke, Chairman

ACRONYMS

AQMP = Air Quality Management Plan
CAPCOA = California Air Pollution Control Officers Association
CARB = California Air Resources Board
CEQA = California Environmental Quality Act
DEO = Deputy Executive Officer
EJ = Environmental Justice
FY = Fiscal Year
ISR = Indirect Source Rule
MATES = Multiple Air Toxics Exposure Study
MSRC = Mobile Source (Air Pollution Reduction) Review Committee
NESHAPS = National Emission Standards for Hazardous Air Pollutants
NOx = Oxides of Nitrogen
PM = Particulate Matter
RFP = Request for Proposals
SOON = Surplus Off-Road Opt-in for NOx
U.S. EPA = United States Environmental Protection Agency
VOC = Volatile Organic Compound

BOARD MEETING DATE: April 6, 2018

AGENDA NO. 2

PROPOSAL: Set Public Hearings May 4, 2018 to:

- (A) Adopt Executive Officer's FY 2018-19 Proposed Goals and Priority Objectives, and Draft Budget; and Determine that Proposed Amendments to Regulation III – Fees Are Exempt from CEQA and Amend Regulation III

The Executive Officer's Proposed Goals and Priority Objectives, and Budget for FY 2018-19 have been developed. The Draft Budget includes implementation of the phased fee increase adopted by the Board on June 2, 2017 to continue cost recovery efforts and fund the SCAQMD FY 2018-19 Budget. In addition, staff is proposing amendments to Regulation III – Fees. The amendments include: 1) pursuant to Rule 320, an increase of most fees by 3.4% consistent with the Consumer Price Index; 2) new fees which are necessary to meet the requirements of recently adopted rules and state mandates; and 3) new or increased fees which are necessary to provide more specific cost recovery for other regulatory actions taken by the agency. Staff also recommends other proposed changes to Regulation III, which have no fee impact, but include clarifications, deletions, or corrections to existing rule language. The fee increases have been presented at a public consultation meeting in March and will be presented at a Budget Study Session, Budget Advisory Committee meeting and public consultation meeting in April with recommendations and comments provided to the Board. This action is to: 1) Adopt the Executive Officer's Proposed Goals and Priority Objectives, and Draft Budget for FY 2018-19; 2) Determine that the proposed amendments to Regulation III - Fees are exempt from the California Environmental Quality Act; and 3) Amend Regulation III. (Review: Special Governing Board Meeting/Budget Study Session, April 13, 2018)

- (B) Determine that Proposed Amendments to Rule 408 – Circumvention Are Exempt from CEQA and Amend Rule 408 PAR 408 would limit the existing exemption for cases in which the only violation is an odor nuisance. The proposed amendment would also prohibit temporary alterations to normal business operations or equipment to suppress emissions for the purpose of evading detection or concealing emissions during monitoring or testing. This action is to adopt the Resolution:
- 1) Determining that the proposed amendments to Rule 408 – Circumvention are exempt from the requirements of the California Environmental Quality Act; and 2) Amending Rule 408 – Circumvention (Reviewed: Stationary Source Committee, March 16, 2018)

The complete text of the proposed amendments, staff report and other supporting documents will be available from the SCAQMD's Public Information Center, (909) 396-2001 and on the Internet (www.aqmd.gov) as of April 4, 2018.

RECOMMENDED ACTION:

Set Public Hearings May 4, 2018 to adopt the Executive Officer's Budget, Goals & Priority Objectives for FY 2018-19 and amend Regulation III, and amend Rule 408.

Wayne Natri
Executive Officer

dg

BOARD MEETING DATE: April 6, 2018

AGENDA NO. 3

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: CARB is executing Supplemental Environmental Project (SEP) agreements with Western Power Sports, Inc., C.J.J. Farming, JEGS Foundation and Tesoro Companies, Inc., to install and maintain air filtration systems in the South Coast region, with SCAQMD acting as the SEP Implementer. These actions are to recognize up to \$551,875 into the Air Filtration Fund (75), transfer up to \$462,625 as a temporary loan from Clean Fuels Fund (31) to the Air Filtration Fund (75) for the SEP revenue not yet received and execute agreements with the four entities. These actions are to also execute one or more contracts with IQAir North America for installation of air filtration systems in an amount cumulatively not to exceed \$524,282, reimburse the General Fund for administrative costs up to \$27,593 and amend contract(s) with IQAir to provide funding from unspent administrative fees for the purchase of replacement filters. Finally, this action is to authorize the Executive Officer to execute or amend agreements with local school districts, providing access to schools for the purpose of implementing SEP agreements.

COMMITTEE: Technology, March 16, 2018; Recommended for Approval

RECOMMENDED ACTIONS:

1. Recognize revenue, upon receipt, into the Air Filtration Fund (75) as follows:
 - a. Up to \$64,250 from Western Power Sports, Inc.;
 - b. Up to \$25,000 from C.J.J. Farming;
 - c. Up to \$425,125 from JEGS Foundation; and
 - d. Up to \$37,500 from Tesoro Companies, Inc.
2. Transfer up to \$462,625 as a temporary loan from the Clean Fuels Fund (31) into the Air Filtration Fund (75) until all SEP revenue is received.

3. Authorize the Executive Officer to execute agreements with the following for SCAQMD to act as the SEP Implementer for installation and maintenance of air filtration systems:
 - a. Western Power Sports, Inc.;
 - b. C.J.J. Farming;
 - c. JEGS Foundation; and
 - d. Tesoro Companies, Inc.
4. Authorize the Executive Officer to execute or amend agreements with local school districts, providing access to schools for the purpose of implementing SEP agreements.
5. Authorize the Chairman to execute one or more contracts with IQAir North America for installation and maintenance of air filtration systems at one or more schools in an amount cumulatively not to exceed \$524,282 from the Air Filtration Fund (75).
6. Reimburse the General Fund from the Air Filtration Fund (75) for administrative costs up to \$27,593, as needed, to implement the air filtration projects.
7. Authorize the Chairman to amend, as needed, one or more contracts with IQAir North America which are funded by an Air Filtration SEP agreement and approved by this Board Letter or Board Letters dated March 3, July 7 and October 6, 2017, for the purpose of purchasing additional filters using unspent administrative funds from the SEP.

Wayne Nastri
Executive Officer

MMM:FM:NB:PSK

Background

CARB is executing Supplemental Environmental Project (SEP) agreements with Western Power Sports, Inc., C.J.J. Farming, JEGS Foundation and Tesoro Companies, Inc., to install and maintain air filtration systems at one or more schools in Environmental Justice (EJ) communities. All parties have requested SCAQMD act as the SEP Implementer for these projects, which must be completed by December 2019.

IQAir North America was previously selected through two separate competitive bid processes in 2011 and 2013 for air filtration projects, and 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 panel 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 a community center. Performance standards from SCAQMD’s air filtration pilot study include an average removal efficiency of at least 85 percent for ultrafine PM, black carbon and PM2.5, and noise level below 45 decibels for stand-alone units.

Proposal

CARB staff have requested that schools receiving air filtration systems be in EJ communities or other areas disproportionately impacted by diesel PM and that project completion must occur by December 2019.

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

Date	Event
April 2018	Board Approval
June 2018	Anticipated Execution of Contracts
April - December 2018	Selection of School(s), Site Assessments
June 2018 – December 2019	Installation
December 2019	Final Report

This action is to recognize up to \$64,250 from Western Power Sports, Inc., \$25,000 from C.J.J. Farming, \$425,125 from JEGS Foundation and \$37,500 from Tesoro Companies, Inc., into the Air Filtration Fund (75). These actions are to also transfer \$462,625 as a temporary loan from the Clean Fuels Fund (31) to the Air Filtration Fund (75) until all SEP revenue is received and authorize the Executive Officer to execute agreements with Western Power Sports, Inc., C.J.J. Farming, JEGS Foundation and Tesoro Companies, Inc., for SCAQMD to act as the SEP Implementer for installation and maintenance of air filtration systems.

In addition, these actions are to execute one or more contracts with IQAir North America for installation and maintenance of air filtration systems in an amount cumulatively not to exceed \$524,282, reimburse the General Fund for administrative costs up to \$27,593 from the Air Filtration Fund (75), and authorize the Executive Officer to execute or amend agreements with local school districts, providing access to schools for the purpose of implementing SEP agreements.

Finally, these actions are to amend, as needed, one or more contracts with IQAir which are funded by an Air Filtration SEP agreement and approved by this Board Letter or Board Letters dated March 3, July 7 and October 6, 2017, for the specific purpose of purchasing additional filters using unspent administrative funds from the SEP. The SEP agreements that SCAQMD have entered into have included a provision for a 5% administrative fee which SCAQMD has received as part of the total payment for acting as the SEP Implementer. The General Fund is reimbursed for administrative costs based on actual expenses, and staff is requesting that any unused portion of the

administrative fee for a SEP be used to purchase additional replacement filters for those schools involved in the SEP.

At the time of the Technology Committee meeting, the campaign contribution form for Western Power Sports, Inc. had not yet been received, but was subsequently submitted.

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 staff that meet the performance standards in SCAQMD's 2009 air filtration pilot study. Staff has also consulted with CARB 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 EJ communities in Southern California.

Resource Impacts

Upon receipt, up to \$551,875 from SEP revenue will be recognized into the Air Filtration Fund (75). Since SEP revenue of \$89,250 has already been received from Western Power Sports, Inc., and C.J.J. Farming, up to \$462,625 will be used as a temporary loan from the Clean Fuels Fund (31) until the remaining SEP revenue has been received. Of the \$551,875 in SEP revenue, the contracts with IQAir North America to install and maintain air filtration systems will not cumulatively exceed \$524,282 and reimbursement of administrative costs will not exceed \$27,593. Contract amendments with IQAir will not exceed the amount of any unspent administrative fees.

BOARD MEETING DATE: April 6, 2018

AGENDA NO. 4

PROPOSAL: Recognize Revenue to Replace School and Shuttle Buses and Execute Contract for Battery Electric Shuttle Bus Replacement Project and Reimburse General Fund for Administrative Costs

SYNOPSIS: In January 2018, U.S. EPA notified SCAQMD that two awards had been approved under a FY 2017 Targeted Air Shed Grant solicitation in the amount of \$3,184,875 each to replace diesel school buses with near-zero emission CNG buses and to replace diesel and gasoline airport shuttle buses with zero emission battery electric buses. Additionally, Phoenix Motorcars, an electric vehicle manufacturer, is committed to providing significant cost-share and securing additional funds from CARB's Hybrid and Zero Emission Truck and Bus Voucher Incentive Project to cofund the shuttle bus replacement project. This action is to recognize revenue up to \$6,369,750 from U.S. EPA into the Clean Fuels Program Fund (31). These actions are to also execute a contract with Phoenix Motorcars for battery electric shuttle bus replacements in an amount not to exceed \$3,122,426 and reimburse the General Fund for administrative costs up to \$62,449 to implement the shuttle bus replacement project. School bus replacement awards under the school bus replacement project will be considered by the Board separately.

COMMITTEE: Technology, March 16, 2018; Recommended for Approval

RECOMMENDED ACTIONS:

1. Recognize revenue, upon receipt, up to \$3,184,875 for the Near-Zero Emission School Bus Replacement Project and up to \$3,184,875 for the Zero Emission Battery Electric Shuttle Bus Replacement Project from U.S. EPA in FY 2017 Targeted Air Shed Grant funds into the Clean Fuels Fund (31) ;
2. Authorize the Executive Officer to execute a contract with Phoenix Cars LLC, dba Phoenix Motorcars, for the Targeted Air Shed Grant shuttle bus replacement project in an amount not to exceed \$3,122,426 from the Clean Fuels Program Fund (31);
and

3. Reimburse the General Fund up to \$62,449 from the Clean Fuels Program Fund (31) for administrative costs necessary to implement the Targeted Air Shed Grant shuttle bus replacement project.

Wayne Natri
Executive Officer

MMM:FM:NB:AAO

Background

The 2016 AQMP identifies the need for NOx emission reductions as the most significant air quality challenge in meeting the upcoming ozone standard deadlines. School and airport shuttle buses are a major contributor to NOx emissions in the Basin. Significant increases in NOx, PM and greenhouse gases emissions from airport shuttle buses are expected because airline passenger transportation and expansion of operations at various commercial airports are projected to increase in the near future. A proven emission control strategy to reduce NOx and PM emissions and associated public health risks is to accelerate replacement of older buses with either battery electric or near-zero emission CNG buses. Consequently, staff has been working with Phoenix Motorcars, an electric vehicle manufacturer, to accelerate the development and deployment of battery electric shuttle buses. Phoenix Motorcars has made significant progress deploying over 36 battery electric shuttle buses operating at the Los Angeles World Airport and Ontario Airport for over two years and is committed to seeking funds from CARB's Hybrid and Zero Emission Truck and Bus Voucher Incentive Project (HVIP) for battery electric shuttle bus replacement projects.

In October 2017, staff applied for funding under U.S. EPA's FY 2017 Targeted Air Shed Grant Program for near-zero CNG school bus and battery electric shuttle bus replacement projects. The application identified Phoenix Motorcars as the supplier of the zero-emission airport shuttles. In January 2018, U.S. EPA informed staff that these two proposals were approved for an award of \$3,184,875 each under the FY 2017 Targeted Air Shed Grant Program.

Proposal

This project is to replace 29 diesel and gasoline airport shuttle buses with new battery electric buses manufactured by Phoenix Motorcars. The new electric buses are equipped with state-of-the-art electric drivetrain technology that delivers up to 100 miles range on a single charge. Combined with dual charging capability, the buses are well suited to meet the requirements of most fleets operating on a fixed route within close proximity of the airport. As part of the eligibility requirement, staff will inspect existing shuttle buses for operability and drivability before the buses can be replaced with battery electric buses. Upon successful inspection and replacement of the existing

buses, Phoenix Motorcars will be required to destroy or render the existing buses useless without cannibalizing any parts from the old engines. In addition, staff will confirm that each replaced bus and its engine have been destroyed by an authorized scrap yard. Phoenix Motorcars will submit quarterly and annual reports during the project.

These actions are to recognize revenue up to \$6,369,750 from U.S. EPA into the Clean Fuels Program Fund (31), execute a contract with Phoenix Cars LLC, dba Phoenix Motorcars, for battery electric shuttle bus replacements in an amount not to exceed \$3,122,426 from the Clean Fuels Program Fund (31), and reimburse the General Fund for administrative costs up to \$62,449 to implement the Targeted Air Shed Grant shuttle bus replacement project from the Clean Fuels Program Fund (31). The remaining balance of \$3,184,875 for the Targeted Air Shed Grant school bus replacement project will be considered separately by the Board in May.

Sole Source Justification

Section VIII.B.3 of the Procurement Policy and Procedure identifies four major provisions under which contracts funded in whole or in part with federal funds may be made as a sole source award. This request for sole source award is made under provision B.3.c, which states the awarding federal agency authorizes noncompetitive proposals.

Benefits to SCAQMD

Successful implementation of the battery electric shuttle bus replacement project will provide reductions of NOx, PM and GHG emissions. The shuttle buses funded under this program are expected to operate for many years providing long-term emission reduction benefits. The proposed project is included in the *Technology Advancement Office Clean Fuels Program 2018 Plan Update* under the category “Electric/Hybrid Technologies and Infrastructure.”

Resource Impacts

The two U.S. EPA FY 2017 Targeted Air Shed Grant awards totaling \$6,369,750 will be recognized into the Clean Fuels Program Fund (31) for the school bus and the shuttle bus replacement projects. Of the \$6,369,750 award, \$3,184,875 (comprised of \$3,122,426 for projects and \$62,449 for administrative costs) is for the Zero Emission Battery Electric Shuttle Bus Replacement Project. The remaining funds of \$3,184,875 is for the Near-Zero Emission School Bus Replacement Project to be considered separately by the Board in May. The contract with Phoenix Motorcars will be executed upon receipt of the approved U.S. EPA grant agreement, up to the amount of the available funds awarded but not to exceed \$3,122,426.

Phoenix Motorcars is committed to providing a total of \$3,349,254 in cost-share, comprised of \$705,904 in in-kind contributions and \$2,643,350 in cash contributions anticipated from the CARB’s HVIP. The proposed project budget is \$6,534,129, as follows:

Funding Source	Funding Amount	Percent
U.S. EPA	\$3,184,875	49
Phoenix Motorcars	\$3,349,254	51
Total	\$6,534,129	100

BOARD MEETING DATE: April 6, 2018

AGENDA NO. 5

PROPOSAL: Execute Contracts to Conduct Commercial Electric Lawn and Garden Equipment Incentive and Exchange Program in Environmental Justice Areas and Reimburse General Fund for Administrative Costs

SYNOPSIS: At its October 6, 2017 meeting, the Board recognized \$2,477,250 from U.S. EPA's 2016 Targeted Air Shed Grant Program and issued a Program Announcement to solicit competitive bids from manufacturers and/or suppliers of commercial-grade, battery-electric lawn and garden equipment. This action is to execute contracts with qualified manufacturers and suppliers of commercial grade, electric lawn and garden equipment for participation in SCAQMD's electric lawn and garden incentive and exchange program in environmental justice areas in an amount not to exceed \$2,955,327, comprised of \$2,327,250 from the U.S. EPA Targeted Air Shed Grant in the Advanced Technology, Outreach and Education Fund (17) and \$628,077 from the Rule 2202 AQIP Special Revenue Fund (27). This action is to also authorize the Executive Officer to amend amounts awarded to each contractor based on the demand for the equipment that will be offered through this program. Finally, this action is to reimburse the General Fund for administrative costs up to \$150,000 for implementation of a commercial lawn and garden equipment program.

COMMITTEE: Technology, March 16, 2018; Recommended for Approval

RECOMMENDED ACTIONS:

1. Authorize the Chairman to execute the following contracts totaling an amount not to exceed \$2,955,327, comprised of \$2,327,250 from the U.S. EPA Targeted Air Shed Grant in the Advanced Technology, Outreach and Educational Fund (17) and \$628,077 from the Rule 2202 AQIP Special Revenue Fund (27):
 - a. Golden Eagle Distributing Corporation to exchange ECHO brand lawn mowers, leaf blowers, chain saws, and string and hedge trimmers in an amount not to exceed \$81,700;

- b. Husqvarna Group to exchange lawn mowers, leaf blowers, string and hedge trimmers, chainsaws and robotic lawn mowers in an amount not to exceed \$615,901;
 - c. Makita U.S.A., Inc., to exchange leaf blowers, string and hedge trimmers and chain saws in an amount not to exceed \$97,132;
 - d. Mean Green Products LLC, dba Mean Green Mowers, to exchange walk-behind, stand-on and ride-on lawn mowers in an amount not to exceed \$1,099,602;
 - e. Blount Inc., dba Oregon, to exchange leaf blowers, string and hedge trimmers and edgers in an amount not to exceed \$534,572; and
 - f. Pacific STIHL to exchange lawn mowers, leaf blowers, string trimmers, hedge trimmers and chain saws in an amount not to exceed \$526,420.
2. Authorize the Executive Officer to amend contracts with the above awardees to move funding amongst the contractors based on demand.
 3. Reimburse the General Fund up to \$150,000 from the Advanced Technology, Outreach and Education Fund (17) for administrative costs necessary to implement a commercial lawn and garden equipment program.

Wayne Nastri
Executive Officer

MMM:FM:LCM:VW:VY

Background

At its October 6, 2017 meeting, the Board recognized \$2,477,250 from U.S. EPA's 2016 Targeted Air Shed Grant Program into the Advanced Technology, Outreach and Education Fund (17) and issued Program Announcement #PA2018-03 to solicit competitive bids from potential manufacturers and/or suppliers of zero emission, battery-electric commercial-grade lawn and garden equipment currently available for sale, including volume discounts that can be applied to the SCAQMD's Commercial Electric Lawn and Garden Equipment Incentive and Exchange Program. The participants of the Program will include local governments, school districts, nonprofit organizations and commercial gardeners located in environmental justice (EJ) communities. The Program will require each participant to scrap old, polluting commercial lawn and garden equipment and replace each item with zero emission, battery-electric lawn and garden equipment of the same type.

Outreach

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

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

Bid Evaluation

A total of eight proposals were received by the December 15, 2017 solicitation deadline, as follows:

	COMPANY NAME
1.	American Green Zone Alliance (distributor of Greenworks products)
2.	Blount Inc., dba Oregon
3.	DeWalt
4.	Golden Eagle Distributing Corporation (distributor of ECHO products)
5.	Husqvarna Group
6.	Makita U.S.A., Inc.
7.	Mean Green Products LLC, dba Mean Green Mowers
8.	Pacific STIHL

All proposals were reviewed by an evaluation panel based on the criteria in the PA. Proposals were evaluated according to detailed product specifications, product availability, the best discounted price for each model being offered, supply commitment, product warranty and the number and location of service and distribution centers. The PA required a minimum of five service locations with at least one center located in each of the four counties served by the SCAQMD. DeWalt was deemed ineligible because it did not offer the required minimum number of customer service/distribution centers and American Green Zone Alliance withdrew from this program citing business reasons.

Based on the evaluation results, staff recommends the Board execute contracts with six of the eight companies to assist the SCAQMD in the implementation of the commercial electric lawn and garden equipment incentive and exchange program in EJ areas within the SCAQMD's jurisdiction.

The evaluation panel consisted of one Program Supervisor and one Sr. Public Affairs Manager from Science & Technology Advancement and one Air Resources Engineer from CARB. Of these three panelists, two were Caucasian and one was Hispanic; two males and one female.

Proposal

These actions are to execute contracts with commercial lawn and garden equipment manufacturers and suppliers in an amount not to exceed \$2,955,327 for implementation of a commercial electric lawn and garden incentive and exchange program in EJ areas, authorize the Executive Officer to amend amounts awarded to each contractor based on demand for the different equipment offered through the program, and reimburse the General Fund for administrative costs up to \$150,000 for implementation of a commercial lawn and garden equipment program.

The incentive funding will be used to reduce the purchase price of commercial electric lawn and garden equipment. The participants (local governments, school districts, nonprofit organizations and commercial gardeners) located in EJ communities will have the opportunity to select from a variety of available 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, stand-on and walk-behind mowers with a cutting width greater than 31 inches. As the participants have the choice to select from a variety of equipment types, the actual number of lawn and garden equipment purchased through this incentive and exchange program will not be known until the Program is completed. Staff estimates that up to 5,600 pieces of old gasoline- or diesel-powered commercial lawn and garden equipment will be replaced with new battery-electric commercial lawn and garden equipment.

The Program will provide incentive funds to purchase the battery-powered lawn and garden equipment including the battery(s) and a charger. The Program will also offer stand-on and ride-on mowers with cutting widths of 48, 52 and 60 inches offered by Mean Green Products. In addition, the Program will offer GPS-assisted robotic lawn mowers provided by the Husqvarna Group.

Each of the six manufacturers/distributors will offer their qualifying commercial-grade, electric lawn and garden equipment at distribution centers located within the four counties that are included within the SCAQMD's jurisdiction. At these centers, the old lawn and garden equipment will be tested for operation and then drained of all fluids in a responsible manner and taken to a scrapping yard where the equipment will be

permanently destroyed by a licensed dismantler. This format has been used for all prior commercial exchange programs administered by the SCAQMD and has worked well.

SCAQMD will share participant data with CARB, who has contracted with the California State University Fullerton to survey the participants. Based on the survey, an inventory of all scrapped and new equipment purchased by the participants will be developed to quantify the actual emissions reduced from this Program in EJ communities.

Tables 1 through 6 provide the proposed make and model of the qualifying lawn and garden equipment including the manufacturer's suggested retail price (MSRP), the discounted price offered to SCAQMD, the participant's cost and SCAQMD's incentive amount. There will be approximately 70 distribution centers throughout the four-county area.

Benefits to SCAQMD

The Program's primary objective is to reduce emissions of harmful criteria air pollutants by replacing gasoline- or diesel-powered lawn and garden equipment with zero emission equipment in areas of the SCAQMD jurisdiction that have been identified as EJ areas.

Resource Impacts

Total expenditures for the proposed program will not exceed \$2,955,327, comprised of \$2,327,250 from the 2016 U.S. EPA Targeted Air Shed Grant in the Advanced Technology, Outreach and Educational Fund (17) and \$628,077 from the Rule 2202 AQIP Special Revenue Fund (27).

Attachments

Table 1 – Price information of ECHO Products

Table 2 – Price information of Husqvarna Group Products

Table 3 – Price information of Makita U.S.A. Products

Table 4 – Price information of Mean Green Products

Table 5 – Price information of Oregon Products

Table 6 – Price information of Pacific STIHL Products

Table 1: Price Information

ECHO Products 

Equipment, Battery, Charger (bundle)	MSRP	Discounted Price	Participant Cost	SCAQMD Incentive
Lawn mower, CLM-58V4AH, 58V4AH, 58VA	\$500	\$400	\$200	\$200
String trimmer, CST-58V2AH, 58V2AH, 58VA	\$250	\$200	\$100	\$100
Handheld blower, CPLB-58V2AH, 58V2AH, 58VA	\$230	\$184	\$92	\$92
Chain saw, CCS-58V4AH, 58V4AH, 58VA	\$300	\$240	\$120	\$120
Hedge Trimmer, CHT-58V2AH, 58V2AH, 58VA	\$300	\$240	\$120	\$120

Table 2: Price Information

Husqvarna Group Products



Equipment, Battery, Charger (bundle)	MSRP	Discounted Price	Participant Cost	SCAQMD Incentive
String trimmer, 536LiLX, QC500 & BLi300	\$800	\$640	\$320	\$320
Articulated hedge trimmer, 536LiHE3, QC500 & BLi300	\$900	\$720	\$360	\$360
Powered hedge trimmer, 536LiHD60x, QC500 & BLi300	\$900	\$720	\$360	\$360
Top handle chainsaw, T536LiXP, QC500 & BLi300	\$900	\$720	\$360	\$360
Leaf blower w/backpack battery, 536Li XP, QC500 & BLi300	\$1,400	\$1,120	\$560	\$560
Quiet leaf blower w/backpack battery, 540iBx, QC500 & BLi950x	\$1,500	\$1,200	\$600	\$600
Pole Saw, 536LiP4, QC500 & BLi300	\$900	\$720	\$360	\$360
Telescopic pole saw, 536LiPT5, QC500 & BLi300	\$1,000	\$800	\$400	\$400
Lawn Mower, LE121P, QC80 & BLi20	\$500	\$400	\$200	\$200
Lawn Mower, self-propelled, LE221R, QC80 & BLi20	\$600	\$480	\$240	\$240
Lawn Mower, robotic, 315	\$2,000	\$1,600	\$800	\$800
Lawn Mower, robotic, 415X	\$3,500	\$2,800	\$1,400	\$1,400

Table 3: Price Information



Equipment, Battery, Charger (bundle)	MSRP	Discounted Price	Participant Cost	SCAQMD Incentive
Handheld blower XBU02PT1, BL1850B, DC18RD	\$330	\$290	\$145	\$145
Chain saw, XCU03PT1, BL1850B, DC18RD	\$430	\$345	\$172.5	\$172.5
String Trimmer, XRU09PT, BL1850B, DC18RD	\$370	\$315	\$157.5	\$157.5
Hedge Trimmer, XHU04PT, BL1850B, DC18RD	\$370	\$315	\$157.5	\$157.5

Table 4: Price Information



Equipment, Battery, Charger (bundle)	MSRP	Discounted Price	Participant Cost	SCAQMD Incentive
Walk behind mower, WBX-33 Estate package	\$8,341	\$7,795	\$3,898	\$3,898
Walk behind mower, WBX-33 Contractor package	\$9,629	\$8,999	\$4,500	\$4,500
Walk behind mower, DWBX-48 Contractor package	\$13,370	\$12,495	\$6,248	\$6,248
Walk behind mower, DWBX-48 Industrial package	\$17,115	\$15,995	\$7,998	\$7,998
Walk behind mower, DWBX-52 Contractor package	\$13,857	\$12,950	\$6,475	\$6,475
Walk behind mower, DWBX-52 Industrial package	\$17,602	\$16,450	\$8,225	\$8,225
Stand on Zero Turn mower, SK-48 Estate package	\$14,230	\$13,299	\$6,650	\$6,650
Stand on Zero Turn mower, SK-48 Contractor package	\$17,975	\$16,799	\$8,400	\$8,400
Ride on Zero Turn mower, CXR-52 Industrial package	\$20,329	\$18,999	\$9,500	\$9,500
Ride on Zero Turn mower, CXR-52 Industrial package	\$24,074	\$22,499	\$12,500	\$10,000
Ride on Zero Turn mower, CXR-60 Contractor package	\$20,864	\$19,499	\$9,750	\$9,750
Ride on Zero Turn mower, CXR-60 Industrial package	\$24,609	\$22,999	\$13,000	\$10,000

Table 5: Price Information

Oregon Products 

Equipment, Battery, Charger (bundle)	MSRP	Discounted Price	Participant Cost	SCAQMD Incentive
Backpack blower, BL120V-NA, BX975, C1600	\$1,317	\$1,088	\$544	\$544
String trimmer w/backpack battery, ST120VX, BX975, C1600	\$1,385	\$1,142	\$571	\$571
Hedge trimmer w/backpack battery, EHT120VX, BX650, C1600	\$1,225	\$1,004	\$502	\$502
Edger w/backpack battery, EG120VX, BX650, C1600	\$1,185	\$972	\$486	\$486

Table 6: Price Information

Pacific STIHL Products 

Equipment, Battery, Charger (bundle)	MSRP	Discounted Price	Participant Cost	SCAQMD Incentive
Blower, BGA 85, AP 300 battery, AL300 charger	\$500	\$410	205	205
Blower, BGA 100, AR 2000 backpack battery, AL 300 charger	\$1,340	\$1,000	500	500
Blower, BGA 100, AR 3000 backpack battery, AL 300 charger	\$1,390	\$1,080	540	540
Grass Trimmer, FSA 90 R, AP 300 battery, AL 300 charger	\$570	\$450	225	225
Hedge Trimmer, HLA 65, AP 300 battery, AL 300 charger	\$600	\$510	255	255
Hedge Trimmer , HLA 85, AP 300 battery, AL 300 charger	\$670	\$655	328	328
Hedge Trimmer, HSA 66, AP 300 battery, AL 300 charger	\$490	\$400	200	200
Pole Pruner , HTA 65, AP 300 battery, AL 300 charger	\$664	\$500	250	250
Telescoping Pole Pruner , HTA 85, AP 300 battery, AL 300 charger	\$764	\$650	325	325
Chain saw, MSA 160, AP 300 battery, AL 300 charger	\$584	\$450	225	225
Chain saw, MSA 200, AP 300 battery, AL 300 charger	\$604	\$550	275	275
Lawn mower, RMA 510 w/catcher, AP 300 battery, AL 300 charger	\$580	\$480	240	240

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BOARD MEETING DATE: April 6, 2018

AGENDA NO. 6

PROPOSAL: Appropriate Funds and Execute Contract for Strategic Consulting Services

SYNOPSIS: Staff requires professional consulting services related to the implementation of the 2016 AQMP and related issues. This action is to appropriate funds from the General Fund Undesignated (Unassigned) Fund Balance and execute a contract with Double Nickel Advisors, LLC, for strategic advice to the SCAQMD regarding the SCAQMD's communication and messaging to stakeholders, the Legislature and the Governor's Administration in support of the 2016 AQMP, its required elements, and related issues.

COMMITTEE: Administrative, February 9 and March 9, 2018; Recommended for Approval

RECOMMENDED ACTIONS:

1. Appropriate \$120,000 from the General Fund Undesignated (Unassigned) Fund Balance to the Legislative, Public Affairs and Media Office's FY 2017-18 Budget, Services and Supplies Major Object, Professional and Special Services account; and
2. Authorize the Executive Officer to execute a contract with Double Nickel Advisors, LLC, in an amount not to exceed \$120,000 from the Legislative, Public Affairs and Media Office's FY 2017-18 Budget, Services and Supplies Major Object, Professional and Special Services account for strategic advice to the SCAQMD regarding the SCAQMD's communication and messaging to stakeholders, the Legislature and the Governor's Administration in support of the 2016 AQMP and its required elements.

Wayne Nastri
Executive Officer

Background

On March 3, 2017, the SCAQMD Board approved the 2016 AQMP (or Plan), which is a regional blueprint for achieving air quality standards and healthful air. The 2016 AQMP represents a new approach, focusing on feasible and cost effective regulations, while continuing to acknowledge the critical role of incentives to accelerate the pace of clean equipment deployment. The most effective way to reduce air pollution impacts on the health of our more than 16 million residents, including those in disproportionately impacted and environmental justice communities that are concentrated along our transportation corridors and goods movement facilities, is to reduce emissions from mobile sources, the principal contributor to our air quality challenges. For that reason, the SCAQMD has been and will continue to be closely engaged with CARB and U.S. EPA who have primary responsibility for these sources. The Plan recognizes the critical importance of working with other agencies to develop funding and other incentives that encourage the accelerated transition of vehicles and other polluting equipment to cleaner technologies in a manner that benefits more than air quality. The 2016 AQMP puts a priority on maximizing emission reductions utilizing zero emission technologies, wherever cost effective and feasible, and near-zero emission technologies in all other applications. Incentives are still critically important to achieve near-term attainment goals, and serve to accelerate the transition to zero and near-zero technologies.

State and federal agencies have primary authority over mobile sources, which contribute over 80 percent of the emissions in the South Coast basin. Regulations alone, however, even if imposed at all levels of government, will not allow this area to meet health-based air quality standards. Incentives totaling an estimated \$11 billion to \$14 billion, or about \$1 billion per year over the next 15 years, are still needed in order to achieve clean air goals. Potential sources of funding include but are not limited to: seeking potential new sources of funding through federal authorization and appropriations; prioritizing existing funding programs to maximize co-benefits of criteria pollutants and greenhouse gas emission reductions; enhancing existing funding sources, such as the federal Diesel Emission Reduction Act (DERA) program and the state's Carl Moyer program and other fees.

The incentive funding needs are significant, but represent approximately 0.1 percent of the region's annual GDP. Should the region fail to meet federally mandated clean air goals, U.S. EPA could impose sanctions far more onerous and costly to the Basin's residents and businesses than the proposed plan.

Proposal

In order to communicate, promote, and advance the state and regional actions necessary to achieve clean air goals, staff proposes to execute a contract with Double Nickel Advisors, LLC, in an amount not to exceed \$120,000 for strategic advice to the SCAQMD regarding the SCAQMD's communication and messaging to the stakeholders, the Legislature and the Governor's Administration in support of the 2016 AQMP and its required elements.

Sole Source Justification

Section VIII.B.2 of the Procurement Policy and Procedure identifies provisions by which the sole source award may be justified. This request for a sole source award is made under provision B.2.d: Other circumstances exist which in the determination of the Executive Officer requires such waiver in the best interest of the SCAQMD. Due to the firm's Principal being a former Speaker of the California Assembly, it has special and unique capabilities that will ensure the agency's communications and messaging to the California Legislature are the most effective to garner support for our funding needs for the AQMP.

Resource Impacts

Sufficient funding will exist for this contract upon the transfer of \$120,000 from the General Fund Undesignated (Unassigned) Fund Balance to the Legislative, Public Affairs and Media Office's FY 2017-18 Budget.

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BOARD MEETING DATE: April 6, 2018

AGENDA NO. 7

PROPOSAL: Remove Various Fixed Assets from SCAQMD Inventory

SYNOPSIS: SCAQMD Administrative Policies and Procedures No. 20 requires each organizational unit to review fixed assets for obsolescence and disposal every six months. This action is to approve removal of surplus equipment determined to be obsolete, non-operational and not worth repairing.

COMMITTEE: Administrative, March 9, 2018; Recommended for Approval

RECOMMENDED ACTION:

Declare the items on Attachment A as surplus and authorize removal of these items from the fixed assets inventory through donation, auction process, salvage, or dismantlement for parts.

Wayne Natri
Executive Officer

SJ:SL:av

Background

SCAQMD Administrative Policies and Procedures No. 20 established procedures for the approval, purchasing, tagging, physical inventory, and disposal of fixed assets. This policy requires the review of the fixed assets and controlled items for obsolescence and disposal every six months. The list of equipment appearing on Attachment A represents old, obsolete and non-operational equipment that could not be repaired. Equipment purchased with federal funds are being disposed of in accordance with applicable federal regulations.

Proposal

Staff is recommending that the assets on Attachment A, as in the past, be surplused through the surplus process and properly disposed. Equipment will be auctioned, donated or dismantled for parts.

Resource Impacts

The proposed action will have no significant impact on the General Fund, other than miscellaneous revenue from auction sales. The total original cost of the fixed assets in Attachment A was \$239,280.91 and was accounted for, fully depreciated, and reported in the annual audited financial statements.

Attachment

A. Obsolete or Non-repairable Equipment

South Coast Air Quality Management District
ATTACHMENT A
Obsolete or Non-repairable Equipment

Asset ID	Tag#	Description	Cost	Date Purchased	Net Book Value **	Disposition
00000375	0011181	Exhibit Portable	6,098.70	9/8/1991	0.00	Scrap/Auction (1)
00000376	0011182	Exhibit Portable	6,098.70	9/8/1991	0.00	Scrap/Auction (1)
00002245	0006001	Cart - Electric	5,318.05	11/10/1998	0.00	Scrap/Auction (1)
00002751	0015480	Sampler Air Xontech 920	14,889.84	5/22/1998	0.00	Scrap/Auction (1)
00002752	0015477	Sampler Air Xontech 920	14,889.84	5/26/1998	0.00	Scrap/Auction (1)
00002753	0015479	Sampler Air Xontech 920	14,889.84	5/22/1998	0.00	Scrap/Auction (1)
00003567	0016580	Server, Wireless	12,771.35	1/1/2003	0.00	Scrap/Auction (1)
00003569	0016579	Server, Compaq Proliant ML530	9,679.72	1/1/2003	0.00	Scrap/Auction (1)
000000003924	N/A000000002	Audiovisual System Upg Amp Mix	40,476.15	1/1/2008	0.00	Scrap/Auction (1)
000000004027	- -	Xray Diffraction Upgrade	6,913.75	6/23/2009	0.00	Scrap/Auction (1)
000000004268	0016858	Computer, Apple Mac Pro	11,075.32	9/29/2011	0.00	Scrap/Auction (1)
000000004269	0016859	Computer, Apple Mac Pro	11,075.31	9/29/2011	0.00	Scrap/Auction (1)
000000004052	E000403 *	EBAM Monitor Environ Beta	10,750.12	6/24/2009	0.00	Stolen (2)
00003260	0016540	Fax Server, Faxcom 5100, 8-Cha	14,590.00	3/19/2002	0.00	Unlocated (3)
00003431	0016554	Server, Proliant ML570X 700 Mhz	7,764.77	1/1/2002	0.00	Unlocated (3)
00003433	0016550	Server, Proliant ML570X 700 Mhz	6,603.25	1/1/2002	0.00	Unlocated (3)
00003434	0016555	Server, Proliant ML570X 700 Mhz	6,603.25	1/1/2002	0.00	Unlocated (3)
00003440	0016563	Server, Proliant ML570X 700MHz	17,689.14	1/1/2002	0.00	Unlocated (3)
00003444	0016558	Server, Proliant ML570X 700MHz	6,169.17	1/1/2002	0.00	Unlocated (3)
00003446	E000174 *	GC Gas Generator	5,159.38	1/1/2002	0.00	Unlocated (3)
00003602	0016581	Printer, HP Laserjet 9000HNS	9,775.26	1/1/2004	0.00	Unlocated (3)
Total Obsolete or Non-repairable Equipment			239,280.91		0.00	

* Assets purchased with federal funds.

** Net Book Value represents historical cost reduced by estimated depreciation. It is expected that some revenue will be realized upon sale at auction.

(1) Usable parts will be removed and the remainder will be auctioned and scrapped.

(2) Item was stolen on 4/29/17 in an offsite area. Police report was filed.

(3) Disposed prior to the Board approval. Met with staff to reinforce disposal procedures and will conduct training.



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BOARD MEETING DATE: April 6, 2018

AGENDA NO. 8

PROPOSAL: Approve Contract Awards and Amendments and Issue Solicitation Approved by MSRC

SYNOPSIS: As part of their FYs 2016-18 Work Program, the MSRC approved new contracts under the Natural Gas Infrastructure and Local Government Partnership Programs. The MSRC also approved the release of a Program Opportunity Notice for a Hydrogen Infrastructure Partnership Program as part of their FYs 2016-18 Work Program. The Board is also requested to amend two previous awards to the Riverside County Transportation Commission, to reflect the sole source nature of the awards. At this time the MSRC seeks Board approval of the contract awards and amendments and to release the solicitation.

COMMITTEE: Mobile Source Air Pollution Reduction Review, January 18 and March 15, 2018; Recommended for Approval

RECOMMENDED ACTIONS:

1. Approve contract award to Irvine Ranch Water District in an amount not to exceed \$190,000 for installation of a new limited access CNG station and technician training under the Natural Gas Infrastructure Program, as part of approval of the FYs 2016-18 Work Program, as described in this letter;
2. Approve contract awards totaling \$514,480 under the Local Government Partnership Program, as part of approval of the FYs 2016-18 Work Program, as described in this letter and as follows:
 - a. A contract with the City of Grand Terrace in an amount not to exceed \$45,000 to install electric vehicle charging infrastructure;
 - b. A contract with the City of Diamond Bar in an amount not to exceed \$73,930 to install electric vehicle charging infrastructure, procure up to two light-duty electric vehicles, and purchase one heavy-duty near-zero-emission vehicle;
 - c. A contract with the City of Arcadia in an amount not to exceed \$74,650 to procure one heavy-duty zero-emission vehicle and procure one heavy-duty near-zero-emission vehicle;
 - d. A contract with the City of Duarte in an amount not to exceed \$50,000 to procure one heavy-duty zero-emission vehicle;

- e. A contract with the City of Calabasas in an amount not to exceed \$50,000 to install electric vehicle charging infrastructure;
 - f. A contract with the City of Westlake Village in an amount not to exceed \$50,000 to install electric vehicle charging infrastructure;
 - g. A contract with the city of Indian Wells in an amount not to exceed \$50,000 to install electric vehicle charging infrastructure; and
 - h. A contract with the City of Westminster in an amount not to exceed \$120,900 to install electric vehicle charging infrastructure, procure up to three light-duty zero-emission vehicles, and procure one medium/heavy-duty zero-emission vehicle;
3. Rescind previous \$3,000,000 award to the California Energy Commission and issue Program Opportunity Notice for the Hydrogen Infrastructure Partnership Program, as part of approval of the FYs 2016-18 Work Program, with a targeted funding level of \$3,000,000, as described in this letter and in the attached;
 4. Amend awards to Riverside County Transportation Commission (RCTC) under the County Transportation Commission Partnership Program as part of approval of the FYs 2016-18 Work Program to reflect the sole source nature of the awards, as described below and as follows:
 - a. A sole source contract not to exceed \$500,000 for weekend freeway service patrols; and
 - b. A sole source contract not exceed \$1,500,000 for a vanpool incentive program;
 5. Authorize MSRC the authority to adjust contract awards up to five percent, as necessary and previously granted in prior work programs; and
 6. Authorize the Chairman of the Board to execute new contracts under FYs 2016-18 Work Program, as described above and in this letter.

Larry McCallon,
Vice 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 subvented to the SCAQMD be placed into an account to be allocated pursuant to a work program developed and adopted by the MSRC and approved by the Board.

At its March 15, 2018 meeting, the MSRC considered recommended awards under the Natural Gas Infrastructure and Local Government Partnership Programs. The MSRC also considered rescinding a previous award and issuing a new solicitation for hydrogen fueling infrastructure. Details are provided below in the Proposals section.

Outreach

In accordance with SCAQMD's Procurement Policy and Procedure, public notices advertising the Hydrogen Infrastructure Partnership Program Opportunity Notice (PON) will be published in the Los Angeles Times, the Orange County Register, the San Bernardino Sun, and Riverside County Press Enterprise newspapers to leverage the most cost-effective method of outreach to the South Coast Basin. In addition, the solicitation will be advertised in the Desert Sun newspaper for expanded outreach in the Coachella Valley. Public notices advertising the Natural Gas Infrastructure and Local Government Partnership Programs were likewise published in the Los Angeles Times, the Orange County Register, the San Bernardino Sun, Riverside County Press Enterprise, and Desert Sun newspapers.

Additionally, potential bidders may be and past bidders may have been notified utilizing SCAQMD's own electronic listing of certified minority vendors. Notice of the solicitation will be and notice of past 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 solicitation will be and past solicitations were posted on the MSRC's website at <http://www.cleantransportationfunding.org> and electronic notifications will be and past electronic notifications were sent to those subscribing to this website's notification service.

Proposals

At its January 18 and March 15, 2018 meetings, the MSRC considered recommendations from its MSRC-TAC and approved the following:

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, 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. The MSRC has previously approved awards totaling \$866,500 under this Program. The MSRC has received an additional application in response to this solicitation. The MSRC approved a contract award to Irvine Ranch Water District in an amount not to exceed \$190,000 for installation of a new limited access CNG station and technician training as part of the FYs 2016-18 Work Program.

FYs 2016-18 Local Government Partnership Program

The MSRC approved the release of Local Government Partnership PON2018-01 under the FYs 2016-18 Work Program. The Invitation to Negotiate (ITN), with a targeted funding level of \$21,180,650, focuses on providing funds for projects to support SCAQMD's 2016 AQMP. Cities and counties which have opted into the AB 2766 motor vehicle registration surcharge fee program are eligible to participate. The majority of participants would be allocated maximum funding equivalent to their annual AB 2766 Subvention Fund allocation; however, those whose annual Subvention Fund allocation is less than \$50,000 would be eligible to receive a maximum of \$50,000, and the maximum allocation for any single city or county would be \$3,000,000. MSRC funding could be used for light-duty zero emission vehicle purchases and leases; medium- and heavy-duty zero emission vehicle purchases, near-zero emission heavy-duty alternative fuel vehicle purchases and repower, electric vehicle charging station installation, and construction or expansion of alternative fuel refueling infrastructure, subject to match funding requirements as outlined in the ITN. Additionally, those jurisdictions eligible for a maximum contribution of \$50,000 would have the option to pursue traffic signal synchronization, bicycle active transportation, and first mile/last mile strategies. The ITN includes an open application period commencing with its release on September 1, 2017, and closing August 2, 2018. The MSRC previously approved awards totaling \$267,541 in response to this solicitation. The MSRC approved eight additional awards as part of the FYs 2016-18 Work Program, as follows:

- a. A contract with the City of Grand Terrace in an amount not to exceed \$45,000 to install electric vehicle charging infrastructure;
- b. A contract with the City of Diamond Bar in an amount not to exceed \$73,930 to install electric vehicle charging infrastructure, procure up to two light-duty electric vehicles, and purchase one heavy-duty near-zero-emission vehicle;
- c. A contract with the City of Arcadia in an amount not to exceed \$74,650 to procure one heavy-duty zero-emission vehicle and procure one heavy-duty near-zero-emission vehicle;
- d. A contract with the City of Duarte in an amount not to exceed \$50,000 to procure one heavy-duty zero-emission vehicle;
- e. A contract with the City of Calabasas in an amount not to exceed \$50,000 to install electric vehicle charging infrastructure;
- f. A contract with the City of Westlake Village in an amount not to exceed \$50,000 to install electric vehicle charging infrastructure;
- g. A contract with the city of Indian Wells in an amount not to exceed \$50,000 to install electric vehicle charging infrastructure; and
- h. A contract with the City of Westminster in an amount not to exceed \$120,900 to install electric vehicle charging infrastructure, procure up to three light-duty zero-emission vehicles, and procure one medium/heavy-duty zero-emission vehicle.

FYs 2016-18 Hydrogen Infrastructure Partnership Program

Previously, the MSRC approved a sole-source contract award to the California Energy Commission (CEC) in an amount not to exceed \$3,000,000 to fund hydrogen

infrastructure projects. CEC had offered to provide assistance in the selection and administration of MSRC-funded hydrogen projects. However, during discussions with CEC during the contract negotiation process, it was determined that in some cases the CEC procurement processes might not dovetail well with MSRC needs. A modified approach was developed by which the MSRC would retain more direct control over program implementation and administration through the issuance of a Program Opportunity Notice (PON). The PON process would not only retain partnership with CEC, but also encourage partnership with other regulatory agencies such as SCAQMD and CARB as well as participation by other public and private stakeholders. The PON, with an initial targeted funding level of \$3,000,000, would provide flexibility to the MSRC while reducing the upfront proposal preparation burden on prospective project partners. The PON includes an open application period commencing with its release on April 6, 2018, and closing April 10, 2020. Upon receipt of a hydrogen station concept, the MSRC could a) request a more detailed proposal for possible sole-source award; b) notify entities that an RFP will be issued at a later date; or c) decline the funding request. The MSRC approved the rescission of the previous award to CEC and release of PON2018-02 under the FYs 2016-18 Work Program.

FYs 2016-18 County Transportation Commission Partnership Program

As part of its FYs 2016-18 Work Program, the MSRC allocated \$8,000,000 for the County Transportation Commission (CTC) Partnership Program and released an Invitation to Negotiate (ITN). This program will be implemented by initiating sole-source contracts with the CTCs. As part of this program, in January 2018 the MSRC approved awards of \$500,000 and \$1,500,000 to the Riverside County Transportation Commission (RCTC), for a weekend freeway service patrol program and a regional vanpool incentive program, respectively. The SCAQMD Board approved these awards at their February 2, 2018 meeting. The sole source justification for these awards was inadvertently omitted from the original action; it is included below.

At this time, the MSRC requests the SCAQMD Board to approve the contract awards and modifications and to approve release of the PON as part of approval of the FYs 2016-18 AB 2766 Discretionary Fund Work Program as outlined above. The MSRC also requests the Board to authorize the SCAQMD Chairman of the Board the authority to execute all agreements described in this letter. The MSRC further requests authority to adjust the funds allocated to each project specified in this Board letter by up to five percent of the project's recommended funding. The Board has granted this authority to the MSRC for all past Work Programs.

Sole Source Justifications

As an element of its FYs 2016-18 Work Program, the MSRC allocated \$8 million for a program to stimulate the development of innovative projects, as well as expand "tried and true" air quality improvement strategies. As discussed in Proposals above, this program will be implemented by initiating sole-source contracts with CTCs. While the MSRC and SCAQMD strive to retain technical services on a competitive basis, the SCAQMD's Procurement Policy and Procedure recognizes that, at times, the required services are

available from only one source, making the pursuit of a competitive procurement futile. RCTC is the Service Authority for Freeway Emergencies (RC-SAFE) for the County of Riverside and in accordance with state law the only entity authorized to implement freeway service patrols within Riverside County. Further, RCTC is the Riverside County member of CalVans, a joint powers authority public entity created to provide vanpools in areas underserved by public transit. As a CalVans JPA member, RCTC/CalVans is responsible for vanpools formed in the RCTC service area. This request for sole source awards is made under provision VIII.B.2.c.(1): The desired services are available from only the sole source due to the unique experience and capabilities of the proposed contractor or contractor team.

Resource Impacts

The SCAQMD acts as fiscal administrator for the AB 2766 Discretionary Fund Program (Health & Safety Code Section 44243). Money received for this program is recorded in a special revenue fund (Fund 23) and the contracts specified herein, as well as any contracts awarded in response to the solicitation, will be drawn from this fund.

Attachment

Program Opportunity Notice PON2018-02 – Local Government Partnership Program



**Program Opportunity Notice for the
Implementation of Hydrogen Refueling Stations
In the South Coast Air District**

Hydrogen Infrastructure Partnership Program

PON2018-02

April 6, 2018

Section I: Introduction

For the past 27 years, the Mobile Source Air Pollution Reduction Review Committee (MSRC) has been a recognized leader in the implementation of alternative fuel infrastructure in the South Coast AQMD region. Infrastructure is the essential, enabling component of any alternative fuel vehicle strategy, and the MSRC has historically assumed the role of providing infrastructure funding to support low emission vehicle deployment programs, including but not limited to the Carl Moyer Program and the South Coast AQMD's Fleet Rules. Without the availability of incentives to offset the cost of alternative fuel infrastructure, it is less likely that programs such as Moyer and the AQMD Fleet Rules would have been able to achieve the significant reductions in air pollution and quality of life improvements that have taken place over the past two decades. The MSRC takes pride in its role as a strategic partner in these important air quality improvement programs.

With the State and SCAQMD emphasis on transitioning vehicles to zero and near-zero emissions, the MSRC's role in providing funding for enabling infrastructure has expanded to include fuels such as renewable natural gas and electric vehicle support equipment (EVSE). With the introduction of consumer-oriented zero emission fuel cell passenger vehicles, and the development and demonstration of fuel cell drayage trucks to support zero emission goods movement, the MSRC is further expanding its available funding to support implementation of hydrogen vehicle refueling infrastructure in the South Coast AQMD region.

The MSRC recognizes that the lead agencies for the implementation of hydrogen refueling stations are, at the state level, the California Energy Commission, and locally the South Coast AQMD. Through its *Alternative and Renewable Fuel and Vehicle Technology Program*, the California Energy Commission (Energy Commission) have developed unique expertise pertaining to the selection, management, and oversight of hydrogen refueling station implementation. The South Coast AQMD also has extensive hydrogen infrastructure experience as well as local insight into hydrogen refueling station needs and opportunities. As such, the MSRC seeks to partner with the Energy Commission, the South Coast AQMD, and other public and private stakeholders, to expand the availability of hydrogen refueling as a means to accelerate the deployment of large numbers of zero emission hydrogen vehicles.

Section II: Program Opportunity Notice Overview

This Program Opportunity Notice (PON) seeks to expand the availability of hydrogen refueling infrastructure in the South Coast AQMD region by making available a source of co-funding that can be accessed by the MSRC's strategic partners. The intent is to provide funding that can be used to improve the financial viability of a candidate hydrogen refueling station that has already undergone vetting by the Energy Commission or South Coast AQMD, or is being proposed by a public agency or industry stakeholder that will undergo evaluation by the MSRC, Energy Commission, or South Coast AQMD. The goal is to have this funding source readily available so it can be tapped by our strategic partners during and within the course of their regular procurement processes.

To this end, the MSRC has allocated Three Million Dollars¹ (\$3,000,000) in **Clean Transportation Funding™** from its FY 2016-'18 Work Program for the MSRC's *Hydrogen Infrastructure Partnership Program*. This is an initial funding allocation; the MSRC reserves the right to increase the funding available under this PON by allocating additional funds from either the FY 2016-'18 Discretionary Fund or a future Work Program².

The MSRC has established additional, specific objectives for the Hydrogen Infrastructure Partnership Program:

- Ensure the Program is geographically broad based, with the goal of having at least one (1) hydrogen station emplaced within each county that comprises the South Coast AQMD. To ensure broad geographic participation, the MSRC is establishing a geographic funding minimum in an amount of \$500,000 per county;
- Provide adequate time for technologically sophisticated refueling station designs and potentially complex station implementation partnerships to be forged. The MSRC recognizes that hydrogen refueling infrastructure is relatively expensive, poses unique technical challenges, and often involves the participation of multiple stakeholders. These stakeholders may include hydrogen fuel providers, automobile manufacturers, property owners, as well as the state and local funding agencies. To ensure sufficient time is available to allow all necessary project elements to be fully developed, the MSRC is establishing an approximately 24-month period for the submittal of hydrogen station concepts and funding requests under this PON. This submittal period can be extended at the discretion of the MSRC.

Section III: Hydrogen Infrastructure Partnership Program – How to Participate

Participation in the MSRC Hydrogen Infrastructure Partnership Program is designed to minimize upfront paperwork so as to not to unduly burden participating agencies or entities.

MSRC Public Agency Infrastructure Partners

Public agencies, specifically the Energy Commission, South Coast AQMD, and California Air Resources Board, which are established MSRC infrastructure partners, are asked to submit a concise Hydrogen Refueling Station Concept Description to initiate the PON process. The Concept Description should include:

- The hydrogen refueling station's proposed location;
- Anticipated user base and/or fuel throughput (i.e., anchor tenants);
- Project participants, including refueling station sponsor;

¹ In keeping with adopted policy and past practice, the MSRC reserves the right to reduce the total funding available and reallocate funds to other Work Program categories in the event hydrogen infrastructure funding requests total less than the amount allocated, or if projects are deemed non-meritorious. The MSRC also reserves the right to not fund any of the projects received, irrespective of the merits of the projects submitted for funding consideration.

² The source of MSRC **Clean Transportation Funding™** is motor vehicle registration fees collected by the California Department of Motor Vehicles (DMV) in accordance with the California Health and Safety Code. Thus, the availability of MSRC **Clean Transportation Funding™** is contingent upon the timely receipt of funds from the DMV. Neither the MSRC nor South Coast AQMD can guarantee the collection of remittance of registration fees by the DMV.

- Implementation schedule;
- Station cost, including the existing funding shortfall;
- Requested MSRC funding amount.

If available, it is requested that the Concept Description include as an attachment a copy of the original station proposal submitted to the Energy Commission, South Coast AQMD, and/or Air Resources Board, as well as a summary of the proposal's evaluation or scoring based on agency review.

Other Project Proponents

In addition, all public and private entities seeking to establish new or expanded hydrogen refueling infrastructure are eligible and encouraged to participate under this PON. Non-regulatory agency participants are asked to submit their Hydrogen Refueling Station Concept Descriptions in accordance with the following guidelines:

1. Cover Letter that identifies the name of the individual or organization submitting the hydrogen station Concept Description, including but not limited to telephone and e-mail address of the contact person(s) for technical and contractual matters.
2. A concisely written hydrogen refueling station technical description, including: a) technical specification; b) project location; c) station development participants, and d) anticipated user base and/or hydrogen fuel throughput.
3. Project Schedule, including the timeframe for project implementation and any anticipated barriers to project completion.
4. Estimated Project Cost, including total project cost, sources of match funding and other direct cost-sharing, and whether co-funding is secured or anticipated.

Section IV: Project Review & Funding Process

All hydrogen refueling station concepts will be reviewed by the MSRC's Technical Advisory Committee/Infrastructure Subcommittee. Submittal of a Hydrogen Refueling Station Concept Description will result in one of the following three outcomes:

- A request by the MSRC for the submittal of a full proposal for possible sole-source funding consideration;
- Notification that a detailed Request for Proposals (RFP) will be issued at a later date;
- Notification that a Hydrogen Refueling Station Concept Description has been declined from further consideration.

Hydrogen refueling station proponents selected for MSRC funding will be required to enter into a contract with the South Coast AQMD on behalf of the MSRC. This contract will be the result of a negotiation between the MSRC, SCAQMD, and the hydrogen refueling station project lead entity. In cases where the South Coast AQMD is the project sponsor, the MSRC may elect to transfer funding using established interagency accounting practices. In all cases, projects must be approved by the MSRC and South Coast AQMD Governing Board prior to the execution of a contract or disbursement of MSRC funds.

The period of submittal under this PON closes on April 10, 2020, unless extended by the MSRC. Hydrogen Refueling Station Concept Descriptions should be sent via e-mail to:

Cynthia Ravenstein
MSRC Contracts Administrator
Cynthia@CleanTransportationFunding.org

If you have any questions regarding this Program Opportunity Notice, please direct inquiries to one of the following MSRC staff contacts:

- For **General and Administrative Assistance**, please contact:
Cynthia Ravenstein
MSRC Contracts Administrator
Phone: 909-396-3269
E-mail: Cynthia@CleanTransportationFunding.org

- For **Technical Assistance**, please contact:
Ray Gorski
MSRC Technical Advisor
Phone: 909-396-2479
E-mail: Ray@CleanTransportationFunding.org

BOARD MEETING DATE: April 6, 2018

AGENDA NO. 9

PROPOSAL: Appoint Members to Deferred Compensation Plan Committee

SYNOPSIS: SCAQMD sponsors an IRS-approved 457 deferred compensation program for its employees. The Deferred Compensation Plan Committee oversees the implementation of the program. Pursuant to the Committee Charter, the Board appoints new members to the Committee whenever vacancies occur. One member retired in February 2018 and another member recently resigned. This action is to appoint General Counsel Bayron Gilchrist and Assistant Deputy Executive Officer Sujata Jain as successors to these members.

COMMITTEE Administrative, March 9, 2018; Recommended for Approval

RECOMMENDED ACTION:

Appoint Bayron Gilchrist, General Counsel, and Sujata Jain, Assistant Deputy Executive Officer/Finance, to the Deferred Compensation Plan Committee effective April 6, 2018.

Wayne Natri
Executive Officer

AJO:mm

Background

SCAQMD sponsors and administers a 457 deferred compensation program for its employees. State law governs the fiduciary requirement for the operation and investment of 457 plans sponsored by governmental entities. SCAQMD's Governing Board serves a fiduciary role subject to the duties and obligations under Article XVI, Section 17 of the California Constitution. To meet its fiduciary responsibilities, the Board, at the time it established SCAQMD's 457 Plan, also established a Deferred Compensation Plan Committee to oversee the administration of the Plan. On May 2, 2008, the Board approved the Deferred Compensation Plan Committee Charter, formalizing the fiduciary duties and responsibilities of the Committee.

The plan is administered by Massachusetts Mutual Life Insurance Company, a retirement services, asset management and insurance firm. In addition to the retirement plan administrator, SCAQMD utilizes an independent, third-party consulting firm, Benefit Financial Services Group (BFSG), to provide services to the Plan as a fiduciary under a Registered Investment Advisor agreement.

The four members of the Deferred Compensation Plan Committee were the Chief Administrative Officer, the Assistant Deputy Executive Officer/Administrative and Human Resources, the Human Resources Manager over employee benefits, and the General Counsel. Article 8.1 of the Committee Charter provides that whenever there is a vacancy on the Committee, the Board appoints successors. The former General Counsel, Kurt Wiese, retired from SCAQMD in February 2018, and Chief Administrative Officer Michael O'Kelly recently resigned his position.

Proposal

Appoint the new General Counsel, Bayron Gilchrist, and the Assistant Deputy Executive Officer/Finance, Sujata Jain, to the Deferred Compensation Committee effective April 6, 2018 to replace the outgoing members of the Committee.

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BOARD MEETING DATE: April 6, 2018

AGENDA NO. 10

REPORT: Legislative, Public Affairs and Media Report

SYNOPSIS: This report highlights the February 2018 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 Natri
Executive Officer

FW:LTO:LA:DM

BACKGROUND

This report summarizes the activities of the Legislative, Public Affairs and Media Office for February 2018. 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 February 2018. These events involve communities which suffer disproportionately from adverse air quality impacts.

February 21

SCAQMD hosted a town hall meeting for the City of Compton at the Dollarhide Community Center. Staff provided an update on the monitoring efforts and explained the next steps. There was a robust question and answer session.

February 21

Staff attended the Joint Environmental Justice Community Partnership and Coachella Valley Environmental Justice Enforcement Task Force meeting in Indio. Staff provided an air quality overview and an update regarding AB 617 and AB 134, and how the legislation might affect the Eastern Coachella Valley.

February 22

Staff hosted a community meeting in conjunction with CARB on AB 617 and AB 134 in the City of Commerce. The purpose of the meeting was to provide a summary of how these two laws will reduce air pollution in the region and receive public input on community identification and prioritization, and future projects for the Carl Moyer program.

February 28

The Santa Ana Madison Park Neighborhood Association invited SCAQMD staff to discuss air quality issues. The primarily Spanish speaking community members focused on a recently issued facility permit to Brasstec, a plating facility.

COMMUNITY EVENTS/PUBLIC MEETINGS

Each year SCAQMD staff engage with thousands of residents, providing valuable information about the agency, incentive programs and ways individuals can help reduce air pollution through events and meetings sponsored solely by SCAQMD or in partnership with others. Attendees typically receive the following information:

- Tips on reducing their exposure to smog and its health effects;
- Clean air technologies and their deployment;
- Invitations or notices of conferences, seminars, workshops and other public events;
- SCAQMD incentive programs;
- Ways to participate in SCAQMD's rule and policy development; and
- Assistance in resolving air pollution-related problems.

SCAQMD staff attended and/or provided information and updates at the following events:

February 1-3

- 17th Annual New Partners for Smart Growth Conference, Hilton San Francisco Union Square.

February 12

- 4th Annual Environmental Health Summit, California Endowment, Los Angeles.

February 20

- Staff hosted community meetings on Community Priorities for Emission Reduction Projects using SCAQMD Incentive Funds in Torrance and Wilmington. The purpose of the meetings was to solicit input from the public on the type of emission reduction projects they would like to have implemented in their communities.

February 23

- South Bay Cities Council of Governments General Assembly, Carson.

SPEAKERS BUREAU/VISITOR SERVICES

SCAQMD regularly receives requests for staff to speak on air quality-related issues from a wide variety of organizations, such as trade associations, chambers of commerce, community-based groups, schools, hospitals and health-based organizations. SCAQMD also hosts visitors from around the world who meet with staff on a wide range of air quality issues.

February 6

- Staff presented to more than 30 environmental policy students from Chapman University on SCAQMD rules and regulations, enforcement and compliance, and other issues.

February 13

- Staff provided an overview of AB 617 to a broad audience of more than 50 representatives from industry associations, local regulatory and utility agencies, and environmental organizations, at the Los Angeles County Sanitation Districts office in Whittier.

February 23

- Staff hosted 30 students and a teacher from Montclair High School. Their visit included an overview of SCAQMD, air quality monitoring, and clean alternative fuels and vehicles. The visit also included a tour of the SCAQMD facility, its laboratory, alternative fueling and charging stations, and a display of various types of vehicles.

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 February were:

Calls to SCAQMD's Main Line and 1-800-CUT-SMOG® Line	3,354
Calls to SCAQMD's Spanish-language Line	<u>38</u>
Total Calls	3,392

PUBLIC INFORMATION CENTER STATISTICS

The Public Information Center (PIC) handles phone calls and walk-in requests for general information. Information for the month of February is summarized below:

Calls Received by PIC Staff	134
<u>Calls to Automated System</u>	<u>699</u>
Total Calls	833

Visitor Transactions	318
Email Advisories Sent	27,969

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 293 companies;
- Issued 60 clearance letters;
- Conducted 6 free on-site consultations; and
- Provided assistance in filing 1 request for variance.

Types of businesses assisted

Auto Body Shops	Dry Cleaners	Furniture Refinishing Facilities
Plating Facilities	Gas Stations	Printing Facilities
Breweries	Restaurants	Engineering, Construction
Manufacturing Facilities	Auto Repair Centers	& Architecture Firms

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: 100

Press Releases Issued: 4

Media Advisories: 1

No-Burn Alerts: 4

Major Media Topics for February

All inquiries closed unless noted as pending.

- **School Air Filters:** KPCC and Southern California News Group requested interviews prior to the February 2, 2018 Board meeting regarding implementation of air filtration technology in schools in Boyle Heights. NBC asked about the time frame expected for air filter installation.
- **Indirect Source Rules:** IWP News inquired as to when SCAQMD would be establishing new indirect source measures. Staff responded with information about the March 2, 2018 Board meeting presentation.
- **EV Charger Funding:** Following a City of Calabasas agenda item on AB 2766 funding, staff provided information to the Acorn newspaper about funding for EV charging infrastructure in the city.
- **Career Video:** Staff was interviewed by Pearson Education about careers in air pollution science. Pearson is producing a series of career videos to accompany a fifth grade science textbook.
- **Trojan Battery/Air Monitoring:** KCRW requested an interview on the topic of special air monitoring and enforcement in Paramount, Compton and at Trojan Battery. An interview was also conducted with KPCC regarding SCAQMD's filing a Petition for an Order for Abatement to curtail lead emissions from Trojan Battery in Santa Fe Springs.
- **Trash Trucks:** L.A. Times inquired regarding SCAQMD regulations pertaining to garbage trucks in the LA Area.
- **World Logistics Center:** KPCC inquired about SCAQMD's settlement with the World Logistics Center.
- **Prescribed Burns:** KQED inquired about prescribed burn events and the incidence of complaints in relation to prescribed burns.
- **SCIG Lawsuit:** The Daily Breeze and a freelance reporter requested an update on an appeal over the SCIG EIR. Staff declined to comment but reported the Board's decision to join an appeal.
- **Metro Plans for I-710 South Corridor Improvements:** The L.A. Times editorial staff inquired whether SCAQMD had adopted a formal position on Metro's plan to adopt Alternative 5 for the I-710 South project. No formal position has been taken.
- **Health Effects of PM2.5:** Staff conducted an interview with the Daily Breeze about the short- and long-term health effects of PM2.5.

- **Torrance Refinery:** The Daily Breeze inquired about NOVs and penalties issued to the Torrance Refinery in December 2017.
- **Potential Sales Tax:** The OC Register inquired regarding the legislative bill to authorize a ballot measure for a potential sales tax and the polling study to be launched on the issue. Staff conducted an interview with an L.A. Times editorial writer on a proposed quarter-cent sales tax to fund clean air incentives. Inside Washington Publishers also inquired and staff provided a prepared statement.
- **Check Before You Burn:** L.A. Times submitted a follow-up request to a public records request submitted in January. The reporter requested an update on complaints and any NOVs or warning letters issued in regards to no-burn days. Pending.
- **Enforcement Statistics:** The L.A. Times inquired about whether SCAQMD compiles and issues an annual report of enforcement statistics including the number of NOVs, NCs, inspections, etc.
- **Facility-Based Measures:** The L.A. Times requested an interview with staff on proposed facility-based measures. An interview is pending.
- **Aliso Canyon:** A student reporter with University of Southern California requested an update on the Aliso Canyon situation. Pending
- **Rule 1410:** OPIS (Oil Price Information Service) reporter requested information on the status of Proposed Rule 1410. Staff provided a status update to the reporter.

Media Campaigns

Annual Check Before You Burn Program:

The annual program ended on February 28, and the contractor is now preparing a final report.

33 no-burn days were called this season.

4,598 total new Air Alerts subscribers were added during the season.

The Right to Breathe Signature Film Update

Additional edits were requested and discussed with the contractor. Contract was extended to accommodate additional work. The film has been completed and is now posted on YouTube.

News Releases & Media Advisories Issued

- Anaplex in Paramount Ordered to Temporarily Suspend Operations - February 28, 2018.
- SCAQMD Hosts Series of Community Meetings on New Measures Aimed at Reducing Pollution Exposure in EJ Communities - February 13, 2018.
- East Los Angeles Schools to Receive Air Filtration Units to Reduce Indoor Air Pollution - February 6, 2018.

- SCAQMD Takes Action to Reduce Lead Emissions from Trojan Battery – February 1, 2018.

Website

- AB 167 and AB 134 webpage: Coordinated with staff across the agency to prepare and launch this new page.

OUTREACH TO COMMUNITY GROUPS AND FEDERAL, STATE, AND LOCAL GOVERNMENTS

Field visits and/or communications were conducted with elected officials or staff from the following cities:

Alhambra	Highland	Pomona
Aliso Viejo	Industry	Rancho Cucamonga
Anaheim	Indio	Rosemead
Arcadia	Irvine	Santa Ana
Azusa	Irwindale	San Dimas
Bell Gardens	Inglewood	San Bernardino
Buena Park	Jurupa Valley	San Gabriel
Baldwin Park	La Cañada Flintridge	San Marino
Bradbury	La Palma	Santa Fe Springs
Carson	La Puente	Sierra Madre
Claremont	La Verne	South El Monte
Compton	Los Angeles	South Pasadena
Commerce	Mission Viejo	Torrance
Covina	Monrovia	Temple City
Cypress	Monterey Park	Tustin
Diamond Bar	Norwalk	Upland
Duarte	Palos Verdes Estates	Walnut
El Monte	Pico Rivera	West Covina
Glendora	Pasadena	

Visits and/or communications were conducted with elected officials or staff from the following state and federal offices:

- U.S. Congresswoman Nanette Barragán
- U.S. Congressman Lou Correa
- U.S. Congressman Ed Royce
- U.S. Congressman Ted Lieu
- U.S. Congressman Mark Takano
- U.S. Congresswoman Judy Chu
- U.S. Congresswoman Grace Napolitano
- U.S. Congresswoman Mimi Walters
- Senator Ben Allen
- Senator Ed Hernandez
- Senator Anthony Portantino
- Senator Richard Roth
- Senator Josh Newman
- Assembly Member Sabrina Cervantes

- Assembly Member Ed Chau
- Assembly Member Stephen Choi
- Assembly Member Tom Daly
- Assembly Member Mike Gipson
- Assembly Member Chris Holden
- Assembly Member Blanca Rubio
- Assembly Member Al Muratsuchi
- Assembly Member Sharon Quirk-Silva
- Assembly Member Chad Mayes
- Assembly Member Jose Medina

Staff represented SCAQMD and/or provided updates or a presentation to the following governmental agencies and business organizations:

Anaheim Chamber of Commerce
 California Air Resources Board
 Coachella Water Mosquito & Vector Control District
 Daylight Transportation
 Inland Empire Resource Conservation District
 North Orange County Chamber of Commerce
 Orange County Business Council
 Orange County Public Affairs Association
 Orange County Transportation Authority
 Omnitrans
 Pasadena Chamber of Commerce
 Rancho Cucamonga Chamber of Commerce
 Riverside County Transportation Commission
 Riverside Transit Agency (RTA)
 RTA Greater Riverside Transportation Now
 Riverside County Agricultural Commissioners
 San Bernardino County Transportation Authority
 Santa Ana Chamber of Commerce
 Sanitation Districts of Los Angeles
 San Gabriel Valley Council of Governments
 San Gabriel Valley Economic Partnership
 South Bay Association of Chambers of Commerce
 South Bay Cities Council of Governments
 South Pasadena Chamber of Commerce
 Southern California Gas Company
 Tustin Chamber of Commerce
 Upland Chamber of Commerce
 United States Environmental Protection Agency
 Yucaipa Chamber of Commerce

Staff represented SCAQMD and/or provided updates or a presentation to the following community and educational groups and organizations:

California State University, San Bernardino
Chapman University, Orange
Coachella Valley Environmental Justice Enforcement Task Force
Community Center, Compton
Comite Civico del Valle
La Union Hace La Fuerza
Montclair High School
Pasadena Neighborhood Connections
Twenty-Nine Palms Band of Mission Indians
San Manuel Band of Mission Indians Tribal Government
Sierra Club, Coachella Valley
Sustainable Claremont
University of California, Riverside
UC Irvine Health Family Center - Santa Ana

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BOARD MEETING DATE: April 6, 2018

AGENDA NO. 11

REPORT: Hearing Board Report

SYNOPSIS: This reports the actions taken by the Hearing Board during the period of February 1 through February 28, 2018.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:
Receive and file.

Julie Prussack
Chairman of Hearing Board

DG

Two summaries are attached: **February 2018 Hearing Board Cases and Rules From Which Variances and Orders for Abatement Were Requested in 2018.** An Index of District Rules is also attached.

The total number of appeals filed during the period February 1 to February 28, 2018 is 0.

Report of February 2018 Hearing Board Cases

Case Name and Case No. (SCAQMD Attorney)	Rules	Reason for Petition/Hearing	District Position/ Hearing Board Action	Type and Length of Variance or Order	Excess Emissions
1. City of Pasadena Water and Power Case No. 2244-34 (S. Pruitt)	203(b) 2004(f)(1) 3002(c)(1)	Petitioner sought variance to repair ammonia CEMS, while still in operation.	Not Opposed/Granted	Ex Parte EV granted commencing 2/21/18 and continuing for 30 days or until the EV hearing currently scheduled for 2/28/18, whichever occurs first.	None
2. D & D Disposal Inc., dba West Coast Rendering Co. Case No. 3462-3 (S. Pruitt)	203(b) 2004(f)(1)	Petitioner requested to operate at a reduced rate and temperature until the programming for regulation of its SCR processes is complete.	Not Opposed/Granted	Ex Parte EV granted commencing 2/22/18 and continuing until the EV hearing currently scheduled for 2/27/18.	NOx: TBD by 3/20/18
3. Lunday Thagard Company Case No. 2033-30 (S. Pruitt)	203(b) 2004(f)(1) 3002(c)(1)	Petitioner needs to connect loading racks to temporary emission control device to fix an unanticipated leak in incinerator piping.	Not Opposed/Granted	Ex Parte EV granted commencing 2/1/18 and continuing until the EV hearing currently scheduled for 2/7/18.	None
4. Storopack, Inc. Case No. 5569-4 (N. Feldman)	203(b) 3002(c)(1)	Petitioner must open roof of manufacturing facility to make necessary repairs.	Not Opposed/Granted	SV granted commencing 6/2/18 and continuing through 8/10/18.	None

Acronyms

AOC: Alternative Operating Conditions
 CEMS: Continuous Emissions Monitoring System
 CO: Carbon Monoxide
 ERC: Emissions Reduction Credits
 EV: Emergency Variance
 N/A: Not Applicable
 NH3: Ammonia
 NOx: Oxides of Nitrogen
 O/A: Order for Abatement
 RV: Regular Variance
 SCR: Selective Catalytic Reduction
 SOx: Oxides of Sulfur
 SV: Short Variance
 TBD: To be determined

Rules from which Variances and Orders for Abatement were Requested in 2018

	2018	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
# of HB Actions Involving Rules														
203(b)		2	4											6
1147(c)(1)		1												1
2004(f)(1)		2	3											5
2011(c)(2)(A)		1												1
2011(c)(2)(B)		1												1
2011(e)(1)		1												1
2012(c)(2)(A)		1												1
2012(c)(2)(B)		1												1
2012(g)(1)		1												1
3002(c)		1												1
3002(c)(1)		1	3											4

**DISTRICT RULES AND REGULATIONS INDEX
FOR 2018 HEARING BOARD CASES AS OF FEBRUARY 28, 2018**

REGULATION II – PERMITS

Rule 203 Permit to Operate

REGULATION XI - SOURCE SPECIFIC STANDARDS

Rule 1147 NOx Reductions from Miscellaneous Sources

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

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BOARD MEETING DATE: April 6, 2018

AGENDA NO. 12

REPORT: Civil Filings and Civil Penalties Report

SYNOPSIS: This reports the monthly penalties from February 1 through February 28, 2018, and legal actions filed by the General Counsel's Office from February 1 through February 28, 2018. An Index of District Rules is attached with the penalty report.

COMMITTEE: Stationary Source, March 16, 2018, Reviewed

RECOMMENDED ACTION:
Receive and file this report.

Bayron T. Gilchrist
General Counsel

BTG:ew

	<u>Civil Filings</u>	<u>Violations</u>
1. GRAND GAS dba GRAND GAS 2 Los Angeles Superior Court Case No. KC070054; Filed 2.20.18 (SMP) P63215 R. 461 – Gasoline Transfer and Dispensing		1

1 Violation

Attachments

February 2018 Penalty Report
Index of District Rules and Regulations

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
General Counsel's Office**

February 2018 Settlement Penalty Report

<u>Total Penalties</u>	
Civil Settlements:	\$5,252,100.00
MSPAP Settlements:	\$25,825.00
Total Cash Settlements:	\$5,277,925.00
Total SEP Value:	\$0.00
Fiscal Year through 2 / 2018 Cash Total:	
	\$9,645,181.81
Fiscal Year through 2 / 2018 SEP Value Only Total:	
	\$2,120,000.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
Civil Settlements						
180945	ALLTECH, INC.	202(a) 402 41700	2/6/2018	SMP	P59539	\$6,000.00
138568	CALIFORNIA DROP FORGE, INC	2004	2/23/2018	SH	P64400	\$2,500.00
800030	CHEVRON U.S.A. INC	1118 2004 2004(f)(1) 203 203 (b) 3002 3002(c)(1) 401 41700	2/2/2018	TRB	P48747 P57247 P57248	\$5,137,250.00
69598	DELGADO BROTHERS CO	3003 3002(c)(1)	2/15/2018	SH	P62378	\$750.00
169170	EMERITUS OF YORBA LINDA	1146.2	2/15/2018	WBW	P60673 P60674	\$2,500.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
11818	HIXSON METAL FINISHING	1402	2/7/2018	NSF	P63556	\$25,000.00
46874	HOLLY STREET, LLC	1173 203 (b)	2/6/2018	SH	P60719	\$10,000.00
181997	JOHN KA WAH KWONG, BETTY LOK	1403 40 CFR	2/23/2018	BST	P64701	\$25,000.00
125015	LOS ANGELES TIMES COMMUNICATIONS LLC	2012	2/8/2018	BST	P64356	\$9,000.00
5887	NEXGEN PHARMA INC	3002(c)(1)	2/15/2018	SH	P60416	\$2,500.00
183415	ONTARIO INTERNATIONAL AIRPORT AUTHORITY	461 (e) (2)	2/6/2018	BST	P64762	\$1,700.00
800183	PARAMOUNT PETR CORP	1173 1176(e)(1) 2004 2004(d)	2/7/2018	VKT	P53753 P61513 P61518 P61519 P61520 P64416	\$20,000.00
120948	PHILLIPS INDUSTRIES	1145	2/23/2018	KCM	P63917	\$2,800.00
53729	TREND OFFSET PRINTING SERVICES, INC	2004(f)(1) 2012 3002(c)(1)	2/6/2018	WBW	P54985	\$3,000.00
13990	US GOVT, VETERANS AFFAIRS MEDICAL CENTER	2202	2/23/2018	SH	P60347	\$3,000.00
118015	VILLAGE AUTO SPA,GALEN MOGTADERI	41954 41960.2 461(c)	2/23/2018	SH	P61267	\$1,100.00

Total Civil Settlements: \$5,252,100.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
MSPAP Settlements						
7776	3-D POLYMERS	203 (a)	2/21/2018	TF	P66801	\$1,000.00
141000	GURUAAN LA II, LP	461	2/7/2018	GC	P64665	\$630.00
185373	LAGUNA BEACH COUNTY WATER DISTRICT	203 (a)	2/15/2018	TF	P64079	\$100.00
137767	MADISON MATERIALS INC	403	2/20/2018	TF	P63162	\$1,000.00
56547	MARCEL ELECTRONICS	203 (b)	2/6/2018	TF	P64083	\$2,695.00
118488	METROPOLITAN CLEANERS, G. GORODETSKY,DBA	1146.2	2/21/2018	TF	P63674	\$175.00
183029	MG OIL, INC	41960.2 461	2/21/2018	TF	P65737	\$700.00
154429	N. B. OIL CO., INC. #2	461	2/28/2018	TF	P65736	\$375.00
71791	SAFEWAY INC	1146.1 203 (b)	2/21/2018	GV	P64465	\$3,200.00
92495	SANTANA CYCLES INC	1107	2/22/2018	GV	P65366	\$2,000.00
16947	SERV-RITE MEAT COMPANY	1146 201 203 (a)	2/20/2018	GV	P64136	\$6,400.00
176964	ST. JOSEPH HEALTH	2202	2/20/2018	GV	P59486	\$800.00
184818	STATEN SOLAR	403	2/22/2018	GV	P63137	\$1,000.00
178085	WEST TO EAST COLLISION CENTER	109 203 (a)	2/21/2018	GV	P65151	\$1,600.00
145023	WHITE MEMORIAL MEDICAL CENTER	203 (b)	2/22/2018	GV	P64130	\$2,300.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
13613	WHITE MEMORIAL MEDICAL CENTER	1146 203 (b)	2/22/2018	GV	P64131	\$600.00
28165	WORLD AUTO SERVICE	201	2/22/2018	GV	P59398	\$250.00
161230	Z GAS, LLC	203 (b) 461(c)(2)(B)	2/22/2018	GV	P65024	\$1,000.00

Total MSPAP Settlements: \$25,825.00

**DISTRICT'S RULES AND REGULATIONS INDEX
FOR FEBRUARY 2018 PENALTY REPORT**

REGULATION I - GENERAL PROVISIONS

Rule 109 Recordkeeping for Volatile Organic Compound Emissions (*Amended 8/18/00*)

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*)

REGULATION IV – PROHIBITIONS

Rule 401 Visible Emissions (*Amended 9/11/98*)
Rule 402 Nuisance (*Adopted 5/7/76*)
Rule 403 Fugitive Dust (*Amended 12/11/98*) *Pertains to solid particulate matter emitted from man-made activities.*
Rule 461 Gasoline Transfer and Dispensing (*Amended 6/15/01*)

REGULATION XI - SOURCE SPECIFIC STANDARDS

Rule 1107 Coating of Metal Parts and Products (*Amended 11/17/00*)
Rule 1118 Emissions From Refinery Flares (*Adopted 2/13/98*)
Rule 1145 Plastic, Rubber and Glass Coatings (*Amended 2/14/97*)
Rule 1146 Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters (*Amended 11/17/00*)
Rule 1146.1 Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters (*Amended 5/13/94*)
Rule 1146.2 Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers (*Adopted 1/9/98*)
Rule 1173 Fugitive Emissions of Volatile Organic Compounds (*Amended 5/13/94*)
Rule 1176 Sumps and Wastewater Separators (*Amended 9/13/96*)

REGULATION XIV - TOXICS

- Rule 1402 Control of Toxic Air Contaminants from Existing Sources *(Amended 3/17/00)*
- Rule 1403 Asbestos Emissions from Demolition/Renovation Activities *(Amended 4/8/94)*

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 XXII ON-ROAD MOTOR VEHICLE MITIGATION

- Rule 2202 On-Road Motor Vehicle Mitigation Options *(Amended 10/9/98)*

REGULATION XXX TITLE V PERMITS

- Rule 3002 Requirements *(Amended 11/14/97)*
- Rule 3003 Applications *(Amended 3/16/01)*

CODE OF FEDERAL REGULATIONS

40 CFR – Protection of the Environment

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: April 6, 2018

AGENDA NO. 13

REPORT: Lead Agency Projects and Environmental Documents Received By SCAQMD

SYNOPSIS: This report provides, for the Board's consideration, a listing of CEQA documents received by the SCAQMD between February 1, 2018 and February 28, 2018, and those projects for which the SCAQMD is acting as lead agency pursuant to CEQA.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:
Receive and file.

Wayne Nastri
Executive Officer

PF:SN:MK:LS:LW

CEQA Document Receipt and Review Logs (Attachments A and B) – Each month, the SCAQMD receives numerous CEQA documents from other public agencies on projects that could adversely affect air quality. A listing of all documents received and reviewed during the reporting period February 1, 2018 through February 28, 2018 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 72 CEQA documents were received during this reporting period and 23 comment letters were sent. There are no notable projects to highlight in this report.

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 February 1, 2018 through February 28, 2018, the SCAQMD received 72 CEQA documents. Of the total of 94 documents* listed in Attachments A and B:

- 23 comment letters were sent;
- 24 documents were reviewed, but no comments were made;
- 28 documents are currently under review;
- 14 documents did not require comments (e.g., public notices);
- 0 documents were not reviewed; and
- 5 documents were screened without additional review.

* These statistics are from February 1, 2018 to February 28, 2018 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 February.

Attachments

- A. Incoming CEQA Documents Log
- B. Ongoing Active Projects for Which SCAQMD Has or Will Conduct a CEQA Review
- C. Active SCAQMD Lead Agency Projects

**ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
February 01, 2018 to February 28, 2018**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Industrial and Commercial</i> LAC180214-02 Development Plan Approval Case No. 914-01	The proposed project consists of construction of a 201,467-square-foot manufacturing building on 10.26 acres. The project is located at 9615 Norwalk Boulevard on the southwest corner of Norwalk Boulevard and Pacific Street. Comment Period: 2/14/2018 - 2/20/2018 Public Hearing: N/A	Notice of Public Hearing	City of Santa Fe Springs	Document reviewed - No comments sent
<i>Industrial and Commercial</i> LAC180214-03 Development Plan Approval Case No. 917-01	The proposed project consists of construction of a 17,338-square-foot manufacturing building. The project is located at 12636 Los Nietos Road on the southwest corner of Los Nietos Road and Romandel Avenue. Comment Period: 2/14/2018 - 2/20/2018 Public Hearing: N/A	Notice of Public Hearing	City of Santa Fe Springs	Document reviewed - No comments sent
<i>Industrial and Commercial</i> LAC180221-02 Canyon City Business Center	The proposed project consists of construction of seven industrial and warehouse buildings totaling 463,436 square feet on 23.43 acres. The project is located at 1025 North Todd Avenue on the southwest corner of West Sierra Madre Avenue and North Todd Avenue. Comment Period: 2/21/2018 - 3/23/2018 Public Hearing: 3/14/2018	Notice of Preparation	City of Azusa	Under review, may submit written comments
<i>Industrial and Commercial</i> LAC180227-04 Sunset Gower Studios Enhancement Plan (ENV-2017-5091-EIR)	The proposed project consists of demolition of three existing structures totaling 160,500 square feet, and construction of three office buildings totaling 628,000 square feet and subterranean parking on 15.9 acres. The project is located on the southeast corner of Sunset Boulevard and Gower Street in the community of Hollywood. Comment Period: 2/26/2018 - 3/30/2018 Public Hearing: 3/6/2018	Notice of Preparation	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
February 01, 2018 to February 28, 2018**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Industrial and Commercial SBC180213-03 Chino RV Storage Facility Project	The proposed project consists of construction of recreational vehicle facility with 313 storage spaces and a 384-square-foot office on 7.19 acres. The project is located on the northwest corner of Mountain Avenue and Edison Avenue. Reference SBC171011-01, SBC141205-06, SBC140627-02 and SBC131219-02 Comment Period: N/A Public Hearing: 2/21/2018	Notice of Public Hearing	City of Chino	Document does not require comments
Industrial and Commercial SBC180223-02 Arconic Industrial Expansion - Design Review DRC2017-00141	The proposed project consists of construction of a 39,600-square-foot industrial building and two ancillary equipment buildings totaling 9,166 square feet on 17.5 acres. The project is located at 11711 Arrow Route near the southwest corner of Arrow Route and Rochester Avenue. Comment Period: 2/22/2018 - 3/28/2018 Public Hearing: 3/28/2018	Mitigated Negative Declaration	City of Rancho Cucamonga	Under review, may submit written comments
Waste and Water-related LAC180208-06 Food Waste Receiving and Digestion Program at the Joint Water Pollution Control Plant	The proposed project consists of demolition of existing digester, and construction of a food waste facility, biogas pipelines, and additional flares on 220 acres. The project would also include expansion of biogas conditioning system and compressed natural gas fueling station. The project is located on the northeast corner of West Lomitas Boulevard and Interstate 110 in the City of Carson. Comment Period: N/A Public Hearing: N/A	Response to Comments	Sanitation Districts of Los Angeles County	Document reviewed - No comments sent
Waste and Water-related LAC180220-06 Malibu Creek Ecosystem Restoration Project	The proposed project consists of restoration of aquatic and riparian habitat connectivity along Malibu Creek and tributaries, including removal of Rindge Dam, excavation and placement of 780,000 cubic yards of sediment, and modification and removal of upstream aquatic habitat barriers. The project is located southwest of the Mulholland Highway and Las Virgenes Road intersection. Reference LAC180123-05 and LAC170127-05 Comment Period: N/A Public Hearing: 3/9/2018	Notice of Public Hearing	California Department of Parks and Recreation	Document does not require comments

- Project has potential environmental justice concerns due to the nature and/or location of the project.
Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

**ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
February 01, 2018 to February 28, 2018**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Waste and Water-related</i> LAC180220-07 Phibro-Tech, Inc. - Requested Temporary Authorization for Tank C-40	The proposed project consists of request for temporary authorization to operate Tank C-40. The project is located at 8851 Dice Road on the southwest corner of Dice Road and Burke Street in the City of Santa Fe Springs. Comment Period: N/A Public Hearing: N/A	Public Notice	Department of Toxic Substances Control	Document reviewed - No comments sent
<i>Waste and Water-related</i> ORC180216-02 Water Well No. 14 (Case No. 2016-60)	The proposed project consists of construction of a 2,000- to 3,000-square-foot potable water well facility with a 24-inch-diameter storm drain on 1.17 acres. The project will also include construction of a 16-inch-diameter well discharge pipeline and an 8-inch-diameter fire service pipeline. The project is located at 7499 McFadden Avenue on the northwest corner of Huntington Village Lane and West McFadden Avenue within the City of Westminster. Comment Period: 2/16/2018 - 3/7/2018 Public Hearing: 3/7/2018	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Huntington Beach	Document reviewed - No comments sent
<i>Waste and Water-related</i> ORC180227-03 Biosolids Master Plan (Project No. PS15-01)	The proposed project consists of 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. Reference ORC170718-05 Comment Period: 2/14/2018 - 4/2/2018 Public Hearing: 3/15/2018	Draft Program Environmental Impact Report	Orange County Sanitation District	Under review, may submit written comments
<i>Utilities</i> SBC180206-03 Lazer Broadcasting Facility (Project No. P201000215)	The proposed project consists of construction of a radio broadcast facility with a 43-foot monopole and a 100-square-foot equipment shelter on 38.12 acres. The project is located near the northeast corner of Oak Spur Road and Oak Grove Road in the community of Yucaipa. Reference SBC171102-02, SBC170901-07 and SBC141104-01 Comment Period: N/A Public Hearing: 2/13/2018	Notice of Public Hearing	County of San Bernardino	Document does not require comments

- Project has potential environmental justice concerns due to the nature and/or location of the project.
Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

**ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
February 01, 2018 to February 28, 2018**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Utilities</i> SBC180215-02 Rialto Bioenergy Facility Project	The proposed project consists of production of 13.38 megawatts (MW) in equivalent electricity of renewable energy on 5.7 acres. The project is located at 503 East Santa Ana Avenue near the southeast corner of South Riverside Avenue and East Santa Ana Avenue. Reference SBC171122-05 and SBC170907-06 Comment Period: N/A Public Hearing: 2/28/2018	Final Environmental Impact Report	City of Rialto	Document reviewed - No comments sent
<i>Utilities</i> SBC180216-01 Rialto Bioenergy Facility Project	The proposed project consists of production of 13.38 megawatts (MW) in equivalent electricity of renewable energy on 5.7 acres. The project is located at 503 East Santa Ana Avenue near the southeast corner of South Riverside Avenue and East Santa Ana Avenue. Reference SBC180215-02, SBC171122-05 and SBC170907-06 Comment Period: N/A Public Hearing: 2/28/2018	Notice of Public Hearing	City of Rialto	Document does not require comments
<i>Transportation</i> LAC180201-01 Santa Monica Pier Bridge Replacement Project	This document extends the public review period from February 13, 2018 to March 15, 2018 for the proposed project. The proposed project consists of development of three alternatives to improve structural stability of the Pier Bridge. Alternatives One and Two would include demolition of existing bridge and construction of a wider bridge. Alternative Three would include construction of two permanent bridges at Moss Avenue between Appian Way and the Pier. The project is located near the southwest corner of Broadway and Ocean Avenue. Reference LAC171212-04 and LAC141118-07 Comment Period: 12/11/2017 - 2/13/2018 Public Hearing: N/A	Extension of Time	City of Santa Monica	Document does not require comments
<i>Transportation</i> LAC180220-04 City of Pasadena Transit Operations and Maintenance Facility (TOMF) - Conditional Use Permit #6573	The proposed project consists of demolition of a 3,623-square-foot commercial building, and construction of a 25,920-square-foot transit operation and maintenance facility and a 59,980-square-foot parking structure on 0.76 acres. The project is located at 2180 East Foothill Boulevard near the southeast corner of North Craig Avenue and East Foothill Boulevard. Comment Period: 2/7/2018 - 3/21/2018 Public Hearing: 3/21/2018	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Pasadena	Document reviewed - No comments sent

- Project has potential environmental justice concerns due to the nature and/or location of the project.
Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

**ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
February 01, 2018 to February 28, 2018**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Transportation LAC180221-01 Whittier Boulevard/Colima Road Intersection Improvement Project	The proposed project consists of multiple road improvements along Colima Road and Whittier Boulevard, including (1) construction of new curb, gutter, sidewalks, and additional left-turn lane on the northbound side of Colima Road; (2) increase in the southbound left- and right-turn lanes along Colima Road; (3) construction of retaining wall, curb, gutter, and sidewalks on westbound side of Whittier Boulevard; (4) increase in the westbound left-turn lanes along Whittier Boulevard; and (5) provision of a westbound right-turn pocket along Whittier Boulevard. The project is located at the intersection of Whittier Boulevard and Colima Road. Comment Period: 3/6/2018 - 4/4/2018 Public Hearing: 5/22/2018	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Whittier	Document reviewed - No comments sent
Transportation ODP180213-06 State Route 14/Avenue M Project	The proposed project consists of improvements to the State Route (SR) 14 and Avenue M interchange by widening a one-mile segment of Avenue M between 20th Street West and 10th Street West in the City of Palmdale and the City of Lancaster. Comment Period: 2/12/2018 - 3/13/2018 Public Hearing: N/A	Mitigated Negative Declaration	Department of Transportation	Document reviewed - No comments sent
Transportation RVC180220-01 Interstate 15 Corridor Project	The proposed project consists of construction of tolled express lanes on a 14.7-mile segment of Interstate 15 from 0.3 miles south of Cantu-Galleano Ranch Road (Post Mile 49.8) to 1.2 miles north of Duncan Canyon Road (Post Mile 12.2). The project traverses through the cities of Eastvale, Jurupa Valley, and Fontana in the counties of Riverside and San Bernardino. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/mndinterstate15-031518.pdf Comment Period: 2/15/2018 - 3/16/2018 Public Hearing: 3/1/2018	Notice of Intent to Adopt a Mitigated Negative Declaration	California Department of Transportation	SCAQMD staff commented on 3/15/2018
Transportation SBC180208-04 Base Line Bridge Replacement Project	The proposed project consists of demolition of a 72-foot-wide and 42-foot-long bridge and construction of a 95.5-foot-wide and 600-foot-long replacement bridge. The project is located along Base Line Street between Boulder Avenue and Yarnell Road. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/mndbaselinebridge-030618.pdf Comment Period: 2/12/2018 - 3/12/2018 Public Hearing: 3/20/2018	Mitigated Negative Declaration	City of Highland	SCAQMD staff commented on 3/6/2018

- Project has potential environmental justice concerns due to the nature and/or location of the project.
Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

**ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
February 01, 2018 to February 28, 2018**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Institutional (schools, government, etc.)</i> LAC180208-03 Roosevelt High School Comprehensive Modernization Project	The proposed project consists of demolition of 17 portable classroom buildings and construction of six administrative and classroom buildings totaling 236,000 square feet on 22.7 acres. The project is located at 456 South Mathews Street on the northeast corner of South Soto Street and East 6th Street in the community of Boyle Heights. Reference LAC171018-01 Comment Period: 2/6/2018 - 3/23/2018 Public Hearing: 2/21/2018	Notice of Availability of a Draft Environmental Impact Report	Los Angeles Unified School District	Under review, may submit written comments
<i>Institutional (schools, government, etc.)</i> LAC180216-03 Burroughs Middle School Comprehensive Modernization Project	The proposed project consists of demolition of four existing buildings and 12 portable classroom buildings totaling 60,500 square feet. The project will also include construction of four buildings totaling 88,000 square feet and modification to six buildings totaling 104,500 square feet on 10.4 acres. The project is located at 600 South McCadden Place in the community of Hancock Park. Comment Period: 2/16/2018 - 3/20/2018 Public Hearing: 2/28/2018	Notice of Preparation	Los Angeles Unified School District	Under review, may submit written comments
<i>Institutional (schools, government, etc.)</i> LAC180227-06 Sherman Oaks Center for Enriched Studies (SOCES) Comprehensive Modernization Project	The proposed project consists of demolition of four existing buildings and 14 classrooms totaling 50,105 square feet, construction of four buildings totaling 104,545 square feet, and remodeling of four buildings totaling 30,181 square feet on 21.5 acres. The project is located at 18605 Erwin Street on the southeast corner of Victory Boulevard and Yolanda Avenue in the community of Reseda. Reference LAC171107-04 Comment Period: 2/26/2018 - 4/12/2018 Public Hearing: 3/20/2018	Draft Environmental Impact Report	Los Angeles Unified School District	Document reviewed - No comments sent
<i>Institutional (schools, government, etc.)</i> ORC180223-04 Ocean View School District Multiple-Campus Modernization/Interim Housing Project	The proposed project consists of establishment of temporary housing units, installation of campus security and safety equipment, and construction of infrastructure improvements at 13 schools within the Ocean View School District. Reference ORC171201-02 Comment Period: 2/23/2018 - 4/9/2018 Public Hearing: 4/24/2018	Draft Environmental Impact Report	Ocean View School District of Orange County	Document reviewed - No comments sent

- Project has potential environmental justice concerns due to the nature and/or location of the project. Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

**ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
February 01, 2018 to February 28, 2018**

SCAQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Medical Facility LAC180223-06 3900 W. Jefferson Boulevard	The proposed project consists of demolition of existing building and construction of a 24,390-square-foot medical office building with subterranean parking on 0.58 acres. The project is located at 3900 West Jefferson Boulevard on the southeast corner of West Jefferson Boulevard and Virginia Road in the community of West Adams-Baldwin Hills-Leimert. Comment Period: 2/23/2018 - 3/19/2018 Public Hearing: N/A	Mitigated Negative Declaration	Community Redevelopment Agency of the City of Los Angeles (CRA/LA)	Document reviewed - No comments sent
Medical Facility RVC180206-05 CUP 2017-173, TR 2017-174 and PP 2017-175	The proposed project consists of construction of a 205,680-square-foot assisted living facility with 178 rooms on 10.02 acres. The project will also include construction of six medical offices totaling 101,018 square feet on 10.02 acres. The project is located on the southeast corner of Holland Road and Sherman Road. Reference RVC170613-06 Comment Period: 2/2/2018 - 2/22/2018 Public Hearing: N/A	Site Plan	City of Menifee	Document reviewed - No comments sent
Retail LAC180201-05 South Bay Galleria Improvement Project	The proposed project consists of construction of 224,464 square feet of retail uses 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 LAC170801-04 and LAC151006-03 Comment Period: N/A Public Hearing: 2/15/2018	Notice of Public Hearing	City of Redondo Beach	Document does not require comments
Retail LAC180209-02 Tentative Parcel Map No. 82014	The proposed project consists of subdivision of 6.133 acres for future development of a hotel with 110 rooms and subterranean parking. The project is located on the southwest corner of Telegraph Boulevard and Norwalk Boulevard. Comment Period: N/A Public Hearing: 2/20/2018	Notice of Public Hearing	City of Santa Fe Springs	Document does not require comments

- Project has potential environmental justice concerns due to the nature and/or location of the project.
Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

**ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
February 01, 2018 to February 28, 2018**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Retail</i> LAC180213-05 South Bay Galleria Improvement Project	This document changes the public hearing date from February 15, 2018 to March 15, 2018 for the proposed project. The proposed project consists of construction of 224,464 square feet of retail uses 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 LAC180201-05, LAC170801-04 and LAC151006-03 Comment Period: N/A Public Hearing: 3/15/2018	Revised Notice of Public Hearing	City of Redondo Beach	Document does not require comments
<i>Retail</i> RVC180202-08 Agua Caliente Casino Resort Spa Expansion Project	The proposed project consists of construction of 58,000 square feet of gaming area, 41,000 square feet of meeting space, 25,000 square feet of retail uses, 120,000 square feet of commercial uses, and a 364,000-square foot hotel with 310 rooms on 56 acres. The project is located on the southeast corner of Ramon Road and Bob Hope Drive in the City of Rancho Mirage in Riverside County. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/nopaguacalientecasino-030118.pdf Comment Period: 1/31/2018 - 3/2/2018 Public Hearing: N/A	Notice of Preparation	Agua Caliente Band of Cahuilla Indians	SCAQMD staff commented on 3/1/2018
<i>Retail</i> RVC180220-02 Moreno Valley Festival Specific Plan Amendment	The proposed project consists of construction of a 348,000-square-foot business park and 325,000 square feet of retail uses on 29 acres. The project is located on the northwest corner of Indian Street and State Route 60. Comment Period: 2/19/2018 - 3/21/2018 Public Hearing: N/A	Mitigated Negative Declaration	City of Moreno Valley	Under review, may submit written comments
<i>General Land Use (residential, etc.)</i> LAC180202-01 City of South Pasadena General Plan and Downtown Specific Plan Update	The proposed project consists of construction of 500 residential units, 130,000 square feet of retail uses, and 300,000 square feet of office uses. The project is located on the northwest corner of Los Robles Avenue and Garfield Avenue. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/nopsouthpasadena-021518.pdf Comment Period: 1/25/2018 - 2/23/2018 Public Hearing: 2/5/2018	Notice of Preparation	City of South Pasadena	SCAQMD staff commented on 2/15/2018

- Project has potential environmental justice concerns due to the nature and/or location of the project.
Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

**ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
February 01, 2018 to February 28, 2018**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>General Land Use (residential, etc.)</i> LAC180223-05 1100 E. 5th Street Project (ENV-2016-3727-EIR)	The proposed project consists of demolition of a 35,000-square-foot warehouse and 23,000 square feet of parking. The project will also include construction of a 247,000-square-foot building with 220 residential units, 22,725 square feet of open space, and subterranean parking on 1.2 acres. The project is located at 1100 East 5th Street on the southeast corner of Seaton Street and East 5th Street in the community of Central City North. Comment Period: 2/23/2018 - 3/27/2018 Public Hearing: 3/15/2018	Notice of Preparation	City of Los Angeles	Under review, may submit written comments
<i>General Land Use (residential, etc.)</i> LAC180227-05 Oak View Estates Specific Plan	The proposed project consists of construction of nine residential homes, a water storage tank, a loop access road, three bridges, conservation areas, and recreational amenities on a 85-acre portion of 197.7 acres. The project would also preserve 113 acres of open space. The project is located near the northwest corner of Long Canyon Road and Bliss Canyon Road. Reference LAC161117-03 Comment Period: 2/26/2018 - 3/27/2018 Public Hearing: 3/14/2018	Notice of Preparation	City of Bradbury	Under review, may submit written comments
<i>General Land Use (residential, etc.)</i> ORC180202-02 Red Hill Avenue Specific Plan	The proposed project consists of construction of 500 residential units and 325,000 square feet of commercial, retail, and hotel uses on 43.11 acres. The project is located along Red Hill Avenue between Bryan Avenue and Sycamore Avenue. Reference ORC170411-10 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/deirredhillavenue-031418.pdf Comment Period: 2/1/2018 - 3/19/2018 Public Hearing: N/A	Notice of Availability of a Draft Environmental Impact Report	City of Tustin	SCAQMD staff commented on 3/14/2018
<i>General Land Use (residential, etc.)</i> ORC180207-01 Bolsa Row Specific Plan - Project Case No. 2017-06	This document changes the public hearing date from February 7, 2018 to February 21, 2018 for the proposed project. The proposed project consists of construction of a 122,207-square-foot hotel with 150 rooms, 20,000 square feet of public assembly area, 45,000 square feet of retail uses, and 205 residential units on six acres. The project is located on the southeast corner of Brookhurst Street and Bolsa Avenue. Reference ORC180109-06 and ORC170912-14 Comment Period: 1/8/2018 - 2/21/2018 Public Hearing: 2/7/2018	Community Notice	City of Westminster	Document does not require comments

- Project has potential environmental justice concerns due to the nature and/or location of the project.
Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

ATTACHMENT B*
ONGOING ACTIVE PROJECTS FOR WHICH SCAQMD HAS
OR IS CONTINUING TO CONDUCT A CEQA REVIEW

<u>SCAQMD LOG-IN NUMBER</u>	<u>PROJECT DESCRIPTION</u>	<u>TYPE OF DOC.</u>	<u>LEAD AGENCY</u>	<u>COMMENT STATUS</u>
Warehouse & Distribution Centers RVC180118-05 South Milliken Distribution Center (Project No. PLN 17-20013)	The proposed project consists of construction of a 277,636-square-foot warehouse on 15.8 acres. The project is located on the northeast corner of South Milliken Avenue and the State Route 60 off-ramp. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/mndsouthmilliken-022018.pdf Comment Period: 1/19/2018 - 2/20/2018 Public Hearing: N/A	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Eastvale	SCAQMD staff commented on 2/20/2018
Warehouse & Distribution Centers RVC180123-01 Banning Distribution Center (GPA 17-2501, ZC 17-3501)	The proposed project consists of construction of a 1,000,000-square-foot warehouse on 63.9 acres. The project is located near the northeast corner of East Lincoln Street and South Hathaway Street. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/nopbanningdistribution-021518.pdf Comment Period: 1/22/2018 - 2/20/2018 Public Hearing: 2/6/2018	Notice of Preparation	City of Banning	SCAQMD staff commented on 2/15/2018
Warehouse & Distribution Centers RVC180126-02 Guthrie Industrial Warehouse (Planning Cases P17-0506 (DR), P17-0507 (GE), P17-0748 (GE), and P17-0749 (VR))	The proposed project consists of construction of a 346,290-square-foot warehouse on 22.34 acres. The project is located at 750 Marlborough Avenue and 1550 Research Park Drive near the northeast corner of Marlborough Avenue and Northgate Street. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/mndguthrieindustrial-021418.pdf Comment Period: 2/8/2018 - 2/27/2018 Public Hearing: 3/7/2018	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Riverside	SCAQMD staff commented on 2/14/2018
Warehouse & Distribution Centers RVC180131-02 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 55 acres. The project is located on the northeast corner of Markham Street and Perris Boulevard. Reference RVC170913-02 and RVC170829-02 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/march-14-2018---deir---duke-warehouse-at-perris-boulevard-and-markham-street-project.pdf Comment Period: 1/31/2018 - 3/16/2018 Public Hearing: N/A	Notice of Availability of a Draft Environmental Impact Report	City of Perris	SCAQMD staff commented on 3/14/2018
Warehouse & Distribution Centers SBC180109-05 Caprock Warehouse Project	The proposed project consists of construction of a 1,175,720-square-foot warehouse with two offices and associated amenities on 76 acres. The project is located on the northeast corner of Citrus Avenue and Interstate 15. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/nopcaprockwarehouse-020718.pdf Comment Period: 1/4/2018 - 2/7/2018 Public Hearing: 1/31/2018	Notice of Preparation	City of Fontana	SCAQMD staff commented on 2/7/2018

*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
Industrial and Commercial LAC180124-01 2929 Pico Boulevard Mixed Use Office/Retail Project	The proposed project consists of demolition of existing automobile service building and parking lot, and construction of a 18,854-square-foot commercial building with subterranean parking on 15,086 square feet. The project is located at 2929 Pico Boulevard on the southwest corner of Pico Boulevard and Dorchester Avenue. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/mnd2929picoboulevard-021518.pdf Comment Period: 1/22/2018 - 2/22/2018 Public Hearing: N/A	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Santa Monica	SCAQMD staff commented on 2/15/2018
Industrial and Commercial LAC180130-04 Media Studios Project	The proposed project consists of construction of a 160,447-square-foot office building on a 1.73-acre portion of 11.38 acres. The project is located on the northeast corner of North Avon Street and Empire Avenue. Reference LAC130219-03 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/nopmediastudios-021518.pdf Comment Period: 1/29/2018 - 2/27/2018 Public Hearing: 2/15/2018	Notice of Preparation	City of Burbank	SCAQMD staff commented on 2/15/2018
Industrial and Commercial RVC180116-02 Prado Raceway	The proposed project consists of construction of nine racetracks, associated amenities, and eight desilting drainage basins on 163 acres. The project is located at 11091 Highway 71 near the northwest corner of Highway 71 and Highway 91 in the community of Green River. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/noppradoraceway-020718.pdf Comment Period: 1/12/2018 - 2/12/2018 Public Hearing: 1/22/2018	Notice of Preparation	County of Riverside	SCAQMD staff commented on 2/7/2018
Industrial and Commercial RVC180130-02 Reclamation Plan No. 152, Revised No. 2, AMD No. 1 - EA37151	The proposed project consists of increase in project area from 100 acres to 232 acres, extension of project termination date to 100 years, and increase in annual mining rate from 200,000 cubic yards to 300,000 cubic yards on 260 acres. The project is located on the southwest corner of Berdoo Canyon Road and Dillon Road in the community of Western Coachella Valley. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/spea37151-020118.pdf Comment Period: 1/11/2018 - 2/1/2018 Public Hearing: N/A	Site Plan	Riverside County Planning	SCAQMD staff commented on 2/1/2018
Industrial and Commercial RVC180131-01 Tige Watersports (Planning Application No. 2016-113, Industrial Design Review No. 2016-03, and Conditional Use Permit No. 2017-03)	The proposed project consists of construction of a 25,682-square-foot commercial building and a 9,800-square-foot storage building on 2.78 acres. The project is located on the southwest corner of Riverside Drive and Collier Avenue. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/mndtigelwatersports-021518.pdf Comment Period: 1/26/2018 - 2/26/2018 Public Hearing: 3/6/2018	Mitigated Negative Declaration	City of Lake Elsinore	SCAQMD staff commented on 2/15/2018

- 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**

<p style="text-align: center;"><u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE</p>	<p style="text-align: center;">PROJECT DESCRIPTION</p>	<p style="text-align: center;">TYPE OF DOC.</p>	<p style="text-align: center;">LEAD AGENCY</p>	<p style="text-align: center;">COMMENT STATUS</p>
<p><i>Waste and Water-related</i> LAC180126-05 El Monte Gateway Parcel 3 Site</p>	<p>The proposed project consists of cleanup of lead-contaminated soil on 5.51 acres for future development of transit oriented development. The project is located at 3535 Santa Anita Avenue on the northwest corner of Santa Fe Drive and Santa Anita Avenue in the City of El Monte. The project will be subject to a number of South Coast Air Quality Management District rules addressing soil contamination, nuisance, and fugitive dust. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/rapelmontegateway-022718.pdf Comment Period: 1/29/2018 - 2/27/2018 Public Hearing: N/A</p>	<p>Draft Remedial Action Plan</p>	<p>Department of Toxic Substances Control</p>	<p>SCAQMD staff commented on 2/27/2018</p>
<p><i>Waste and Water-related</i> RVC180118-03 Beaumont Wastewater Treatment Plant Upgrade/Expansion and Brine Disposal Pipeline Project</p>	<p>The proposed project consists of construction of a waste disposal pipeline of 12 inches in diameter and 23 miles in length. The project is located at 715 West Fourth Street on the northwest corner of Nicholas Road and West Fourth Street. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/mndbeaumontwastewater-020718.pdf Comment Period: 1/18/2018 - 2/16/2018 Public Hearing: 3/6/2018</p>	<p>Notice of Intent to Adopt a Mitigated Negative Declaration</p>	<p>City of Beaumont</p>	<p>SCAQMD staff commented on 2/7/2018</p>
<p><i>Utilities</i> LAC180125-06 Power Plant 1 and Power Plant 2 Transmission Line Conversion Project</p>	<p>The proposed project consists of demolition of existing 115-kilovolt (kV) transmission line, and construction of new 230 kV double circuit transmission lines and associated transmission structures on a 12-mile segment of land. The project is located on the northeast corner of Interstate 5 and Interstate 210 in the community of Granada Hills-Knollwood and within the City of Santa Clarita. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/noppowerplant1-030618.pdf Comment Period: 1/24/2018 - 3/9/2018 Public Hearing: 2/7/2018</p>	<p>Notice of Preparation</p>	<p>Los Angeles Department of Water and Power</p>	<p>SCAQMD staff commented on 3/6/2018</p>
<p><i>Retail</i> RVC180109-04 Desert Land Ventures Specific Plan Environmental Impact Report</p>	<p>The proposed project consists of development of 62.9 acres for commercial uses, a hotel with 150 rooms, and 38.7 acres of open space on 123.4 acres. The project is located near the northwest corner of Interstate 10 and Palm Drive. Reference RVC170525-08 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/deirdesertland-020718.pdf Comment Period: 1/5/2018 - 2/19/2018 Public Hearing: N/A</p>	<p>Draft Environmental Impact Report</p>	<p>City of Desert Hot Springs</p>	<p>SCAQMD staff commented on 2/7/2018</p>
<p><i>Retail</i> RVC180126-03 Lewis Retail and Civic Center (PLN17-20015) and Al's Corner (PLN17-20029)</p>	<p>The proposed project consists of construction of a gasoline station with eight fueling pumps, 19,500 square feet of retail space, a 10,000-square-foot medical office, a 74,800-square-foot hotel with 130 rooms, and 65,000 square feet of civic space on 23 acres. The project would also include installation of a 36-inch storm drain. The project is located at 7270 Hamner Avenue on the southeast corner of Hamner Avenue and Mississippi Drive. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/noplewisretail-021518.pdf Comment Period: 1/25/2018 - 2/26/2018 Public Hearing: N/A</p>	<p>Notice of Preparation</p>	<p>City of Eastvale</p>	<p>SCAQMD staff commented on 2/15/2018</p>

- 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
<p><i>General Land Use (residential, etc.)</i></p> <p>LAC180102-07 Cudahy 2040 General Plan Update</p>	<p>The proposed project consists of construction of 1,448 residential units, 1.8 million square feet of commercial use, 1.3 million square feet of industrial use, and 0.7 million square feet of public and institutional uses on 768 acres. The project is located on the southeast corner of Walnut Street and Salt Lake Avenue.</p> <p>http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/deircudahy2040-020718.pdf</p> <p style="text-align: center;">Comment Period: 12/29/2017 - 2/12/2018 Public Hearing: N/A</p>	Draft Environmental Impact Report	City of Cudahy	SCAQMD staff commented on 2/7/2018
<p><i>General Land Use (residential, etc.)</i></p> <p>LAC180124-02 Pico Rivera Homes (Tentative Tract Map No. 74823, General Plan Amendment No. 56, Zone Reclassification No. 324, Conditional Use Permit No. 734, and Major Variance (No. 187)</p>	<p>The proposed project consists of subdivision of 2.58 acres for future development of 18 residential units. The project is located near the southwest corner of Slauson Avenue and the San Gabriel River Mid Trail.</p> <p>http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/mndpicoriverahomes-020718.pdf</p> <p style="text-align: center;">Comment Period: 1/23/2018 - 2/22/2018 Public Hearing: N/A</p>	Mitigated Negative Declaration	City of Pico Rivera	SCAQMD staff commented on 2/7/2018
<p><i>General Land Use (residential, etc.)</i></p> <p>LAC180130-01 The Terraces at Walnut Specific Plan</p>	<p>The proposed project consists of construction of 290 residential units, three to five acres of commercial use, and 17 acres of parks and open space on 49 acres. The project is located near the northeast corner of Grand Avenue and Valley Boulevard.</p> <p>http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/noptheterraces-021518.pdf</p> <p style="text-align: center;">Comment Period: 1/26/2018 - 2/26/2018 Public Hearing: 2/12/2018</p>	Notice of Preparation	City of Walnut	SCAQMD staff commented on 2/15/2018
<p><i>General Land Use (residential, etc.)</i></p> <p>RVC180102-01 Paradise Valley (Specific Plan No. 339, General Plan Amendment No. 686, Change of Zone No. 6915, EIR 506)</p>	<p>The proposed project consists of construction of six villages including 8,500 residential units, 1.38 million square feet of non-residential land uses, and 110 acres of recreational trails and parks on a 1,800-acre portion of 5,000 acres. The project will also preserve 3,000 acres of open space. The project is located approximately eight miles east of the City of Coachella and 10 miles west of Chiriaco Summit near the interchange between Frontage Road and Interstate 10 in the community of Shavers Valley. Reference RVC151009-01</p> <p>http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/deirparadis valley-020718.pdf</p> <p style="text-align: center;">Comment Period: 1/2/2018 - 2/15/2018 Public Hearing: N/A</p>	Notice of Availability of a Draft Environmental Impact Report	County of Riverside	SCAQMD staff commented on 2/7/2018

- 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**

SCAQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<p><i>General Land Use (residential, etc.)</i></p> <p>RVC180118-06 Travertine Specific Plan</p>	<p>The proposed project consists of development of 1,200 residential units, a hotel with 100 rooms, a 12-hole golf course with a clubhouse, and 380 acres of open space on 878 acres. The project is located near the southwest corner of Madison Street and Avenue 60.</p> <p>http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/noptravertine-020718.pdf</p> <p style="text-align: center;">Comment Period: 1/16/2018 - 2/15/2018 Public Hearing: 1/17/2018</p>	Notice of Preparation	City of La Quinta	SCAQMD staff commented on 2/7/2018
<p><i>Plans and Regulations</i></p> <p>LAC180116-04 South Glendale Community Plan</p>	<p>The proposed project consists of development of comprehensive set of incentives, standards, and requirements to provide a vision and policies to guide future development over time on 4.6 square miles. The project is located north of the Forest Lawn Memorial Park, east of the San Fernando Road corridor, south of State Route 134, and west of State Route 2. Reference LAC160915-09</p> <p>http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/deirsouthglendale-021518.pdf</p> <p style="text-align: center;">Comment Period: 1/12/2018 - 3/12/2018 Public Hearing: 3/7/2018</p>	Notice of Availability of a Draft Environmental Impact Report	City of Glendale	SCAQMD staff commented on 2/15/2018
<p><i>Plans and Regulations</i></p> <p>LAC180119-01 Arrow Highway Specific Plan</p>	<p>The proposed project consists of establishment of land use development policies and guidelines for the areas along a 2.73-mile portion of the Arrow Highway. The project will also provide guidance to support development of 40.9 acres of commercial use, 20.6 acres of public/institutional use, 13 acres of industrial use, 29.1 acres of residential use, and 8.6 acres of open space on 106 acres. The project is located north of the Arrow Highway between North Calera Avenue and North Rennell Avenue. Reference LAC170414-03 and LAC170413-05</p> <p>http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/deirthearrowhighway-021518.pdf</p> <p style="text-align: center;">Comment Period: 1/18/2018 - 3/5/2018 Public Hearing: N/A</p>	Draft Environmental Impact Report	City of Glendora	SCAQMD staff commented on 2/15/2018

- Project has potential environmental justice concerns due to the nature and/or location of the project.

**ATTACHMENT C
ACTIVE SCAQMD LEAD AGENCY PROJECTS
THROUGH FEBRUARY 28, 2018**

PROJECT DESCRIPTION	PROPONENT	TYPE OF DOCUMENT	STATUS	CONSULTANT
<p>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 terminal 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.</p>	<p>Edgington Oil Company</p>	<p>Initial Study (IS)</p>	<p>An Initial Study has been prepared by the consultant and SCAQMD staff has provided comments. The consultant is in the process of revising the Initial Study.</p>	<p>InterAct</p>
<p>The Phillips 66 (formerly ConocoPhillips) Los Angeles Refinery Ultra Low Sulfur Diesel project was originally proposed to comply with federal, state and SCAQMD requirements to limit the sulfur content of diesel fuels. Litigation against the CEQA document was filed. Ultimately, the California Supreme Court concluded that the SCAQMD had used an inappropriate baseline and directed the SCAQMD to prepare an EIR, even though the project has been built and has been in operation since 2006. The purpose of this CEQA document is to comply with the Supreme Court's direction to prepare an EIR.</p>	<p>Phillips 66 (formerly ConocoPhillips), Los Angeles Refinery</p>	<p>Environmental Impact Report (EIR)</p>	<p>The Notice of Preparation/Initial Study (NOP/IS) was circulated for a 30-day public comment period on March 26, 2012 to April 26, 2012. The consultant submitted the administrative Draft EIR to SCAQMD in late July 2013. The Draft EIR was circulated for a 45-day public review and comment period from September 30, 2014 to November 13, 2014. Two comment letters were received and responses to comments are being prepared.</p>	<p>Environmental Audit, Inc.</p>
<p>Quemetco is proposing an increase in the daily furnace feed rate.</p>	<p>Quemetco</p>	<p>Environmental Impact Report (EIR)</p>	<p>A Notice of Preparation/Initial Study (NOP/IS) has been prepared by the consultant and SCAQMD staff has provided comments. The consultant has provided a revised NOP/IS which is undergoing SCAQMD review.</p>	<p>Trinity Consultants</p>

**ATTACHMENT C
ACTIVE SCAQMD LEAD AGENCY PROJECTS
THROUGH FEBRUARY 28, 2018**

PROJECT DESCRIPTION	PROPONENT	TYPE OF DOCUMENT	STATUS	CONSULTANT
<p>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.</p>	<p>Southern California Edison</p>	<p>Addendum to the April 2007 Final Mitigated Negative Declaration for the Southern California Edison Barre Peaker Project in Stanton</p>	<p>A draft Addendum has been prepared by the consultant and is under review by SCAQMD staff.</p>	<p>Yorke Engineering, LLC</p>
<p>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.</p>	<p>Southern California Edison</p>	<p>Addendum to the April 2007 Final Mitigated Negative Declaration for the Southern California Edison Mira Loma Peaker Project in Ontario</p>	<p>A draft Addendum has been prepared by the consultant and is under review by SCAQMD staff.</p>	<p>Yorke Engineering, LLC</p>

BOARD MEETING DATE: April 6, 2018

AGENDA NO. 14

REPORT: Rule and Control Measure Forecast

SYNOPSIS: This report highlights SCAQMD rulemaking activities and public workshops potentially scheduled for 2018.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:
Receive and file.

Wayne Natri
Executive Officer

PMF:SN:AF:RM

2018 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.

Symbols have been added to indicate the following:

- * This rulemaking is a potentially significant hearing.*
- + This rulemaking will reduce criteria air contaminants and assist toward attainment of ambient air quality standards.*
- # This rulemaking is part of the transition of RECLAIM to a command-and-control regulatory structure.*

1110.2*+ 1100*+	Emissions from Stationary Internal Combustion Engines Implementation Schedule for NOx Facilities
Proposed Amended Rule 1110.2 and Proposed Rule 1100 are being moved from July 2018 to September 2018 due to staff resources that are presently committed to other rulemaking projects.	
1111+	Reduction of NOx Emissions from Natural Gas Fired, Fan-Type Central Furnaces
At the Public Hearing to adopt amendments to Rule 1111 in March 2018, the Board directed staff to develop a labeling provision for units that are paying a mitigation fee. Proposed Amended Rule 1111 is added to June 2018 to include a proposed labeling provision.	

1118.1*+##	Control of Emissions from Non-Refinery Flares
Proposed Rule 1118.1 is moving from June 2018 to July 2018. Staff needs an additional month to work with stakeholders, and analyze the potential environmental impacts pursuant to CEQA.	
1403	Asbestos Emissions from Demolition/Renovation Activities
Proposed Amended Rule 1403 is moving from June 2018 to December 2018 to allow staff time to work with stakeholders to improve the clarity and overall implementation and efficacy of the rule.	
1146	Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters
1146.1	Emissions of Oxides of Nitrogen from Small Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters
1146.2*+##	Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters
1100*+##	Implementation Schedule for NOx Facilities
Proposed Amended Rules 1146, 1146.1, and 1146.2 and Proposed Rule 1100 are being moved from May 2018 to June 2018 to allow adequate time for preparation of the CEQA document and to respond to comments.	
1469*	Hexavalent Chromium Emissions from Chromium Electroplating and Chromic Acid Anodizing Operations
Per the request of the Stationary Source Committee, Proposed Amended Rule 1469 is tentatively moving to June 2018 from April 2018 to allow additional time to address issues raised by stakeholders.	

2018 MASTER CALENDAR

May	Title and Description	Type of Rulemaking
408*	<p>Circumvention Proposed Amended Rule 408 would retain the exemption for cases in which the only violation is a nuisance, but limit it to odor nuisances. The proposed amendment would also prohibit temporary alterations to normal business operations or equipment to suppress emissions for the purpose of evading detection or concealing emissions during monitoring or testing.</p> <p><i>Michael Krause 909.396.2706 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
Reg. III	<p>Fees Proposed amendments to Regulation III will incorporate the CPI adjustment to keep pace with inflation, pursuant to Rule 320, and proposed amendments may also make other needed adjustments.</p> <p><i>Jillian Wong 909.396.3176 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
June		
1111 ⁺	<p>Reduction of NOx Emissions from Natural Gas Fired, Fan-Type Central Furnaces At the Public Hearing to adopt amendments to Rule 1111 on March 2, 2018 the Board directed staff to return with additional labeling requirements for units that are subject to a mitigation fee. Proposed Amended Rule 1111 will add labeling requirements for any furnace that is utilizing the mitigation fee alternate compliance option.</p> <p><i>Tracy Goss 909.396.3106 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
1146 1146.1 1146.2* ^{+#}	<p>Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters Emissions of Oxides of Nitrogen from Small Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters Amendments to Rules 1146, 1146.1, and 1146.2 will incorporate requirements for facilities that are in RECLAIM that are required to meet BARCT emission control levels.</p>	AQMP
1100* ^{+#}	<p>Implementation Schedule for NOx Facilities Rule 1100 will establish the implementation schedule for specific NOx RECLAIM facilities that are transitioning to command-and-control.</p> <p><i>Tracy Goss 909.396.3106 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	

2018 MASTER CALENDAR (continued)

June (continued)	Title and Description	Type of Rulemaking
1469*	<p>Hexavalent Chromium Emissions from Chromium Electroplating and Chromic Acid Anodizing Operations Proposed Amended Rule 1469 will further reduce hexavalent chromium emissions by establishing new requirements for certain hexavalent chromium tanks that are currently not regulated, further address potential fugitive emissions from hexavalent chromium electroplating and chromic acid anodizing operations, and add a process to re-certify chemical fume suppressants. <i>Jillian Wong 909.396.3176 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Toxics
July		
1118.1*+##	<p>Control of Emissions from Non-Refinery Flares Proposed Rule 1118.1 will seek to reduce emissions from flaring at non-refinery facilities, including alternate uses of gases. The proposed rule will require use of flares that a specific emission standard at sources such as landfills, wastewater treatment plants, and oil and gas production facilities. <i>Michael Krause 909.396.2706 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
1410*	<p>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: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Toxics
Reg. XIII*#	<p>New Source Review Amendments to Regulation XIII are needed to address New Source Review provisions for facilities that exit RECLAIM. <i>Tracy Goss 909.396.3106 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
September		
1110.2*+##	<p>Emissions from Stationary Internal Combustion Engines Rule 1110.2 will be amended to incorporate provisions for facilities that are transitioning from NOx RECLAIM to command-and-control.</p>	AQMP
1100*+##	<p>Implementation Schedule for NOx Facilities Rule 1100 will establish the implementation schedule for specific NOx RECLAIM facilities that are transitioning to command-and-control. <i>Tracy Goss 909.396.3106 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	

2018 MASTER CALENDAR (continued)

September (continued)	Title and Description	Type of Rulemaking
1407* 1407.1*	<p>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 and expand the applicability to address ferrous metal operations and hexavalent chromium emissions. <i>David De Boer 909.396.2329 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Toxics
1480*	<p>Toxics Monitoring Proposed Rule 1480 will establish provisions for when ambient monitoring is required and the toxic air contaminants that will be monitored. <i>Jillian Wong 909.396.3176 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Toxics
2001*+ 2002*#	<p>RECLAIM – Applicability RECLAIM - Allocations for Oxides of Nitrogen (NOx) and Oxides of Sulfur (SOx) Proposed Amended Rules 2001 and 2002 will incorporate provisions for facilities that elect to opt-out of RECLAIM and include provisions for facilities that exit RECLAIM through use of a compliance plan. <i>Tracy Goss 909.396.3106 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
October		
Reg. IX Reg. X	<p>Standards of Performance for New Stationary Sources (NSPS) National Emission Standards for Hazardous Air Pollutants (NESHAPS) Amendments to Regulations IX and X are periodically made to incorporate by reference new or amended federal 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: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
1134*+ 1100*+	<p>Emissions of Oxides of Nitrogen from Stationary Gas Turbines Proposed Amended Rule 1134 will update the emission standard to incorporate Best Available Retrofit Control Technology and incorporate provisions for facilities that are transitioning from NOx RECLAIM to command-and-control.</p> <p>Implementation Schedule for NOx Facilities Rule 1100 will establish the implementation schedule for specific NOx RECLAIM facilities that are transitioning to command-and-control. <i>Tracy Goss 909.396.3106 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	AQMP

2018 MASTER CALENDAR (continued)

October (continued)	Title and Description	Type of Rulemaking
Reg. XVI	<p>Mobile Source Offset Programs Amendments to various Regulation XVI rules will be proposed to provide greater opportunity to reduce mobile source emissions and to obtain credit in the State Implementation Plan for these reductions where possible, including addressing the recent U.S. EPA proposed disapproval of Rule 1610. <i>Ian MacMillan 909.396.3244 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
November		
1135*+ [#]	<p>Emissions of Oxides of Nitrogen from Electric Power Generating Facilities Proposed Amended Rule 1135 will incorporate requirements for electric power generating facilities that are to transition from NOx RECLAIM to command-and-control. <i>David De Boer 909.396.2329 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
1100*+ [#]	<p>Implementation Schedule for NOx Facilities Rule 1100 will establish the implementation schedule for specific NOx RECLAIM facilities that are transitioning to command-and-control. <i>Tracy Goss 909.396.3106 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	
1435*	<p>Control of Emissions from Metal Heat Treating Processes Proposed Rule 1435 would establish requirements to reduce hexavalent chromium emissions from heat treating processes. <i>Jillian Wong 909.396.3176 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Toxics
December		
1109.1*+ [#]	<p>Refinery Equipment Proposed Rule 1109.1 will establish requirements for refineries that are transitioning from RECLAIM to command-and-control. <i>Michael Krause 909.396.2706 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
1403	<p>Asbestos Emissions from Demolition/Renovation Activities Amendments to Rule 1403 will include specific requirements when conducting asbestos-emitting demolition/renovation activities at schools, daycare centers, and possibly establishments that have sensitive populations. Amendments may include other provisions to improve the implementation of the rule. <i>David De Boer 909.396.2329 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Toxics
2202	<p>On-Road Motor Vehicle Mitigation Options Proposed amendments to Rule 2202 would enhance emission reductions obtained from the Employee Commute Reduction Program (ECRP) rule option. <i>Carol Gomez 909.396.3264 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other

**2018 MASTER CALENDAR
2018 To-Be-Determined**

To-Be-Determined	Title and Description	Type of Rulemaking
102	<p>Definition of Terms Staff may propose amendments to Rule 102 to add or revise definitions in order to support amendments to other Regulation XI rules. <i>David De Boer 909.396.2329 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
120	<p>Credible Evidence Rule Proposed Rule 120 will allow any credible evidence to be used for the purpose of establishing that a person has violated or is in violation of any plan, order, permit, rule, regulation, or law. <i>Michael Krause 909.396.2706 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
113*#	<p>Monitoring, Reporting, and Recordkeeping (MRR) Requirements for NOx and SOx Sources Proposed Rule 113 will establish MRR requirements for facilities exiting RECLAIM and transitioning to a command-and-control regulatory structure. <i>Tracy Goss 909.396.3106 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
218	<p>Continuous Emission Monitoring Amendments to Rule 218 may be needed for facilities exiting RECLAIM and transitioning to a command-and-control regulatory structure. <i>Tracy Goss 909.396.3106 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
218.1	<p>Continuous Emission Monitoring Performance Specifications Amendments to Rule 218.1 may be needed for facilities exiting RECLAIM and transitioning to a command-and-control regulatory structure. <i>Tracy Goss 909.396.3106 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
223 ⁺	<p>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: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
224 ⁺	<p>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 rule. <i>Zorik Pirveysian 909.396.3421 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other

2018 MASTER CALENDAR
2018 To-Be-Determined (continued)

To-Be-Determined	Title and Description	Type of Rulemaking
416*	<p>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.</p> <p><i>Tracy Goss 909.396.3106 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
429*+##	<p>Start-Up and Shutdown Exemption Provisions for Oxides of Nitrogen It may be necessary to amend Rule 429 to address start-up/shutdown provisions related to the transition of NOx RECLAIM to a command-and-control regulatory program and if U.S. EPA requires updates to such provisions.</p> <p><i>Tracy Goss 909.396.3106 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
430*	<p>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.</p> <p><i>Tracy Goss 909.396.3106 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
1106 1106.1*+	<p>Marine Coating Operations Pleasure Craft Coating Operations Rule 1106.1 is proposed to be rescinded; Rule 1106 would subsume the requirements of Rule 1106.1, revise VOC content limits for several categories in order to align limits with U.S. EPA Control Techniques Guidelines and other California air districts, and add new categories for several categories.</p> <p><i>Michael Krause 909.396.2706 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
1107+	<p>Coating of Metal Parts and Products Potential amendments to Rule 1107 would further reduce VOC emissions and improve rule clarity and enforceability.</p> <p><i>Michael Krause 909.396.2706 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
1109*+##	<p>Emissions of Oxides of Nitrogen from Boilers and Process Heaters in Petroleum Refineries Amendments to Rule 1109 may be needed to establish BARCT emission limits for refineries that are exiting RECLAIM and subject to command-and-control rules.</p> <p><i>Tracy Goss 909.396.3106 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	AQMP

2018 MASTER CALENDAR
2018 To-Be-Determined (continued)

To-Be-Determined	Title and Description	Type of Rulemaking
1111.1 ⁺	<p>Reduction of NOx Emissions from Natural Gas Fired Commercial Furnaces Proposed Rule 1111.1 will establish equipment-specific NOx emission limits and other requirements for the operation of commercial space heaters. <i>Tracy Goss 909.396.3106 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
1113 ⁺	<p>Architectural Coatings Pursuant to guidance from the Stationary Source Committee, staff will amend to remove the tBAC exemption and is evaluating the impact from removing pCBtF as a VOC exempt compound. <i>Michael Krause 909.396.2706 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
1117* ^{+#}	<p>Glass Melting Furnaces Proposed amendments will control NOx emissions from glass melting furnaces. <i>Tracy Goss 909.396.3106 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
1123* ⁺	<p>Refinery Process Turnarounds Proposed amendments will establish procedures that better quantify emission impacts from start-up, shutdown or turnaround activities. <i>Tracy Goss 909.396.3106 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
1136* ⁺	<p>Wood Products Coatings Amendments may be proposed to existing rule limits and other provisions. <i>David De Boer 909.396.2329 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
1450* ⁺	<p>Control of Methylene Chloride Emissions The proposed rule would reduce exposure to methylene chloride from furniture stripping, remove potential regulatory loopholes, achieve emission reductions where possible and cost effective, include reporting requirements, and improve consistency with other SCAQMD VOC rules. <i>David De Boer 909.396.2329 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Toxics
1142*	<p>Marine Tank Vessel Operations Proposed revisions to Rule 1142 would address VOC emissions from marine tank vessel operations and provide clarifications. <i>David De Boer 909.396.2329 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
1147.1* ^{+#}	<p>Large Miscellaneous Combustion Rule 1147.1 will include large miscellaneous combustion sources currently at RECLAIM facilities. <i>Tracy Goss 909.396.3106 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other

2018 MASTER CALENDAR
2018 To-Be-Determined (continued)

To-Be-Determined	Title and Description	Type of Rulemaking
1147.2*+ [#]	<p>Metal Melting and Heat Treating Furnaces Proposed Rule 1147.2 will reduce NOx emissions from metal melting and heat treating furnaces. <i>Tracy Goss 909.396.3106 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
1147.3*+ [#]	<p>Emission Reductions for Equipment at Aggregate Facilities Proposed Rule 1147.3 will reduce NOx emissions from aggregate operations. <i>Tracy Goss 909.396.3106 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
1148.1 1148.2	<p>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>Jillian Wong 909.396.3176 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
1148.3*	<p>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>Jillian Wong 909.396.3176 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
1150.1	<p>Control of Gaseous Emissions from Municipal Solid Waste Landfills Proposed amendments will address U.S. EPA revisions to the New Source Performance Standards for Municipal Solid Waste Landfills and Existing Guidelines and Compliance Timelines for Municipal Solid Waste Landfills, as well as CARB GHG requirements. <i>Tracy Goss 909.396.3106 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
1151*+ [#]	<p>Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations Pursuant to guidance from the Stationary Source Committee, staff will amend to remove the tBAC exemption and is evaluating the impact from removing pCBtF as a VOC exempt compound. <i>Michael Krause 909.396.2706 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
1153.1*+ [#]	<p>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: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other

2018 MASTER CALENDAR
2018 To-Be-Determined (continued)

To-Be-Determined	Title and Description	Type of Rulemaking
1159.1*+##	<p>Nitric Acid Units - Oxides of Nitrogen Proposed Rule 1159.1 will address NO_x emissions from processes using nitric acid and is needed as part of the transition of RECLAIM to command-and-control. <i>David De Boer 909.396.2329 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
1173+	<p>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 oil and gas regulations. <i>Michael Krause 909.396.2706 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
1177+	<p>Liquefied Petroleum Gas Transfer and Dispensing Potential amendments may be proposed to include additional sources of emissions from the dispensing and transfer of LPG. <i>Michael Krause 909.396.2706 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
1188+	<p>VOC Reductions from Vacuum Trucks 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>David De Boer 909.396.2329 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
1190, 1191, 1192, 1193, 1194, 1195, 1196, & 1186.1*+	<p>Fleet Vehicle Requirements Amendments to fleet rules may be necessary to improve rule implementation. In addition, the current fleet rules may be expanded to achieve additional air quality and air toxic emission reductions. <i>Zorik Pirveysian 909.396.2431 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
1304.2*	<p>California Public Utilities Commission Regulated Electrical Local Publicly Owned Electrical Utility Fee for Use of SO_x, PM₁₀ and NO_x Offsets</p>	Other
1304.3*	<p>Local Publicly Owned Electrical Generating Facility Fee for Use of SO_x, PM₁₀ and NO_x Offsets Proposed Rules 1304.2 and 1304.3 would allow new greenfield facilities and additions to existing electricity generating facilities (EGFs) conditional access to SCAQMD internal offset accounts for a fee, for subsequent funding of qualifying improvement projects consistent with the AQMP. <i>Tracy Goss 909.396.3106 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other

2018 MASTER CALENDAR
2018 To-Be-Determined (continued)

To-Be-Determined	Title and Description	Type of Rulemaking
1415 1415.1	<p>Reduction of Refrigerant Emissions from Stationary Air Conditioning Systems, and Reduction of Refrigerant Emissions from Stationary Refrigeration Systems</p> <p>Amendments will align with proposed CARB Refrigerant Management Program and U.S. EPA’s Significant New Alternatives Policy Rule provisions relative to prohibitions on specific hydrofluorocarbons (HFCs).</p> <p><i>David De Boer 909.396.2329 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
1426*	<p>Emissions from Metal Finishing Operations</p> <p>Proposed amendments to Rule 1426 will establish requirements to reduce nickel, cadmium and other air toxics from plating operations.</p> <p><i>Jillian Wong 909.396.3176 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Toxics
1430	<p>Control of Emissions from Metal Grinding Operations at Metal Forging Facilities</p> <p>Proposed amendments to Rule 1430 may be needed related to reducing emissions from metal forging operations.</p> <p><i>Jillian Wong 909.396.3176 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Toxics
1445*	<p>Control of Toxic Emissions from Laser Arc Cutting</p> <p>Proposed Rule 1445 will establish requirements to reduce toxic metal particulate emissions from laser arc cutting.</p> <p><i>David De Boer 909.396.2329 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Toxics
1469.1*	<p>Spraying Operations Using Coatings Containing Chromium</p> <p>Proposed Amended Rule 1469.1 would establish additional requirements for facilities that are conducting spraying using chromium coatings to further reduce hexavalent chromium emissions.</p> <p><i>Jillian Wong 909.396.31 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
1470*	<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 engines located near sensitive receptors. Staff is also considering amendments to minimize use of stationary diesel back-up engines that may include use of alternative power sources that are less polluting.</p> <p><i>David De Boer 909.396.2329 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Toxics
1902	<p>Transportation Conformity</p> <p>Amendments to Rule 1902 may be necessary to align the rule with current U.S. EPA requirements.</p> <p><i>Ian MacMillan 909.396.3244 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other

2018 MASTER CALENDAR
2018 To-Be-Determined (continued)

To-Be-Determined	Title and Description	Type of Rulemaking
1905	<p>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: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
Reg. XVII	<p>Prevention of Significant Deterioration (PSD) Proposed amendments to Regulation XVII will align the SCAQMD's Prevention of Significant Deterioration program with federal requirements. <i>David De Boer 909.396.2329 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other
Reg. XX*+##	<p>RECLAIM Amendments to rules within Regulation XX will be needed as facilities transition from RECLAIM to a command-and-control regulatory structure. <i>Tracy Goss 909.396.3106 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
Reg. XXIII	<p>Facility Based Mobile Sources Regulation XXIII would contain rules related to reducing emissions from mobile sources that visit certain types of facilities. Facility types could include commercial airports, marine ports, rail yards, warehouses, and new and development projects. Regulation XXIII may include other sources as identified in the 2016 AQMP. <i>Ian MacMillan 909.396.3244 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
Reg. XXV	<p>Intercredit Trading 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 covered in the AQMP Facility-Based Measures. <i>Zorik Pirveysian 909.396.2431 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
Reg. XXVII	<p>Climate Change Changes may be needed to Regulation XXVII to add or update protocols for GHG reductions, and other changes. <i>Zorik Pirveysian 909.396.2431 CEQA: Michael Krause 909.396.2706 and Socio: Jillian Wong 909.396.3176</i></p>	Other

**2018 MASTER CALENDAR
2018 To-Be-Determined (continued)**

To-Be-Determined	Title and Description	Type of Rulemaking
Reg. II, IV, XI, XIV, XXX and XXXV, XXIV*+‡	<p>Various rule amendments may be needed to meet the requirements of state and federal laws, implement OEHHA’s 2015 revised risk assessment guidance, address variance issues/ technology-forcing limits, to abate a substantial endangerment to public health or welfare, address odor nuisance issues, air toxics, 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, and new or amended rules to implement the 2012 or 2016 AQMP measures. This includes measures in the 2010 Clean Communities Plan (CCP) or 2016 AQMP to reduce toxic air contaminants or reduce exposure to air toxics from stationary, mobile, and area sources. Rule amendments may include updates to provide consistency with CARB Statewide Air Toxic Control Measures or U.S. EPA’s National Emission Standards for Hazardous Air Pollutants. Rule amendments, proposed new source-specific, or industry-specific rules within Regulation XI may be needed to meet the requirements of AB 617 and the 2016 AQMP commitment to transition the RECLAIM program to a command-and-control regulatory structure. Amendments to Regulation XIV may be needed for implementation of AB 617.</p>	Other/AQMP

BOARD MEETING DATE: April 6, 2018

AGENDA NO. 15

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, March 9, 2018; 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
April 6, 2018 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	\$121,895	<ul style="list-style-type: none"> • Deployed new website • Completed 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 • Developed prioritized project list and schedule 	<ul style="list-style-type: none"> • Continue implementation of the nine prioritized EGIS projects

Project	Brief Description	Budget	Completed Actions	Upcoming Milestones
Implementation of Enterprise Geographic Information System (EGIS) <i>(continued)</i>			<ul style="list-style-type: none"> • Completed four of the nine prioritized EGIS projects: <ul style="list-style-type: none"> ○ EGIS Program Management ○ System Installation, Configuration and Phasing Plan ○ ESRI Software Installation, Configuration, Testing and Training ○ Enterprise Geodatabase Implementation 	
Permitting System Automation Phase 1	New Web application to automate the filing of all permit applications with immediate processing and issuance of permits for specific application types: Dry Cleaners (DC), Gas Stations (GS) and Automotive Spray Booths (ASB)	Phase 1 \$450,000 Phase 1.1 \$200,000	<ul style="list-style-type: none"> • Phase 1 400A Form Filing and DC permit processing application complete and deployed to production • End of limited live assisted filing and full deployment of initial module • Phase 1.1 GS and ASB permit processing modules enhanced to support R1401 rule changes adopted in September 2017 	<ul style="list-style-type: none"> • Full deployment of GS and ASB modules scheduled for April 2018
Permitting System Automation Phase 2	Enhanced Web application to automate permit application process for Registration Equipment, IC Engines, and Vapor Recovery systems; and implement electronic permit folder and workflow for internal SCAQMD users	\$610,000	<ul style="list-style-type: none"> • Phase 2 task order issued and awarded • Board letter for contract amendment and project approved at December 2017 Board Meeting 	<ul style="list-style-type: none"> • Start of Phase 2 development work scheduled for May 2018

Project	Brief Description	Budget	Completed Actions	Upcoming Milestones
Information Technology Review	Secure independent firm to perform technology review to help determine opportunities for hardware, system, and software modernization	\$75,000	<ul style="list-style-type: none"> • Work initiated September 2017 • Presentation of Findings and Recommendations to Senior Management and Administrative Committee • Draft Findings report delivered 	<ul style="list-style-type: none"> • Implementation Planning
Permit Application Status and Dashboard Statistics	New Web application to allow engineers to update intermediate status of applications; create dashboard display of status summary with link to FIND for external user review	\$100,000	<ul style="list-style-type: none"> • Task order issued and awarded • Board letter for contract amendment and project approved at December Board Meeting 	<ul style="list-style-type: none"> • Start of detailed project planning
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 • Continued parallel testing • Conducted survey of stakeholder satisfaction 	<ul style="list-style-type: none"> • Revise project scope to include custom user interface • Develop plan and schedule for revised scope
Air Quality Index Rewrite and Migration	Develop new Web Service and/or Web Application Program Interface 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 • Proposal for expanded scope for AQ-Spec 	<ul style="list-style-type: none"> • Deployment pending final user buyoff • Task order approval and initiation of enhancement work
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"> • Phase 1 Applicant Filing and Case Manager processing module complete and deployed to production • User Acceptance Testing completed 	<ul style="list-style-type: none"> • Phase 2 Finance and System Administration module deployment

Project	Brief Description	Budget	Completed Actions	Upcoming Milestones
Fiber Cable Network Infrastructure Upgrade	Replace the existing fiber network cable infrastructure to support core computer networking (interconnect) in the agency; the Fiber Network Cable System will support higher bandwidth (min. 10 Gbps) from current (1 Gbps) to support increasing computing demands	\$311,202	<ul style="list-style-type: none"> Released RFP November 3, 2017 Awarded contract to Digital Networks Group, Inc. 	<ul style="list-style-type: none"> Install fiber cable April 30, 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	\$195,000	<ul style="list-style-type: none"> Released RFQQ November 3, 2017 Approved vendor list on February 2, 2018 	
Renewal of HP Server Maintenance & Support	Purchase of maintenance and support services for servers and storage devices	\$120,000	<ul style="list-style-type: none"> HP server maintenance and support approved February 2, 2018 	<ul style="list-style-type: none"> Execute contract April 6, 2018
Legal Division New System Development	Develop new web-based case management system for Legal Division to replace existing JWorks System	\$500,000	<ul style="list-style-type: none"> New system development for Legal Division approved March 2, 2018 	<ul style="list-style-type: none"> Task order issuance, evaluation and award

BOARD MEETING DATE: April 6, 2018

AGENDA NO. 17

REPORT: Administrative Committee

SYNOPSIS: The Administrative Committee held a meeting on Friday, March 9, 2018. 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 Ben Benoit/Vice Chair, Mayor Pro Tem Judith Mitchell, and Dr. Clark E. Parker, Sr. (videoconference).

Absent: None

Call to Order

Chair Burke called the meeting to order at 10:08 a.m.

DISCUSSION ITEMS:

- 1. Board Members' Concerns:** Dr. Burke inquired what is required to obtain a super charger at SCAQMD's headquarters. Mayor Benoit responded that the landowner has to buy a Tesla and send a letter to Tesla as the owner of the property. Dr. Matt Miyasato commented that it has been discussed with Tesla to get a super charger at headquarters, but the most economical and quickest strategy would be to get the adapter for the DC fast charger. Mayor Benoit stated that Tesla may put in chargers at no cost if stalls are provided Dr. Miyasato responded that it would be a more expensive option. Mr. Wayne Nastri commented that he will reach out to Tesla and inform the Board of possibilities for consideration. Dr. Parker inquired about the cost of a super-charger compared to the cost of a high-efficiency charger. Dr. Parker asked if Tesla will install chargers for free if the stalls are provided, why is there a concern about

other vehicles not having the ability to charge. Mr. Nastri responded that all cars should be accommodated with our chargers.

2. **Chairman's Report of Approved Travel:** As noted on the travel report, Mayor Pro Tem Mitchell will attend the monthly CARB Board meeting as the SCAQMD Board representative in Sacramento, CA, April 25-27, 2018.
3. **Report of Approved Out-of-Country Travel:** None to report.
4. **Review April 6, 2018 Governing Board Agenda:** None to report.
5. **Approval of Compensation for Board Member Assistant(s)/Consultant(s):** None to report.
6. **Status Report on Major Ongoing and Upcoming Projects for Information Management:** Assistant Deputy Executive Officer/Information Management Ron Moskowitz reported that Data Flow workshops are being conducted for the e-GIS project. The e-Permitting, gas station and spray booth applications are scheduled to go live by the end of March, 2018 and Phase 2 of Replace Your Ride is scheduled to go live soon as well. A Replace Your Ride demo was provided to the Bay Area AQMD and they have expressed interest in SCAQMD's system. Subsequently, staff is designing a way to make it available to potentially every district in the state. Mayor Benoit commented that he was pleased with the good work.

ACTION ITEMS:

7. **Appoint Members to Deferred Compensation Plan Committee:** Assistant Deputy Executive Officer/Administrative & Human Resources John Olvera reported that this item is to appoint new members to the SCAQMD's Deferred Compensation Plan Committee. The committee had been established to oversee the administration of the plan. Due to the departure of two members, this action is to appoint the new General Counsel Bayron Gilchrist and the Assistant Deputy Executive Officer/Finance Sujata Jain to the committee.

Moved by Mitchell; seconded by Parker, unanimously approved.

Ayes: Burke, Benoit, Mitchell, Parker
Noes: None
Absent: None

8. **Remove Various Fixed Assets from SCAQMD Inventory:** Assistant Deputy Executive Officer/Finance Sujata Jain reported that this item is to request removal of fixed assets that have become obsolete and non-operable. The

equipment were originally purchased for \$239,280.91. They are fully depreciated, with one item on the list that was stolen and eight items that were removed prior to Board authorization. The policy states that these items can only be disposed of after Board approval. Finance has conducted a training of all divisions within SCAQMD where specifically the policy that relates to the disposal of assets was discussed. Dr. Parker asked what is going to be done with the items that are being removed. Ms. Jain responded that they are surplus, auctioned, or can be used for parts. Dr. Parker inquired whether some of the computer items that are still usable can be donated to schools or to various school-related programs. Ms. Jain responded that staff would look into it.

Moved by Benoit; seconded by Mitchell, unanimously approved.

Ayes: Burke, Benoit, Mitchell, Parker
Noes: None
Absent: None

- 9. Request to Modify the California Air Resources Board Agency Membership to Home Rule Advisory Group:** Deputy Executive Officer/Planning, Rule Development & Area Sources Dr. Philip Fine reported that this item is to replace CARB's alternate member Chris Gallenstein with Johnnie Raymond on the Home Rule Advisory Group.

Moved by Mitchell; seconded by Benoit, unanimously approved.

Ayes: Burke, Benoit, Mitchell, Parker
Noes: None
Absent: None

- 10. Appropriate Funds and Execute Contract for Strategic Consulting Services:** Mr. Nastri reported that Double Nickel provides the SCAQMD with strategic advice regarding communications, outreach, and this item is to ensure that there are funds in place for the executed contract. At the March Board meeting, there was some concern with regard to lobbying. Mr. Gilchrist reported that the SCAQMD will ensure that the work is for strategic advice only, and not meeting with any members of the legislature. Public Member Harvey Eder inquired if this would apply to lobbyists. Mr. Nastri responded this contract only applies to Double Nickel.

Moved by Parker; seconded by Mitchell, unanimously approved.

Ayes: Burke, Benoit, Mitchell, Parker
Noes: None
Absent: None

WRITTEN REPORT:

11. **Local Government & Small Business Assistance Advisory Group Minutes for the December 8, 2017 Meeting:** Mr. Nastri reported that this item is a written report.

OPEN SESSION:

12. **Approve Amendment to the Executive Management Agreement with the General Counsel:** Mr. Olvera reported that this item relates to the Executive Management agreement with the General Counsel which includes a provision that allows Mr. Gilchrist to accrue compensatory time for overtime subject to the policy applicable to management employees. The agreement also allows the General Counsel to sell back up to 60 hours of comp time each year. At the time of agreement approval, the Board directed staff to look into whether this provision has been applied previously and whether the compensatory time should be reflected as salary. Previous General Counsel Agreements have included this provision; however, the previous and current Executive Officer agreements state that the Executive Officer is excluded from the comp time policy for management employees. Staff recommended that the General Counsel's agreement be made consistent with the Executive Officer's terms as to this particular issue. In consideration of removing the compensatory time provision, this action will also increase the General Counsel's base salary by an amount equivalent to the sellback of 60 hours of compensatory time and given the nature and the extent of the General Counsel's responsibilities, it is reasonably anticipated that this sellback would have occurred on an annual basis. The General Counsel's new base salary would be \$208,531.

Moved by Mitchell; seconded by Benoit, unanimously approved.

Ayes: Burke, Benoit, Mitchell, Parker
Noes: None
Absent: None

CLOSED SESSION:

13. **Conference with Negotiators regarding Compensation:** Ms. Barbara Baird reported that this item was placed on the agenda in the event the committee wanted to go into Closed Session on the previous issue, but is now unnecessary since the committee has taken a vote on that issue.

OTHER MATTERS:

- 14. **Other Business:** There was no other business.
- 15. **Public Comment Period:** Ms. Susan Stark of Andeavor commented with regards to Agenda Item #4 of the April Board agenda (Set Hearing for Rule 1146). It was announced at the Working Group meeting, that the 1146 rules would actually be scheduled for hearing in June.

Mayor Pro Tem Mitchell moved to remove Agenda Item #4 Set Hearing for Rule 1146 from the April Board agenda; seconded by Benoit, unanimously approved.

Ayes: Burke, Benoit, Mitchell, Parker
Noes: None
Absent: None

- 16. **Next Meeting Date**
The next regular Administrative Committee meeting is scheduled for April 13, 2018 at 10:00 a.m.

Adjournment

The meeting adjourned at 10:32 a.m.

Attachment

Local Government & Small Business Assistance Advisory Group Minutes for the December 8, 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, DECEMBER 8, 2017 MEETING MINUTES

MEMBERS PRESENT:

Ben Benoit, Mayor Pro Tem, City of Wildomar and LGSBA Chairman
Felipe Aguirre
Rachelle Arizmendi, Mayor Pro Tempore, City of Sierra Madre
Paul Avila, P.B.A. & Associates
Geoffrey Blake, Metal Finishers of Southern California
LaVaughn Daniel, DancoEN
John DeWitt, JE DeWitt, Inc.
Bill LaMarr, California Small Business Alliance
Rita Loof, RadTech International
Eddie Marquez, Paramount Petroleum
David Rothbart, Los Angeles County Sanitation District

MEMBERS ABSENT:

Janice Rutherford, Supervisor, Second District, San Bernardino County
Todd Campbell, Clean Energy
Maria Elena Kennedy, Kennedy Communications
Cynthia Moran, Council Member, City of Chino Hills

OTHERS PRESENT:

Ruthanne Taylor-Berger, Board Member Consultant (*Benoit*)
David Czmanske, Board Member Consultant (*Cacciotti*)

SCAQMD STAFF:

Derrick Alatorre, Deputy Executive Officer
Fabian Wesson, Asst. Deputy Executive Officer/Public Advisor
Nancy Feldman, Principal Deputy District Counsel
Elaine-Joy Hills, AQ Inspector II
Lori Langrell, Secretary
De Groeneveld, Sr. Information Technology Specialist

Agenda Item #1 - Call to Order/Opening Remarks

Chair Ben Benoit called the meeting to order at 12:03 p.m.

Mr. Paul Avila indicated he attended the December 2, 2017 Environmental Justice Conference, and asked about the overall outcome. Mr. Derrick Alatorre indicated the event was a success, although there were less attendees, and possibly the change of day/date may have been the cause of the lower

attendance. On a positive note, more school-aged children were able to attend as the event was not on a school day.

Agenda Item #2 – Approval of November 9, 2017 Meeting Minutes/Review of Follow-Up/Action Items

Chair Benoit called for approval of the November 9, 2017 meeting minutes. The minutes were approved unanimously.

Agenda Item #3 – Follow Up/Action Items

Mr. Alatorre indicated the request for a presentation on the AQMP facility modernization white paper would be presented to the group after the matter goes to the Board in 2018.

Agenda Item #4 – Local Government & Small Business Assistance Advisory Group 2017 Accomplishments/2018 Goals & Objectives

Mr. Alatorre presented the 2017 Accomplishments/2018 Goals & Objectives to the group for input and comments.

Mr. John DeWitt inquired about measuring actual results against real cost. Mr. David Rothbart further asked if the group could pick a rule, and look over what the predicted versus actual result was, for example, for Rule 1110.2. Mr. Bill LaMarr also indicated that he would like to be able to look back at a rule to see if the rule accomplished what it was set out to do. Ms. Nancy Feldman replied that it is difficult to determine and separate out the actual cost by the company. In most instances, a company will do multiple upgrades at once to save overall costs, and, therefore, makes it challenging to pinpoint the actual cost of the emission reduction equipment or new control technology. Mr. LaMarr suggested having some sort of focus group.

Ms. Rita Loof commented that after attending the Rule 1469 workshop, in the move away from toxic emissions, we should look at what we want to convert. The focus is on toxic emissions, and alternatives should be explored, such as financial assistance and incentives. We should look outside of just mobile sources, partner with the business community, and keep the economy in the basin. Ms. Loof suggested that perhaps we can focus on an approach, and outreach to the business community as well as the environmental justice community.

Mr. John DeWitt commented that we should place an emphasis on item 15, Assembly Bill 617, in the Goals and Objectives. Mr. Alatorre replied that this is the law, we must implement it, but at the same time, it is costly and we will be able to monitor two communities at a time, at the most. Mr. Rothbart further asked if there has been any feedback from CARB. Mr. Alatorre responded that staff conducts monthly calls with CARB so there is participation by them.

Mr. Paul Avila requested for a presentation on climate credits, a Cap & Trade 101.

Mr. Bill LaMarr asked that updates on Mates V be presented when appropriate.

Agenda Item #5 –Monthly Report on Small Business Assistance Activities

No comments.

Agenda Item #6 - Other Business

No other business.

Agenda Item #7 - Public Comment

No comments.

Agenda Item #8 – Next Meeting Date

The next regular Local Government & Small Business Assistance Advisory Group meeting is scheduled for Friday, January 12, 2018 at 11:30 a.m.

Adjournment

The meeting adjourned at 12:45 p.m.

[↑ Back to Agenda](#)

BOARD MEETING DATE: April 6, 2018

AGENDA NO. 18

REPORT: Legislative Committee

SYNOPSIS: The Legislative Committee held a meeting on Friday, March 9, 2018. The following is a summary of the meeting.

Agenda Item	Recommendation/Action
Results of Public Survey Regarding Proposed Sales Tax Increase Proposal and Recommendation Regarding Potential Bill	To Full Board For Consideration
AB 2548 (Friedman) Commute benefit policies: Los Angeles County Metropolitan Transportation Authority: South Coast Air Quality Management District.	Oppose Unless Amended
AB 2008 (Salas) Income taxes: exclusion: Carl Moyer Memorial Air Quality Standards Attainment Programs grants.	Support With Amendments
SB 1144 (Dodd) Nonvehicular air pollution: penalties and fines.	Tabled
AB 2506 (Burke) State vehicle fleet: near-zero-emission vehicles.	Support With Amendments
Proposed Amendments to 2018 SCAQMD State and Federal Legislative Goals and Objectives	Tabled

RECOMMENDED ACTION:

Receive and file this report, and approve agenda items as specified in this letter.

Judith Mitchell, Chair
Legislative Committee

FW:PFC:MJK:jns

Committee Members

Present: Mayor Pro Tem Judith Mitchell/Chair, Dr. William A. Burke (videoconference), Supervisor Shawn Nelson (videoconference, *arrived at 9:30 a.m.*), and Dr. Clarke E. Parker, Sr. (videoconference)

Absent: Council Member Joe Buscaino/Vice Chair and Supervisor Janice Rutherford.

Call to Order

Chair Mitchell called the meeting to order at 9:01 a.m.

ACTION ITEMS:

1. Results of Public Survey Regarding Proposed Sales Tax Increase Proposal and Recommendation Regarding Potential Bill

Mr. Wayne Nastri, Executive Officer, introduced Mr. Rick Sklarz, Senior Vice President of Fairbank, Maslin, Maullin, Metz & Associates (FM3) who presented the results of a public survey, conducted by FM3, regarding a proposed sales tax increase proposal and other air quality related data collection topics.

Mr. Sklarz summarized that voters of SCAQMD's four county jurisdiction are not highly familiar with SCAQMD. It was also reported that traffic, housing, and healthcare are top-of-mind concerns, but that many voters also identify issues related to air quality and air pollution from cars, trucks, trains, and other vehicles as major problems in Southern California. Survey results also show that the public feels that public health problems are the worst result of air pollution.

Mr. Sklarz explained that the survey results showed that 80 percent of respondents favor providing grants and other financial incentives to reduce air pollution from mobile sources of pollution. He also stated that nearly two-thirds of the public consistently favor the idea of the state legislature granting SCAQMD the authority to place a local measure on the ballot to raise air quality funding, and a majority supports a quarter-cent sales tax increase to fund programs to reduce air pollution.

In response to the survey results, Mayor Pro Tem Mitchell commented that SCAQMD needs to increase public outreach efforts, as the survey showed that not many voters are familiar with the SCAQMD.

Supervisor Nelson raised a concern about the definition of favorable with regard to the survey results. A discussion ensued regarding whether the item would be a majority vote or a two-thirds vote of the people as a ballot proposal, and whether the polling results replicate the future voting behavior of the public for a potential related future ballot measure.

Dr. Burke commented that he supports the idea that the public should be allowed to make their own decision on the issue as to whether or not they would be willing to pay for a quarter-cent sales tax for clean air. Dr. Parker agreed with Dr. Burke's sentiments.

Dr. Burke also noted that not long after he first came to SCAQMD, only 17 percent of the public knew about SCAQMD, and now, according to the polling results, there has been some small improvement in those numbers; however, he emphasized the importance of moving forward aggressively on public outreach to significantly improve those numbers.

Chair Mitchell recommended that this item be moved to the full Board for discussion and consideration.

Moved by Mitchell; seconded by Parker; unanimously approved

Ayes: Burke, Mitchell, Nelson, Parker

Noes: None

Abstain: None

Absent: Buscaino, Rutherford

2. Recommend Positions on State and Federal Bills

AB 2548 (Friedman) Commute benefit policies: Los Angeles County Metropolitan Transportation Authority: South Coast Air Quality Management District.

Mr. Philip Crabbe, Community Relations Manager, presented AB 2548 to the committee. AB 2548 would authorize L.A. Metro, in coordination with the SCAQMD, to jointly adopt a commute benefit ordinance that requires covered employers within Los Angeles County, with 50 or more full-time employees to offer a pretax option program, allowing them to exclude commuting costs from taxable wages related to public transit or vanpool charges, up to the amount allowed by federal law. Mr. Crabbe commented that SCAQMD already administers an employee commute trip reduction program, per SCAQMD Rule 2202, covering employers in the South Coast with 250 or more employees at a work site, and that under this rule, employers have multiple options for compliance, including the one proposed by this bill. Mr. Crabbe stated that this legislation could therefore result in the elimination of multiple compliance options currently available for Los Angeles County employers.

This bill significantly expands the number of employers covered. If SCAQMD were to be involved in administering this program, it would likely create a substantial increase in SCAQMD staffing and resource needs.

Staff recommends amendments that would include striking references to SCAQMD from the bill to ensure that the District is not involved in the creation or administration of the proposed new program, and harmonizing any new program with Rule 2202 to ensure that employers with 250 or more employees at a work site within the South Coast remain covered only by that rule.

Staff recommended a position of OPPOSE UNLESS AMENDED on this item.

Moved by Parker; seconded by Burke; unanimously approved

Ayes: Burke, Mitchell, Nelson, Parker

Noes: None

Abstain: None

Absent: Buscaino, Rutherford

AB 2008 (Salas) Income taxes: exclusion: Carl Moyer Memorial Air Quality Standards Attainment Programs grants.

Ms. Monika Kim, Legislative Assistant, presented AB 2008 to the committee. The bill would allow all Carl Moyer grant funds to be exempt from taxable income for the purchase of new zero and/or low-emission engines. The current draft of the bill does not appear to exempt all of the project types available under the program from being taxed. Staff has proposed an amendment to the bill so that it exempts all Carl Moyer grant funds from taxable income.

Staff recommended a position of SUPPORT WITH AMENDMENTS on this item.

Moved by Nelson; seconded by Mitchell; unanimously approved

Ayes: Burke, Mitchell, Nelson, Parker

Noes: None

Abstain: None

Absent: Buscaino, Rutherford

SB 1144 (Dodd) Nonvehicular air pollution: penalties and fines.

This item was pulled from the agenda by the Chair at the request of staff.

AB 2506 (Burke) State vehicle fleet: near-zero-emission vehicles.

Mr. Crabbe presented AB 2506 to the committee. This bill would require, beginning January 1, 2020, that at least 30 percent of newly purchased vehicles with a gross vehicle weight rating of 19,000 pounds or more, purchased by the Department of General Services (DGS) and other state entities for the state fleet, be near-zero emission.

This bill would work in concert with existing law to increase the portion of the state fleet operating on cleaner, alternative fuels. Overall, the bill would help the South Coast region reduce diesel particulate matter and NOx emissions, improve public health, and facilitate attainment of federal air quality standards.

Mr. Crabbe stated that, to help ensure these benefits and allow for flexibility, staff suggests adding to the bill a definition for: “Near-Zero Emission Vehicle,” which would be a vehicle that meets, or emits less than, CARB’s optional low-NOx emission standard of 0.02 grams per brake horsepower-hour.

In response to an inquiry from Supervisor Nelson regarding what would happen if there are no vehicles available to meet this bill’s proposed requirements, Ms. Barbara Baird, Chief Deputy Counsel, responded that the law specifies that a technological assessment would be made and that if no viable vehicle options were available, then the requirements of this bill would be waived.

Supervisor Nelson asked what size of vehicles would be under this bill. Dr. Matt Miyasato, Deputy Executive Officer/Science & Technology Advancement, stated that the vehicles addressed by this bill would be Class 6 size and above.

Mr. Harvey Eder commented that there should be zero emission vehicles factored into the percentages of the bill, and that type of vehicle should be required at an 80 percent level.

Staff recommended a position of SUPPORT WITH AMENDMENTS on this item.

Moved by Mitchell; seconded by Parker; unanimously approved

Ayes: Burke, Mitchell, Nelson, Parker

Noes: None

Abstain: None

Absent: Buscaino, Rutherford

3. Proposed Amendments to 2018 SCAQMD State and Federal Legislative Goals and Objectives

Ms. Lisa Tanaka O’Malley, Community Relations Manager, presented proposed amendments to the 2018 SCAQMD state and federal legislative goals and objectives. Ms. O’Malley reported that Dr. Joseph Lyou had proposed two changes to the federal and state goals and objectives.

Supervisor Nelson raised a concern that Dr. Lyou’s amendment would mean opposing any changes to the federal attainment goals, rather than staying with the goal of meeting federal attainment rules. A discussion regarding Dr. Lyou’s intent for the amendment ensued. Dr. Parker also inquired as to whether there was a need to change the District’s legislative goals and objectives.

This item was tabled until the next meeting by the Chair for clarification by Dr. Lyou.

DISCUSSION ITEMS:

4. Update on Federal Legislative Issues

SCAQMD's federal legislative consultants (Carmen Group, Cassidy & Associates, and Kadesh & Associates) each provided a written report on various key Washington, D.C. issues.

5. Update on State Legislative Issues

SCAQMD's state legislative consultants (The Quintana Cruz Company, California Advisors, LLC, and Joe A. Gonsalves & Son) provided written reports on various key issues in Sacramento.

WRITTEN REPORT:

6. Report from the SCAQMD Home Rule Advisory Group (HRAG)

Please refer to Attachment 7.

OTHER MATTERS:

7. Other Business

There was no other business.

8. Public Comment Period

Mr. Harvey Eder made a public comment and stated that SCAQMD should support SB 100 (De Leon) which calls for 100 percent solar renewables by 2045, and that a date of 2025 or 2030 should instead be used for the state.

9. Next Meeting Date

The next regular Legislative Committee meeting is scheduled for Friday, April 13, 2018 at 9:00 a.m.

Adjournment

The meeting adjourned at 10:03 a.m.

Attachments

1. Attendance Record
2. Results of Public Survey Regarding Proposed Sales Tax Increase Proposal and Recommendation Regarding Potential Bill
3. Recommend Position on State and Federal Bills
4. Proposed Amendments to 2018 SCAQMD State and Federal Legislative Goals and Objectives
5. Update on Federal Legislative Issues – Written Reports
6. Update on State Legislative Issues – Written Reports
7. Report from the SCAQMD Home Rule Advisory Group

ATTACHMENT 1

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
LEGISLATIVE COMMITTEE MEETING
ATTENDANCE RECORD – March 9, 2018**

Mayor Pro Tem Judith Mitchell	SCAQMD Board Member
Dr. William A. Burke (videoconference).....	SCAQMD Board Member
Supervisor Shawn Nelson (videoconference).....	SCAQMD Board Member
Dr. Clark E. Parker, Sr. (videoconference).....	SCAQMD Board Member
Mark Abramowitz.....	Board Consultant (Lyou)
David Czamanske	Board Consultant (Cacciotti)
Ron Ketcham	Board Consultant (McCallon)
Andrew Silva	Board Consultant (Rutherford)
Mark Taylor	Board Consultant (Rutherford)
Gary Hoitsma (teleconference).....	The Carmen Group
Amelia Jenkins (teleconference).....	Cassidy & Associates
Chris Kierig (teleconference).....	Kadesh & Associates
Paul Gonsalves (teleconference).....	Joe A. Gonsalves & Son
Will Gonzalez (teleconference)	California Advisors, LLC
Melanie Cuevas (teleconference).....	The Quintana Cruz Company
Harvey Eder	Public Solar Power Coalition - PSPC
Tom Gross.....	Southern California Edison
Priscilla Hamilton.....	SoCalGas
Bill LaMarr	California Small Business Alliance
Rita Loof	RadTech
David Rothbart.....	Los Angeles County Sanitation Districts
Rick Sklarz.....	FM3
Susan Stark.....	Andeavor
Leeor Alpern.....	SCAQMD Staff
Daniela Arellano	SCAQMD Staff
Debra Ashby	SCAQMD Staff
Barbara Baird.....	SCAQMD Staff
Philip Crabbe	SCAQMD Staff
Philip Fine.....	SCAQMD Staff
Bayron Gilchrist	SCAQMD Staff
Carol Gomez	SCAQMD Staff
Kathryn Higgins.....	SCAQMD Staff
Jeffrey Inabinet	SCAQMD Staff
Monika Kim.....	SCAQMD Staff
Megan Lorenz	SCAQMD Staff
Fred Minassian.....	SCAQMD Staff
Matt Miyasato.....	SCAQMD Staff
Ron Moskowitz.....	SCAQMD Staff
Wayne Nastri	SCAQMD Staff
Robert Paud.....	SCAQMD Staff
Zorik Pirveysian.....	SCAQMD Staff
Stacey Pruitt	SCAQMD Staff
Sarah Rees	SCAQMD Staff
Mary Reichert	SCAQMD Staff
Jeanette Short.....	SCAQMD Staff
Lisa Tanaka O'Malley	SCAQMD Staff
Laki Tisopulos	SCAQMD Staff
Fabian Wesson	SCAQMD Staff
Kim White.....	SCAQMD Staff
Jill Whynot.....	SCAQMD Staff
Paul Wright	SCAQMD Staff

ATTACHMENT 2

COMPLETE SURVEY

February 14-25, 2018

Fairbank,
Maslin,
Maullin,
Metz &
Associates

FM3

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
ISSUES SURVEY
220-4853-WT
N=1490
MARGIN OF SAMPLING ERROR ±2.5% (95% CONFIDENCE INTERVAL)**

Hello, I'm _____ from _____, a public opinion research company. **(IF VOTER WISHES TO COMPLETE THE INTERVIEW IN SPANISH, HAND OFF TO BILINGUAL INTERVIEWER.)** I am definitely NOT trying to sell you anything or ask for a donation. We are conducting an opinion survey about issues that interest people living in Southern California, and we would like to include your opinions. May I speak to _____? **(YOU MUST SPEAK TO THE VOTER LISTED. VERIFY THAT THE VOTER LIVES AT THE ADDRESS LISTED, OTHERWISE TERMINATE.)**

A. Before we begin, I need to know if I have reached you on a cell phone, and if so, are you in a place where you can talk safely without endangering yourself or others? **(IF NOT ON A CELL PHONE, ASK: Do you own a cell phone?)**

Yes, cell and can talk safely ----- 59%
 Yes, cell but cannot talk safely ----- **TERMINATE**
 No, not on cell, but own one ----- 34%
 No, not on cell and do not own one ----- 7%
(DON'T READ) DK/NA/REFUSED----- TERMINATE

1. **(T)** Generally speaking, how would you rate Southern California as a place to live: is it an excellent place to live, a good place, only fair, or a poor place to live?

	<u>2001</u>	<u>2018</u>
Excellent -----	38%	29%
Good -----	46%	46%
Only fair-----	13%	16%
Poor-----	2%	9%
(DON'T KNOW/NA)-----	0%	0%

2. Now, I would like to ask your impressions of some people and organizations active in public life. As I read each name, please tell me whether your impression of that person or organization is generally favorable or unfavorable. If you don't recognize a name just say so. Here's the first one... **(IF FAVORABLE/UNFAVORABLE, ASK: "Is that very (FAVORABLE/UNFAVORABLE) or just somewhat?") (RANDOMIZE)**

	<u>VERY FAV</u>	<u>SMWT FAV</u>	<u>SMWT UNFAV</u>	<u>VERY UNFAV</u>	<u>CAN'T RATE</u>	<u>NEVER HEARD OF</u>	<u>TOTAL FAV</u>	<u>TOTAL UNFAV</u>
[]a. South Coast Air Quality Management District -----	13%	25%	9%	7%	9%	37%	37%	17%
(ASK SPLIT SAMPLE A ONLY)								
[]b. Your County Board of Supervisors -----	5%	29%	16%	8%	11%	31%	34%	24%

	<u>VERY FAV</u>	<u>SMWT FAV</u>	<u>SMWT UNFAV</u>	<u>VERY UNFAV</u>	<u>CAN'T RATE</u>	<u>NEVER HEARD OF</u>	<u>TOTAL FAV</u>	<u>TOTAL UNFAV</u>
(SPLIT SAMPLE A ONLY, CONTINUED)								
[]c. The California Air Resources Board	8%	22%	9%	6%	10%	46%	30%	15%
[]d. The Sierra Club	24%	19%	8%	4%	10%	35%	43%	12%
(ASK SPLIT SAMPLE B ONLY)								
[]e. AQMD	10%	16%	6%	6%	9%	52%	26%	12%
[]f. U.S. Environmental Protection Agency	20%	32%	13%	13%	7%	15%	52%	26%
[]g. Metrolink	27%	36%	11%	4%	10%	12%	64%	14%

(RESUME ASKING ALL RESPONDENTS)

3. Now I am going to mention some things we have heard some people say are problems for the residents of Southern California. As I mention each one, please tell me whether you think it is a very serious problem, somewhat serious, not too serious, or not at all a serious problem in southern California today. **(RANDOMIZE)**

	<u>VERY SER PROB</u>	<u>SMWT SER PROB</u>	<u>NOT TOO SER PROB</u>	<u>NOT SER PROB</u>	<u>NO OPIN/DK/NA</u>	<u>VERY/SMWT</u>
[]a. (T) The amount of taxes people have to pay for government services	43%	27%	19%	8%	3%	69%
2001	41%	28%	19%	9%	3%	69%
[]b. (T) Traffic congestion on the area's freeways	77%	18%	3%	1%	0%	95%
2001	67%	19%	9%	3%	1%	86%
[]c. Climate change	59%	18%	9%	12%	2%	77%
[]d. Air quality in my community	31%	34%	22%	13%	1%	65%
(ASK SPLIT SAMPLE A ONLY)						
[]e. (T) Unemployment among people who usually have jobs	35%	36%	18%	7%	4%	71%
2001	37%	38%	16%	5%	4%	75%
[]f. (T) Air pollution, what we usually call smog	45%	37%	12%	6%	1%	82%
2001	38%	38%	20%	4%	0%	76%
[]g. (T) Contamination of the soil with toxic materials due to use by industry	51%	26%	10%	5%	8%	77%
2001	36%	30%	18%	9%	8%	66%
[]h. The cost of housing	75%	19%	5%	1%	1%	94%
[]i. Air pollution from cars, trucks, trains and other vehicles	50%	35%	10%	5%	0%	85%

	<u>VERY SER PROB</u>	<u>SMWT SER PROB</u>	<u>NOT TOO SER PROB</u>	<u>NOT SER PROB</u>	<u>NO OPIN/ DK/NA</u>	<u>VERY/ SMWT</u>
(ASK SPLIT SAMPLE B ONLY)						
[]j. (T) Air pollution from diesel engines-----	40%	34%	13%	8%	5%	74%
2001 -----	34%	34%	18%	9%	5%	68%
[]k. (T) Crime, including gangs and drugs-----	50%	30%	15%	4%	1%	80%
2001 -----	56%	31%	8%	4%	1%	87%
[]l. (T) Pollution of drinking water -----	42%	26%	17%	11%	4%	68%
2001 -----	33%	29%	23%	12%	3%	62%
[]m. The cost of health care -----	69%	22%	4%	2%	3%	91%
[]n. Greenhouse gases that cause climate change -----	50%	23%	9%	13%	5%	74%

(RESUME ASKING ALL RESPONDENTS)

NOW LET ME TURN YOUR ATTENTION TO THE ISSUE OF AIR QUALITY IN SOUTHERN CALIFORNIA.

4. (T) First, in your personal opinion, has the air we breathe in the southern California region become cleaner in recent years, stayed about the same, or become dirtier? **(IF CLEANER/DIRTIER, ASK: "Is that a lot or just somewhat?")**

	<u>2001</u>	<u>2018</u>
TOTAL CLEANER-----	34%	39%
A lot cleaner-----	11%	17%
Just somewhat cleaner -----	23%	22%
Stayed about the same -----	36%	34%
TOTAL DIRTIER -----	27%	22%
Just somewhat dirtier -----	15%	12%
A lot dirtier -----	12%	10%
(DON'T KNOW/NA)-----	3%	5%

5. (PT) Thinking ahead to the year 2030, do you think the air we breathe in the Southern California region will be cleaner, about the same as it is today, or dirtier? (IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)

	<u>2001</u>	<u>2018</u>
TOTAL CLEANER -----	22%	33%
A lot cleaner-----	6%	11%
Just somewhat cleaner -----	16%	22%
Stayed about the same -----	33%	24%
TOTAL DIRTIER -----	37%	36%
Just somewhat dirtier -----	21%	15%
A lot dirtier-----	16%	21%
(DON'T KNOW/NA) -----	7%	7%

6. (T) Now let me ask you about the particular community in which you live. Has the air people breathe in your own community become cleaner in recent years, stayed about the same, or become dirtier? (IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)

	<u>2001</u>	<u>2018</u>
TOTAL CLEANER -----	21%	25%
A lot cleaner-----	7%	8%
Just somewhat cleaner -----	14%	17%
Stayed about the same -----	56%	47%
TOTAL DIRTIER -----	18%	22%
Just somewhat dirtier -----	12%	14%
A lot dirtier-----	6%	8%
(DON'T KNOW/NA) -----	5%	6%

7. (PT) And, thinking ahead to the year 2030, do you think the air people breathe in your own community will be cleaner, about the same as it is today, or dirtier? (IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)

	<u>2001</u>	<u>2018</u>
TOTAL CLEANER -----	22%	29%
A lot cleaner-----	6%	9%
Just somewhat cleaner -----	16%	20%
Stayed about the same -----	40%	31%
TOTAL DIRTIER -----	34%	33%
Just somewhat dirtier -----	22%	16%
A lot dirtier-----	12%	17%
(DON'T KNOW/NA) -----	5%	7%

8. In your personal opinion, is the air quality today in southern California better, about the same or worse than in...?

	<u>BETTER</u>	<u>SAME</u>	<u>WORSE</u>	<u>(DK/NA)</u>
(ASK SPLIT SAMPLE A ONLY)				
[]a. (T) The San Francisco Bay area -----	15%	18%	35%	31%
2001 -----	19%	14%	34%	33%

(ASK SPLIT SAMPLE B ONLY)

[]b. (T) The New York City-New Jersey area ----	38%	21%	13%	28%
2001 -----	34%	13%	18%	35%

(RESUME ASKING ALL RESPONDENTS)

9. Nobody likes air pollution or smog, but people may have different ideas about what is bad about it. From the items I mention, please tell me which you think is the worst thing about air pollution. **(READ LIST AND RECORD ONE ITEM. THEN ASK: "And what is the second worst thing about smog?" (RANDOMIZE))**

	<u>WORST</u>	<u>SECOND WORST</u>
[]a. (T) Sharply reducing visibility with a dirty brown haze -----	4%	13%
2001 -----	10%	21%
[]b. (T) Damaging plant life throughout the region -----	5%	27%
-----	11%	47%
[]c. (PT) Creating public health problems, including childhood asthma, respiratory problems for the elderly and cancer-----	74%	18%
2001 -----	74%	14%
[]d. Contributing to climate change -----	15%	38%
DK/NA -----	2%	4%

10. Now I would like to have your opinions about what causes air pollution or smog in southern California. As I mention different sources of air pollution, please tell me whether it is a major or minor contributor to smog. **(RANDOMIZE)**

	<u>MAJOR</u>	<u>MINOR</u>	<u>(DON'T READ)</u> <u>DK/NA</u>
[]a. (T) Emissions from the area's diesel trucks and buses -----	76%	21%	3%
2001 -----	85%	14%	1%
[]b. (T) Tailpipe emissions from the area's cars -----	71%	26%	3%
2001 -----	84%	15%	1%

		<u>MAJOR</u>	<u>MINOR</u>	<u>(DON'T READ) DK/NA</u>
(ASK SPLIT SAMPLE A ONLY)				
[]c.	(T) Emissions from the area's electric power plants-----	44%	42%	14%
	2001 -----	34%	55%	10%
[]d.	(PT) Emissions from sources such as dry-cleaning plants, auto paint shops, film processors, and furniture finishers -----	40%	53%	8%
	2001 -----	35%	59%	7%
[]e.	Air pollution from household paints, cleaners and other consumer products -----	17%	76%	7%
(ASK SPLIT SAMPLE B ONLY)				
[]f.	(T) Emissions from the area's oil and chemical refineries-----	73%	19%	8%
	2001 -----	78%	19%	3%
[]g.	(T) Blowing dust from road work, construction, agriculture and other operations that break the soil -----	29%	65%	6%
	2001 -----	33%	62%	5%
[]h.	(T) Emissions from small, two cycle gasoline engines such as motorcycles, scooters, lawnmowers and leaf blowers -----	26%	71%	3%
	2001 -----	27%	70%	3%

(ASK SPLIT SAMPLE A ONLY)

11. Do you know the name of the government agency responsible for protecting air quality in your area?
(OPEN-END; RECORD VERBATIM RESPONSE)

N=744

South Coast Air Quality Management (SCAQM) -----	21%
Air Quality Management(AQMD) -----	12%
Environmental Protection Agency (EPA)-----	10%
Air Now -----	2%
The California Air Resources Board (Carb)-----	2%
Southern California Air Resource Board(scab) -----	1%
California Environmental Protection Agency -----	1%
Air Pollution Agency -----	0%
Orange County Environmental Protection Division-----	0%
Riverside County -----	0%
Long Beach Air Quality Management -----	0%
City Of Inglewood -----	0%
San Bernardino County -----	0%
City Of Glendale -----	0%
Los Angeles County -----	0%
Antelope Valley Aqmd-----	0%
Mojave Desert Air Quality Management District -----	0%
California Clean Air-----	0%
 Refused/No answer -----	 2%
Don't know/Unsure-----	27%
Nothing -----	16%
Other -----	3%

(ASK SPLIT SAMPLE B ONLY)

12. How much do you know about the South Coast Air Quality Management District, or AQMD, the government agency that is responsible for protecting air quality in your area? Would you say you know a lot about the AQMD, some, a little or nothing at all?

A lot-----	7%
Some -----	23%
A little -----	26%
Nothing at all -----	40%
(DON'T KNOW/NA) -----	3%

(RESUME ASKING ALL RESPONDENTS)

NOW LET ME GIVE YOU SOME BACKGROUND INFORMATION. ONE OF THE GOVERNMENT AGENCIES MOST INVOLVED IN DEALING WITH AIR POLLUTION IN SOUTHERN CALIFORNIA IS THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT —THE AQMD. THE AQMD IS RESPONSIBLE FOR REGULATING AND REDUCING EMISSIONS FROM STATIONARY SOURCES LIKE POWER PLANTS, REFINERIES, FACTORIES, AND MANUFACTURING SITES IN THE SOUTH COAST AIR BASIN THAT INCLUDES LOS ANGELES, ORANGE, SAN BERNARDINO AND RIVERSIDE COUNTIES.

THE AQMD IS ALSO RESPONSIBLE FOR CREATING AN AIR QUALITY PLAN TO REDUCE EMISSIONS FROM MOBILE SOURCES OF AIR POLLUTION LIKE CARS, TRUCKS, TRAINS, PLANES, BOATS AND CONSTRUCTION EQUIPMENT. HOWEVER, ONLY THE STATE AND FEDERAL GOVERNMENT CAN REGULATE EMISSIONS FROM VEHICLES AND OTHER MOBILE SOURCES OF AIR POLLUTION. THUS, TO REDUCE EMISSIONS FROM MOBILE SOURCES OF AIR POLLUTION, THE AQMD MUST WORK WITH THE STATE AND FEDERAL GOVERNMENT TO CREATE REGULATIONS AND FUNDING SOURCES TO PROVIDE GRANTS AND OTHER FINANCIAL INCENTIVES TO ENCOURAGE THE DEVELOPMENT AND USE OF CLEAN TECHNOLOGIES LIKE ZERO AND NEAR-ZERO EMISSION VEHICLES.

13. In general, do you favor or oppose the AQMD providing grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: “Is that strongly (FAVOR/OPPOSE) or just somewhat?”) (RANDOMIZE)**

TOTAL FAVOR----- 80%
 Strongly favor ----- 57%
 Somewhat favor----- 23%

TOTAL OPPOSE ----- 13%
 Somewhat oppose-----4%
 Strongly oppose-----9%

(DON’T KNOW/NA) -----7%

LET ME GIVE YOU SOME ADDITIONAL INFORMATION. EVERY 4 YEARS THE AQMD MUST APPROVE A CLEAN AIR PLAN TO SHOW HOW IT WILL MEET HEALTH-BASED FEDERAL CLEAN AIR STANDARDS. THE NEXT PLAN IS DUE IN 2020. THE AQMD HAS ESTIMATED IT WILL NEED AN ADDITIONAL ONE BILLION DOLLARS PER YEAR FOR THE NEXT 15 YEARS TO FUND PROGRAMS THAT WILL INCENTIVIZE THE USE OF CLEANER TECHNOLOGIES TO REDUCE EMISSIONS FROM CARS, HEAVY-DUTY DIESEL TRUCKS AND OTHER MOBILE SOURCES OF AIR POLLUTION TO MEET FEDERAL STANDARDS. LAST YEAR THE STATE LEGISLATURE ALLOCATED 300 MILLION DOLLARS TO SUPPORT AQMD MOBILE EMISSION REDUCTION PROGRAMS, BUT THERE IS NO GUARANTEE THAT THIS FUNDING WILL CONTINUE IN FUTURE YEARS.

14. Having heard this, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPOSE, ASK: “Is that strongly (FAVOR/OPOSE) or just somewhat?”)**

TOTAL FAVOR----- 65%
 Strongly favor ----- 43%
 Somewhat favor----- 22%

TOTAL OPOSE ----- 26%
 Somewhat opose-----8%
 Strongly opose----- 18%

(DON’T KNOW/NA) -----9%

15. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPOSE, ASK: “Is that strongly (SUPPORT/OPOSE) or just somewhat?”)**

TOTAL FAVOR----- 54%
 Strongly favor ----- 36%
 Somewhat favor----- 18%

TOTAL OPOSE ----- 39%
 Somewhat opose-----8%
 Strongly opose----- 31%

(DON’T KNOW/NA) -----6%

16. Next, I am going to read some of the different ways the AQMD uses funds to incentivize businesses to develop clean technologies and increase the use of zero and near-zero emission vehicles in order to reduce air pollution and emissions from mobile sources. For each one, please tell me whether you support or oppose it. (IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”) (RANDOMIZE)

	<u>STR</u> <u>SUPP</u>	<u>SMWT</u> <u>SUPP</u>	<u>SMWT</u> <u>OPP</u>	<u>STR</u> <u>OPP</u>	<u>(DON'T</u> <u>READ)</u> <u>DK/NA</u>	<u>TOTAL</u> <u>SUPP</u>	<u>TOTAL</u> <u>OPP</u>
(ASK SPLIT SAMPLE A ONLY)							
[]a. Converting Port of L.A. and Long Beach equipment and vehicles to near-zero and zero emission technology -----	52%	29%	7%	7%	5%	81%	13%
[]b. Retrofitting ships with emission control systems to reduce air pollution while in the Ports of L.A. and Long Beach -----	51%	28%	8%	6%	7%	79%	14%
[]c. Replacing medium-duty diesel delivery trucks with new, fully-electric battery-powered zero emission medium-duty vehicles-----	55%	26%	6%	9%	5%	80%	14%
[]d. Providing incentives for single truck owners to buy the cleanest truck equipment and vehicles available-----	52%	29%	6%	8%	4%	81%	15%
[]e. Replacing heavy-duty diesel school buses with zero-emission battery electric buses, and model year 2010 or newer compressed natural gas buses-----	66%	23%	4%	5%	2%	89%	9%
[]f. Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to relieve traffic congestion-----	54%	25%	8%	8%	4%	80%	16%
[]g. Upgrading and electrifying the Metro-Link commuter rail system to improve service, increase ridership and eliminate the use of diesel -----	59%	24%	7%	8%	3%	83%	14%
[]h. Making the movement of cargo and goods more efficient by upgrading ports, rail-lines and other infrastructure critical to the region's economy -----	56%	29%	6%	4%	5%	85%	10%

	<u>STR</u> <u>SUPP</u>	<u>SMWT</u> <u>SUPP</u>	<u>SMWT</u> <u>OPP</u>	<u>STR</u> <u>OPP</u>	(DON'T READ) <u>DK/NA</u>	<u>TOTAL</u> <u>SUPP</u>	<u>TOTAL</u> <u>OPP</u>
(ASK SPLIT SAMPLE B ONLY)							
[]i. Replacing older locomotive trains with new clean diesel switch technology to reduce emissions	51%	31%	4%	7%	6%	82%	12%
[]j. Replacing heavy-duty diesel trucks with near-zero emission natural gas trucks	56%	26%	7%	7%	4%	82%	14%
[]k. Installing infrastructure at the Ports of L.A. and Long Beach to let ships plug-in to electric power so fossil fuel engines can be shut down	53%	30%	4%	6%	7%	83%	10%
[]l. Funding incentives for the early changeover of dirty heavy-duty trucks to clean trucks	52%	31%	6%	6%	5%	83%	12%
[]m. Replacing older diesel school buses at school districts throughout the South Coast Air Basin with ultra-clean natural gas buses	63%	24%	4%	5%	4%	87%	9%
[]n. Funding programs to help small businesses upgrade equipment to help the economy and reduce air pollution at the same time	51%	29%	7%	8%	5%	80%	15%
[]o. Electrifying and expanding rail lines	51%	27%	7%	8%	7%	78%	15%
[]p. Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to cut down in emissions and air pollution from trucks stuck in traffic	45%	29%	8%	10%	7%	75%	18%

(RESUME ASKING ALL RESPONDENTS)

17. I am going to read you some different statements. For each one, please tell me whether you generally agree or disagree with that statement. **(IF AGREE/DISAGREE, ASK: “Is that strongly (AGREE/DISAGREE) or only somewhat?”) (RANDOMIZE)**

	<u>STR</u> <u>AGREE</u>	<u>SMWT</u> <u>AGREE</u>	<u>SMWT</u> <u>DISAG</u>	<u>STR</u> <u>DISAG</u>	<u>(DK/NA)</u>	<u>TOTAL</u> <u>AGREE</u>	<u>TOTAL</u> <u>DISAG</u>
(ASK SPLIT SAMPLE A ONLY)							
[]a. Reducing traffic congestion is an effective way to reduce air pollution and emissions that cause climate change-----	57%	27%	6%	6%	4%	84%	12%
[]b. Converting diesel trucks and other gas-powered vehicles to near-zero and zero emission vehicles is an effective way to reduce air pollution, negative health impacts, and emissions that cause climate change-----	55%	28%	6%	6%	5%	83%	12%
[]c. It is more expensive to deal with the health problems associated with air pollution than it is to fund programs that support the development and use of clean, zero and near-zero emission vehicles-----	48%	26%	9%	8%	9%	74%	18%
[]d. The technology exists so that within the next ten years, most cars on the road will be zero-emission vehicles-----	44%	26%	14%	9%	7%	70%	23%
(ASK SPLIT SAMPLE B ONLY)							
[]e. 18-wheelers and heavy-duty trucks that sit in traffic on local freeways and highways are a major source of air pollution in Southern California-----	45%	34%	10%	3%	8%	78%	13%
[]f. It is more expensive to deal with the impact of emissions that cause climate change than it is to fund programs that support the development and use of clean, zero and near-zero emission vehicles-----	39%	25%	11%	10%	15%	63%	22%
[]g. The technology exists so that within the next ten years, most heavy-duty trucks on the road will be zero-emission vehicles-----	38%	32%	12%	5%	13%	70%	17%

(RESUME ASKING ALL RESPONDENTS)

18. Next, I am going to read you some facts about air quality issues in Southern California. For each one, please tell me whether you personally consider that to be an extremely serious concern, very serious concern, somewhat serious concern or not a serious concern at all. Here is the first one...
(RANDOMIZE)

	<u>EXT SER CONC</u>	<u>VERY SER CONC</u>	<u>SMWT SER CONC</u>	<u>NOT A CONC AT ALL</u>	<u>(DON'T READ) DK/NA</u>	<u>EXT/ VERY</u>
(ASK SPLIT SAMPLE A ONLY)						
[]a. The air in Southern California's 4-county South Coast region is among the most polluted in the nation, and one in every four days exceeds federal health-based air quality standards-----	48%	23%	19%	5%	5%	71%
[]b. Nearly 40 percent of the nation's containerized imported goods come through the ports of Los Angeles and Long Beach, but the AQMD has no authority to regulate the air pollution impacts from ships, trucks, and trains transporting goods through Southern California -----	35%	29%	21%	10%	5%	64%
[]c. If Southern California doesn't meet federal air quality regulations by the designated deadlines, the region could lose billions in federal highway dollars -----	40%	25%	18%	10%	7%	65%
[]d. The number of smog-related deaths annually in the region exceeds the total number of deaths annually from traffic accidents -----	39%	29%	12%	9%	11%	67%
[]e. A study conducted by the California Air Resources Board found that the air pollution in the South Coast Basin leads to four thousand premature deaths per year, and twenty-four hundred hospitalizations -----	43%	30%	16%	6%	6%	72%
(ASK SPLIT SAMPLE B ONLY)						
[]f. About 70 percent of the airborne cancer risk in Southern California is directly attributed to toxic emissions from diesel-fueled engines-----	43%	26%	18%	6%	6%	69%
[]g. Southern California's 4-county South Coast region has the largest proportion of the U.S. population exposed to unhealthy air-----	43%	27%	14%	8%	7%	70%
[]h. Eighty percent of air pollution emissions in the 4-county South Coast region are from mobile sources that the AQMD has no authority to regulate -----	31%	29%	19%	11%	10%	60%

<u>EXT SER CONC</u>	<u>VERY SER CONC</u>	<u>SMWT SER CONC</u>	<u>NOT A CONC AT ALL</u>	<u>(DON'T READ) DK/NA</u>	<u>EXT/ VERY</u>
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(SPLIT SAMPLE B ONLY, CONTINUED)

[i].	If Southern California doesn't meet federal air quality regulations by the designated deadlines, it could face stricter permitting requirements that make it much harder to attract new businesses to come into the region-----	21%	----	27%	-----	31%	-----	14%	-----	7%	48%
[j].	Long-term exposure to polluted air can lead to cardiovascular and respiratory illness; added stress to the heart and lungs; and the development of diseases such as asthma, emphysema, and cancer-----	56%	----	28%	-----	11%	-----	4%	-----	2%	83%

(RESUME ASKING ALL RESPONDENTS)

NEXT, I WOULD LIKE TO RETURN TO THE IDEA OF THE STATE LEGISLATURE GIVING THE AQMD AUTHORITY TO SEEK VOTER APPROVAL OF A BALLOT MEASURE TO RAISE FUNDS AT THE LOCAL LEVEL IN ORDER TO FUND GRANTS AND OTHER FINANCIAL INCENTIVES TO ENCOURAGE THE DEVELOPMENT AND USE OF ZERO AND NEAR-ZERO EMISSION VEHICLES TO REDUCE EMISSIONS FROM CARS, HEAVY-DUTY DIESEL TRUCKS AND OTHER MOBILE SOURCES OF AIR POLLUTION.

19. Here are some statements from people who support this proposal. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to favor giving the AQMD authority to raise funds through a voter-approved local ballot measure. If you do not believe the statement, please tell me that too. **(RANDOMIZE)**

<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
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[ja.	(COST) A multi-year Cal-State Fullerton study found that air pollution in Southern California and the San Joaquin Valley combined came with a price tag of 28 billion dollars per year due to premature deaths and illnesses. Investing one billion dollars per year in AQMD's grant programs will significantly reduce air quality—preventing childhood asthma and other health problems that will save money and lives. -----	36%	----	33%	-----	14%	-----	11%	-----	6%	69%
-------	---	-----	------	-----	-------	-----	-------	-----	-------	----	-----

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
[]b. (LOCAL NEED) The AQMD has identified that Southern California's 4-county South Coast region needs one billion dollars per year for the next 15 years to meet federal air quality requirements. State legislators should give voters the right to take action and raise funds locally in order to address a critical regional health and quality of life issue.	25%	35%	22%	12%	6%	61%
[]c. (HEALTH) Every year, there are more deaths in Southern California due to poor air quality than because of traffic accidents. On top of that, chronic illnesses and diseases caused by air pollution cost the region's economy tens of billions of dollars every year. Funding grants and incentive programs to develop the use of clean technologies and near-zero and zero-emission vehicles will save lives and money.	38%	32%	12%	13%	6%	70%
(ASK SPLIT SAMPLE A ONLY)						
[]d. (TRUCKS-INCENTIVES) Emissions from heavy-duty, diesel-powered trucks account for 80 percent of emissions from mobile sources, but the law prohibits the AQMD from regulating these vehicles. Providing incentives to truckers and their companies to switch to natural gas, electric and other very low emission vehicles is critical to reducing air pollution and combating emissions that cause climate change.	41%	35%	11%	8%	4%	77%
[]e. (GHG) Heavy duty trucks, cargo ships in the Ports of L.A. and Long Beach, trains and other mobile sources are a major source of greenhouse gas emissions that cause climate change. Giving the AQMD the authority to promote the use of clean technologies will make sure our region is a leader in fighting climate change and creating new economic opportunities for workers.	36%	37%	13%	10%	4%	73%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
(ASK SPLIT SAMPLE B ONLY)						
[]f. (TRUCKS-LANES) Emissions from heavy-duty, diesel-powered trucks and other mobile sources account for 80 percent of the emissions problem, with much of it coming when trucks sit in traffic on freeways and highways. Creating new lanes on local roads to separate trucks and cars could significantly reduce air pollution across Southern California to improve public health, road safety, and our region's economy by speeding up the movement of goods and cargo. -----	29%	41%	12%	12%	5%	70%
[]g. (EFFECTIVE) The AQMD's grant and incentive programs to reduce air pollution and emissions are working. Air quality in the Southland has continually improved despite an enormous increase in population and vehicles. Summertime smog has been cut to less than one-quarter of what it was in the 1950s, even though the population has tripled, and the number of vehicles has increased four-fold. -----	33%	39%	10%	11%	7%	72%

(RESUME ASKING ALL RESPONDENTS)

20. Now that you have heard more information, let me ask you again, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: "Is that strongly (FAVOR/OPPOSE) or just somewhat?")**

TOTAL FAVOR-----67%
 Strongly favor ----- 45%
 Somewhat favor ----- 22%

TOTAL OPPOSE -----24%
 Somewhat oppose -----6%
 Strongly oppose ----- 19%

(DON'T KNOW/NA) -----8%

21. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”)**

TOTAL SUPPORT ----- 56%
 Strongly support ----- 39%
 Somewhat support ----- 17%

TOTAL OPPOSE ----- 36%
 Somewhat oppose ----- 8%
 Strongly oppose ----- 28%

(DON'T KNOW/NA) ----- 7%

22. Here are some statements from people who oppose this proposal. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to oppose giving the AQMD authority to raise funds through a voter-approved local ballot measure. If you do not believe the statement, please tell me that too. **(RANDOMIZE)**

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/SMWT</u>
[]a. (MORE TAXES) The last thing we need is another bureaucracy with the right to tax us. Californians already pay some of the highest incomes taxes in the nation, the state gas tax was raised 12 cents last year, and the new federal tax law significantly reduces Californians' deductions. -----	40%	27%	21%	8%	4%	67%
(ASK SPLIT SAMPLE A ONLY)						
[]b. (WASTE AND PENSIONS) If the AQMD has the authority to raise our local taxes, they will do what every government agency does—waste our money. In addition, instead of using these funds to reduce air pollution, most of it will end up going towards public employees' pension and retirement benefits. -----	33%	28%	20%	13%	5%	62%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
(ASK SPLIT SAMPLE B ONLY)						
[]c. (UNFAIR) The AQMD says heavy-duty, diesel powered trucks are the main contributor of air pollution and emissions. Instead of trying to get a special law passed in Sacramento to raise our taxes, the AQMD should work with the state legislature to hold the trucking companies responsible for the mess they have created.	30%	34%	24%	8%	5%	64%

(RESUME ASKING ALL RESPONDENTS)

23. Sometimes over the course of a survey like this one people changes their minds, and sometimes they do not. Let me ask you one more time, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: “Is that strongly (FAVOR/OPPOSE) or just somewhat?”)**

TOTAL FAVOR-----63%
 Strongly favor ----- 42%
 Somewhat favor----- 21%

TOTAL OPPOSE -----30%
 Somewhat oppose-----7%
 Strongly oppose----- 23%

(DON'T KNOW/NA) -----7%

24. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”)**

TOTAL SUPPORT -----54%
 Strongly support ----- 36%
 Somewhat support----- 17%

TOTAL OPPOSE -----40%
 Somewhat oppose-----9%
 Strongly oppose----- 31%

(DON'T KNOW/NA) -----6%

HERE ARE MY FINAL QUESTIONS. THEY ARE JUST FOR CLASSIFICATION PURPOSES.

25. Which of the following types of vehicles, if any, does someone in your household own? **(RANDOMIZE AND ACCEPT MULTIPLE RESPONSES)**

- A completely electric vehicle -----4%
- A hybrid gas/electric vehicle ----- 14%
- A compact or sub-compact car ----- 44%
- A station wagon -----4%
- A sport utility vehicle, or SUV ----- 35%
- A pickup truck----- 17%
- A minivan ----- 10%

- Other (Specify) _____ 12%
- No car -----5%
- (DO NOT READ)** Refused-----0%

26. Do you have children? **(IF YES, ASK: “Do you have any children under the age of 19 living at home?”)**

- Yes, children under 19 at home ----- 24%
- Yes, no children under 19 at home ----- 27%
- No, no children ----- 46%
- (DON'T READ)** DK/NA/REFUSED -----2%

27. With which racial or ethnic group do you identify yourself? **(READ RESPONSES)**

- Hispanic/Latino ----- 31%
- African-American or Black -----6%
- Anglo/White ----- 50%
- Asian/Pacific Islander-----6%
- Something else -----3%
- (DON'T READ)** Refused/NA -----4%

28. What was the last level of school you completed?

- Grades 1-8 -----0%
- Grades 9-11 -----1%
- High school graduate-----9%
- Some college/business/vocational school ----- 28%
- College graduate ----- 32%
- Post-graduate work/professional school ----- 27%
- (DON'T READ)** Don't know -----2%

THANK YOU FOR PARTICIPATING IN OUR SURVEY

Gender: By observation

Male----- 48%
 Female----- 52%

Party: From file

Democrat----- 46%
 Republican----- 25%
 No Party Preference----- 23%
 Other party-----6%

STATEWIDE FLAGS

J08----- 21%
 G08----- 53%
 P10----- 30%
 G10----- 48%
 P12----- 30%
 G12----- 59%
 P14----- 29%
 G14----- 43%
 P16----- 56%
 G16----- 84%
 BLANK-----8%

PERMANENT ABSENTEE

Yes----- 62%
 No----- 38%

VOTE BY MAIL

1----- 19%
 2----- 11%
 3+----- 24%
 BLANK----- 46%

AGE

18-29----- 19%
 30-39----- 18%
 40-49----- 16%
 50-54----- 9%
 55-59----- 8%
 60-64----- 9%
 65-74----- 12%
 75+----- 10%
 BLANK-----0%

OWN/RENT

Own----- 49%
 Rent----- 51%

FOREIGN BORN

Yes----- 21%
 No----- 79%

HOUSEHOLD PARTY

1 DEM----- 27%
 2+ DEMS----- 12%
 1 REP----- 10%
 2+ REPS----- 10%
 1 INDEPENDENT----- 16%
 MIXED----- 26%

COUNTY

Los Angeles----- 62%
 Orange----- 18%
 San Bernardino-----8%
 Riverside----- 12%

LANGUAGE OF INTERVIEW

English----- 97%
 Spanish-----3%

A/B SPLIT

Split A----- 50%
 Split B----- 50%

LOS ANGELES COUNTY

February 14-25, 2018

Fairbank,
Maslin,
Maullin,
Metz &
Associates

FM3

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
ISSUES SURVEY
220-4853-WT
LOS ANGELES COUNTY
N=924
MARGIN OF SAMPLING ERROR ±3.2% (95% CONFIDENCE INTERVAL)**

Hello, I'm _____ from _____, a public opinion research company. **(IF VOTER WISHES TO COMPLETE THE INTERVIEW IN SPANISH, HAND OFF TO BILINGUAL INTERVIEWER.)** I am definitely NOT trying to sell you anything or ask for a donation. We are conducting an opinion survey about issues that interest people living in Southern California, and we would like to include your opinions. May I speak to _____? **(YOU MUST SPEAK TO THE VOTER LISTED. VERIFY THAT THE VOTER LIVES AT THE ADDRESS LISTED, OTHERWISE TERMINATE.)**

A. Before we begin, I need to know if I have reached you on a cell phone, and if so, are you in a place where you can talk safely without endangering yourself or others? **(IF NOT ON A CELL PHONE, ASK: Do you own a cell phone?)**

Yes, cell and can talk safely ----- 57%
Yes, cell but cannot talk safely ----- **TERMINATE**
No, not on cell, but own one ----- 36%
No, not on cell and do not own one ----- 7%
(DON'T READ) DK/NA/REFUSED----- TERMINATE

1. **(T)** Generally speaking, how would you rate Southern California as a place to live: is it an excellent place to live, a good place, only fair, or a poor place to live?

Excellent ----- 28%
Good ----- 47%
Only fair----- 16%
Poor-----9%
(DON'T KNOW/NA)-----0%

2. Now, I would like to ask your impressions of some people and organizations active in public life. As I read each name, please tell me whether your impression of that person or organization is generally favorable or unfavorable. If you don't recognize a name just say so. Here's the first one... **(IF FAVORABLE/UNFAVORABLE, ASK: "Is that very (FAVORABLE/UNFAVORABLE) or just somewhat?") (RANDOMIZE)**

		VERY FAV	SMWT FAV	SMWT UNFAV	VERY UNFAV	CAN'T RATE	NEVER HEARD OF	TOTAL FAV	TOTAL UNFAV
[]a. South Coast Air Quality Management District -----	11%	25%	10%	6%	9%	39%	36%	16%	
(ASK SPLIT SAMPLE A ONLY)									
[]b. Your County Board of Supervisors -----	6%	28%	17%	9%	11%	29%	34%	26%	

	<u>VERY FAV</u>	<u>SMWT FAV</u>	<u>SMWT UNFAV</u>	<u>VERY UNFAV</u>	<u>CAN'T RATE</u>	<u>NEVER HEARD OF</u>	<u>TOTAL FAV</u>	<u>TOTAL UNFAV</u>
(SPLIT SAMPLE A ONLY, CONTINUED)								
[]c. The California Air Resources Board	8%	21%	9%	3%	10%	48%	29%	12%
[]d. The Sierra Club	25%	18%	8%	2%	12%	35%	43%	10%
(ASK SPLIT SAMPLE B ONLY)								
[]e. AQMD	9%	14%	5%	4%	9%	58%	24%	10%
[]f. U.S. Environmental Protection Agency	21%	30%	12%	11%	7%	18%	51%	24%
[]g. Metrolink	30%	34%	12%	4%	8%	11%	64%	16%

(RESUME ASKING ALL RESPONDENTS)

3. Now I am going to mention some things we have heard some people say are problems for the residents of Southern California. As I mention each one, please tell me whether you think it is a very serious problem, somewhat serious, not too serious, or not at all a serious problem in southern California today. **(RANDOMIZE)**

	<u>VERY SER PROB</u>	<u>SMWT SER PROB</u>	<u>NOT TOO SER PROB</u>	<u>NOT SER PROB</u>	<u>NO OPIN/ DK/NA</u>	<u>VERY/ SMWT</u>
[]a. (T) The amount of taxes people have to pay for government services	40%	27%	20%	9%	4%	68%
[]b. (T) Traffic congestion on the area's freeways	79%	16%	3%	1%	0%	95%
[]c. Climate change	63%	18%	7%	9%	2%	81%
[]d. Air quality in my community	34%	35%	19%	11%	1%	69%

(ASK SPLIT SAMPLE A ONLY)

[]e. (T) Unemployment among people who usually have jobs	37%	37%	15%	6%	5%	74%
[]f. (T) Air pollution, what we usually call smog	49%	36%	10%	4%	1%	85%
[]g. (T) Contamination of the soil with toxic materials due to use by industry	55%	26%	8%	4%	8%	81%
[]h. The cost of housing	78%	17%	4%	0%	0%	95%
[]i. Air pollution from cars, trucks, trains and other vehicles	54%	34%	8%	3%	0%	88%

(ASK SPLIT SAMPLE B ONLY)

[]j. (T) Air pollution from diesel engines	44%	34%	13%	6%	4%	78%
[]k. (T) Crime, including gangs and drugs	48%	30%	17%	4%	1%	78%
[]l. (T) Pollution of drinking water	44%	24%	18%	10%	4%	68%
[]m. The cost of health care	72%	21%	3%	2%	3%	92%
[]n. Greenhouse gases that cause climate change	56%	24%	8%	9%	4%	79%

(RESUME ASKING ALL RESPONDENTS)

NOW LET ME TURN YOUR ATTENTION TO THE ISSUE OF AIR QUALITY IN SOUTHERN CALIFORNIA.

4. **(T)** First, in your personal opinion, has the air we breathe in the southern California region become cleaner in recent years, stayed about the same, or become dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

TOTAL CLEANER----- 38%
 A lot cleaner----- 17%
 Just somewhat cleaner ----- 21%

 Stayed about the same ----- 35%

TOTAL DIRTIER ----- 22%
 Just somewhat dirtier ----- 11%
 A lot dirtier ----- 11%
(DON'T KNOW/NA)-----5%

5. **(PT)** Thinking ahead to the year 2030, do you think the air we breathe in the Southern California region will be cleaner, about the same as it is today, or dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

TOTAL CLEANER----- 33%
 A lot cleaner----- 11%
 Just somewhat cleaner ----- 22%

 Stayed about the same ----- 24%

TOTAL DIRTIER ----- 35%
 Just somewhat dirtier ----- 14%
 A lot dirtier ----- 21%
(DON'T KNOW/NA)-----7%

6. Now let me ask you about the particular community in which you live. Has the air people breathe in your own community become cleaner in recent years, stayed about the same, or become dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

TOTAL CLEANER----- 25%
 A lot cleaner-----8%
 Just somewhat cleaner ----- 17%

 Stayed about the same ----- 47%

TOTAL DIRTIER ----- 21%
 Just somewhat dirtier ----- 13%
 A lot dirtier -----9%
(DON'T KNOW/NA)-----6%

7. (PT) And, thinking ahead to the year 2030, do you think the air people breathe in your own community will be cleaner, about the same as it is today, or dirtier? (IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)

TOTAL CLEANER----- 30%
 A lot cleaner-----9%
 Just somewhat cleaner ----- 21%

 Stayed about the same ----- 31%

TOTAL DIRTIER ----- 32%
 Just somewhat dirtier ----- 15%
 A lot dirtier----- 17%
 (DON'T KNOW/NA)-----7%

8. In your personal opinion, is the air quality today in southern California better, about the same or worse than in...?

	<u>BETTER</u>	<u>SAME</u>	<u>WORSE</u>	<u>(DK/NA)</u>
(ASK SPLIT SAMPLE A ONLY)				
[]a. (T) The San Francisco Bay area-----	13 %	-----18%	-----38%	----- 31%

(ASK SPLIT SAMPLE B ONLY)				
[]b. (T) The New York City-New Jersey area	39 %	-----20%	-----14%	----- 27%

(RESUME ASKING ALL RESPONDENTS)

9. Nobody likes air pollution or smog, but people may have different ideas about what is bad about it. From the items I mention, please tell me which you think is the worst thing about air pollution. (READ LIST AND RECORD ONE ITEM. THEN ASK: “And what is the second worst thing about smog?” (RANDOMIZE)

	<u>WORST</u>	<u>SECOND WORST</u>
[]a. (T) Sharply reducing visibility with a dirty brown haze -----	3 %	----- 12%
[]b. (T) Damaging plant life throughout the region -----	5 %	----- 26%
[]c. Creating public health problems, including childhood asthma, respiratory problems for the elderly and cancer-----	74 %	----- 18%
[]d. Contributing to climate change -----	15 %	----- 41%
DK/NA -----	2 %	-----3%

10. Now I would like to have your opinions about what causes air pollution or smog in southern California. As I mention different sources of air pollution, please tell me whether it is a major or minor contributor to smog. **(RANDOMIZE)**

	<u>MAJOR</u>	<u>MINOR</u>	<u>(DON'T READ) DK/NA</u>
[]a. (T) Emissions from the area's diesel trucks and buses -----	76%	21%	2%
[]b. (T) Tailpipe emissions from the area's cars -----	73%	24%	3%

(ASK SPLIT SAMPLE A ONLY)

[]c. (T) Emissions from the area's electric power plants -----	50%	37%	13%
[]d. (PT) Emissions from sources such as dry-cleaning plants, auto paint shops, film processors, and furniture finishers -----	41%	52%	6%
[]e. Air pollution from household paints, cleaners and other consumer products -----	17%	76%	6%

(ASK SPLIT SAMPLE B ONLY)

[]f. (T) Emissions from the area's oil and chemical refineries -----	79%	14%	7%
[]g. (T) Blowing dust from road work, construction, agriculture and other operations that break the soil -----	29%	65%	6%
[]h. (T) Emissions from small, two cycle gasoline engines such as motorcycles, scooters, lawnmowers and leaf blowers -----	26%	71%	3%

(ASK SPLIT SAMPLE A ONLY)

11. Do you know the name of the government agency responsible for protecting air quality in your area?
(OPEN-END; RECORD VERBATIM RESPONSE)

N=461

South Coast Air Quality Management (SCAQM) -----	18%
Environmental Protection Agency (EPA)-----	12%
Air Quality Management(AQMD) -----	9%
Air Now -----	3%
Air Pollution Agency -----	1%
Orange County Environmental Protection Division-----	0%
The California Air Resources Board (Carb)-----	2%
Riverside County -----	0%
Southern California Air Resource Board(scab) -----	1%
Long Beach Air Quality Management -----	1%
City Of Inglewood -----	0%
San Bernardino County -----	0%
City Of Glendale -----	0%
Los Angeles County -----	0%
Antelope Valley Aqmd -----	0%
Mojave Desert Air Quality Management District -----	0%
California Environmental Protection Agency -----	1%
California Clean Air-----	0%
Refused/No Answer -----	2%
Don't know/Unsure-----	27%
Nothing -----	18%
Other -----	4%

(ASK SPLIT SAMPLE B ONLY)

12. How much do you know about the South Coast Air Quality Management District, or AQMD, the government agency that is responsible for protecting air quality in your area? Would you say you know a lot about the AQMD, some, a little or nothing at all?

A lot-----6%
 Some ----- 24%
 A little ----- 25%
 Nothing at all ----- 43%
 (DON'T KNOW/NA) -----3%

(RESUME ASKING ALL RESPONDENTS)

NOW LET ME GIVE YOU SOME BACKGROUND INFORMATION. ONE OF THE GOVERNMENT AGENCIES MOST INVOLVED IN DEALING WITH AIR POLLUTION IN SOUTHERN CALIFORNIA IS THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT —THE AQMD. THE AQMD IS RESPONSIBLE FOR REGULATING AND REDUCING EMISSIONS FROM STATIONARY SOURCES LIKE POWER PLANTS, REFINERIES, FACTORIES, AND MANUFACTURING SITES IN THE SOUTH COAST AIR BASIN THAT INCLUDES LOS ANGELES, ORANGE, SAN BERNARDINO AND RIVERSIDE COUNTIES.

THE AQMD IS ALSO RESPONSIBLE FOR CREATING AN AIR QUALITY PLAN TO REDUCE EMISSIONS FROM MOBILE SOURCES OF AIR POLLUTION LIKE CARS, TRUCKS, TRAINS, PLANES, BOATS AND CONSTRUCTION EQUIPMENT. HOWEVER, ONLY THE STATE AND FEDERAL GOVERNMENT CAN REGULATE EMISSIONS FROM VEHICLES AND OTHER MOBILE SOURCES OF AIR POLLUTION. THUS, TO REDUCE EMISSIONS FROM MOBILE SOURCES OF AIR POLLUTION, THE AQMD MUST WORK WITH THE STATE AND FEDERAL GOVERNMENT TO CREATE REGULATIONS AND FUNDING SOURCES TO PROVIDE GRANTS AND OTHER FINANCIAL INCENTIVES TO ENCOURAGE THE DEVELOPMENT AND USE OF CLEAN TECHNOLOGIES LIKE ZERO AND NEAR-ZERO EMISSION VEHICLES.

13. In general, do you favor or oppose the AQMD providing grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: “Is that strongly (FAVOR/OPPOSE) or just somewhat?”) (RANDOMIZE)**

TOTAL FAVOR----- 82%
 Strongly favor ----- 59%
 Somewhat favor----- 23%

TOTAL OPPOSE ----- 11%
 Somewhat oppose-----4%
 Strongly oppose-----7%

(DON'T KNOW/NA) -----8%

LET ME GIVE YOU SOME ADDITIONAL INFORMATION. EVERY 4 YEARS THE AQMD MUST APPROVE A CLEAN AIR PLAN TO SHOW HOW IT WILL MEET HEALTH-BASED FEDERAL CLEAN AIR STANDARDS. THE NEXT PLAN IS DUE IN 2020. THE AQMD HAS ESTIMATED IT WILL NEED AN ADDITIONAL ONE BILLION DOLLARS PER YEAR FOR THE NEXT 15 YEARS TO FUND PROGRAMS THAT WILL INCENTIVIZE THE USE OF CLEANER TECHNOLOGIES TO REDUCE EMISSIONS FROM CARS, HEAVY-DUTY DIESEL TRUCKS AND OTHER MOBILE SOURCES OF AIR POLLUTION TO MEET FEDERAL STANDARDS. LAST YEAR THE STATE LEGISLATURE ALLOCATED 300 MILLION DOLLARS TO SUPPORT AQMD MOBILE EMISSION REDUCTION PROGRAMS, BUT THERE IS NO GUARANTEE THAT THIS FUNDING WILL CONTINUE IN FUTURE YEARS.

14. Having heard this, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPOSE, ASK: “Is that strongly (FAVOR/OPOSE) or just somewhat?”)**

TOTAL FAVOR----- 68%
 Strongly favor ----- 45%
 Somewhat favor----- 23%

TOTAL OPOSE ----- 23%
 Somewhat opose-----7%
 Strongly opose----- 16%

(DON’T KNOW/NA) -----9%

15. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPOSE, ASK: “Is that strongly (SUPPORT/OPOSE) or just somewhat?”)**

TOTAL FAVOR----- 57%
 Strongly favor ----- 38%
 Somewhat favor----- 18%

TOTAL OPOSE ----- 37%
 Somewhat opose-----9%
 Strongly opose----- 28%

(DON’T KNOW/NA) -----6%

16. Next, I am going to read some of the different ways the AQMD uses funds to incentivize businesses to develop clean technologies and increase the use of zero and near-zero emission vehicles in order to reduce air pollution and emissions from mobile sources. For each one, please tell me whether you support or oppose it. (IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”) (RANDOMIZE)

	<u>STR</u> <u>SUPP</u>	<u>SMWT</u> <u>SUPP</u>	<u>SMWT</u> <u>OPP</u>	<u>STR</u> <u>OPP</u>	<u>(DON'T</u> <u>READ)</u> <u>DK/NA</u>	<u>TOTAL</u> <u>SUPP</u>	<u>TOTAL</u> <u>OPP</u>
(ASK SPLIT SAMPLE A ONLY)							
[]a. Converting Port of L.A. and Long Beach equipment and vehicles to near-zero and zero emission technology -----	53%	29%	7%	6%	6%	82%	13%
[]b. Retrofitting ships with emission control systems to reduce air pollution while in the Ports of L.A. and Long Beach -----	52%	28%	8%	4%	7%	80%	13%
[]c. Replacing medium-duty diesel delivery trucks with new, fully-electric battery-powered zero emission medium-duty vehicles-----	57%	25%	6%	7%	5%	82%	13%
[]d. Providing incentives for single truck owners to buy the cleanest truck equipment and vehicles available-----	54%	29%	7%	6%	4%	82%	13%
[]e. Replacing heavy-duty diesel school buses with zero-emission battery electric buses, and model year 2010 or newer compressed natural gas buses-----	68%	22%	5%	3%	1%	90%	8%
[]f. Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to relieve traffic congestion-----	54%	25%	9%	8%	4%	79%	17%
[]g. Upgrading and electrifying the Metro-Link commuter rail system to improve service, increase ridership and eliminate the use of diesel -----	64%	19%	7%	6%	3%	84%	13%
[]h. Making the movement of cargo and goods more efficient by upgrading ports, rail-lines and other infrastructure critical to the region's economy -----	59%	24%	7%	4%	5%	83%	11%

	<u>STR</u> <u>SUPP</u>	<u>SMWT</u> <u>SUPP</u>	<u>SMWT</u> <u>OPP</u>	<u>STR</u> <u>OPP</u>	(DON'T READ) <u>DK/NA</u>	<u>TOTAL</u> <u>SUPP</u>	<u>TOTAL</u> <u>OPP</u>
(ASK SPLIT SAMPLE B ONLY)							
[]i. Replacing older locomotive trains with new clean diesel switch technology to reduce emissions	55%	28%	4%	6%	7%	83%	10%
[]j. Replacing heavy-duty diesel trucks with near-zero emission natural gas trucks	58%	27%	5%	6%	5%	85%	11%
[]k. Installing infrastructure at the Ports of L.A. and Long Beach to let ships plug-in to electric power so fossil fuel engines can be shut down	54%	30%	3%	5%	7%	84%	8%
[]l. Funding incentives for the early changeover of dirty heavy-duty trucks to clean trucks	56%	28%	6%	3%	7%	85%	9%
[]m. Replacing older diesel school buses at school districts throughout the South Coast Air Basin with ultra-clean natural gas buses	66%	23%	3%	4%	4%	88%	7%
[]n. Funding programs to help small businesses upgrade equipment to help the economy and reduce air pollution at the same time	54%	27%	6%	8%	5%	81%	14%
[]o. Electrifying and expanding rail lines	54%	25%	8%	6%	7%	79%	14%
[]p. Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to cut down in emissions and air pollution from trucks stuck in traffic	45%	30%	7%	9%	9%	75%	17%

(RESUME ASKING ALL RESPONDENTS)

17. I am going to read you some different statements. For each one, please tell me whether you generally agree or disagree with that statement. **(IF AGREE/DISAGREE, ASK: “Is that strongly (AGREE/DISAGREE) or only somewhat?”) (RANDOMIZE)**

	<u>STR</u> <u>AGREE</u>	<u>SMWT</u> <u>AGREE</u>	<u>SMWT</u> <u>DISAG</u>	<u>STR</u> <u>DISAG</u>	<u>(DK/NA)</u>	<u>TOTAL</u> <u>AGREE</u>	<u>TOTAL</u> <u>DISAG</u>
(ASK SPLIT SAMPLE A ONLY)							
[]a. Reducing traffic congestion is an effective way to reduce air pollution and emissions that cause climate change-----	60%	25%	6%	4%	4%	85%	10%
[]b. Converting diesel trucks and other gas-powered vehicles to near-zero and zero emission vehicles is an effective way to reduce air pollution, negative health impacts, and emissions that cause climate change-----	58%	27%	6%	3%	5%	85%	9%
[]c. It is more expensive to deal with the health problems associated with air pollution than it is to fund programs that support the development and use of clean, zero and near-zero emission vehicles-----	51%	25%	9%	7%	8%	76%	16%
[]d. The technology exists so that within the next ten years, most cars on the road will be zero-emission vehicles-----	47%	25%	13%	8%	8%	71%	21%
(ASK SPLIT SAMPLE B ONLY)							
[]e. 18-wheelers and heavy-duty trucks that sit in traffic on local freeways and highways are a major source of air pollution in Southern California-----	47%	31%	11%	2%	8%	79%	13%
[]f. It is more expensive to deal with the impact of emissions that cause climate change than it is to fund programs that support the development and use of clean, zero and near-zero emission vehicles-----	41%	24%	12%	8%	15%	65%	19%
[]g. The technology exists so that within the next ten years, most heavy-duty trucks on the road will be zero-emission vehicles-----	40%	31%	12%	4%	13%	71%	16%

(RESUME ASKING ALL RESPONDENTS)

18. Next, I am going to read you some facts about air quality issues in Southern California. For each one, please tell me whether you personally consider that to be an extremely serious concern, very serious concern, somewhat serious concern or not a serious concern at all. Here is the first one...
(RANDOMIZE)

	<u>EXT SER CONC</u>	<u>VERY SER CONC</u>	<u>SMWT SER CONC</u>	<u>NOT A CONC AT ALL</u>	<u>(DON'T READ) DK/NA</u>	<u>EXT/ VERY</u>
(ASK SPLIT SAMPLE A ONLY)						
[]a. The air in Southern California's 4-county South Coast region is among the most polluted in the nation, and one in every four days exceeds federal health-based air quality standards-----	50%	23%	20%	3%	4%	73%
[]b. Nearly 40 percent of the nation's containerized imported goods come through the ports of Los Angeles and Long Beach, but the AQMD has no authority to regulate the air pollution impacts from ships, trucks, and trains transporting goods through Southern California -----	36%	28%	22%	9%	5%	64%
[]c. If Southern California doesn't meet federal air quality regulations by the designated deadlines, the region could lose billions in federal highway dollars -----	42%	26%	18%	8%	6%	68%
[]d. The number of smog-related deaths annually in the region exceeds the total number of deaths annually from traffic accidents -----	40%	29%	12%	7%	10%	70%
[]e. A study conducted by the California Air Resources Board found that the air pollution in the South Coast Basin leads to four thousand premature deaths per year, and twenty-four hundred hospitalizations -----	45%	30%	16%	4%	5%	75%
(ASK SPLIT SAMPLE B ONLY)						
[]f. About 70 percent of the airborne cancer risk in Southern California is directly attributed to toxic emissions from diesel-fueled engines-----	45%	29%	16%	5%	5%	74%
[]g. Southern California's 4-county South Coast region has the largest proportion of the U.S. population exposed to unhealthy air -----	49%	26%	11%	6%	8%	75%
[]h. Eighty percent of air pollution emissions in the 4-county South Coast region are from mobile sources that the AQMD has no authority to regulate -----	33%	32%	17%	8%	10%	65%

	<u>EXT SER CONC</u>	<u>VERY SER CONC</u>	<u>SMWT SER CONC</u>	<u>NOT A CONC AT ALL</u>	<u>(DON'T READ) DK/NA</u>	<u>EXT/ VERY</u>
(SPLIT SAMPLE B ONLY, CONTINUED)						
[i]. If Southern California doesn't meet federal air quality regulations by the designated deadlines, it could face stricter permitting requirements that make it much harder to attract new businesses to come into the region-----	20%	29%	32%	14%	6%	48%
[j]. Long-term exposure to polluted air can lead to cardiovascular and respiratory illness; added stress to the heart and lungs; and the development of diseases such as asthma, emphysema, and cancer-----	59%	27%	9%	3%	1%	87%

(RESUME ASKING ALL RESPONDENTS)

NEXT, I WOULD LIKE TO RETURN TO THE IDEA OF THE STATE LEGISLATURE GIVING THE AQMD AUTHORITY TO SEEK VOTER APPROVAL OF A BALLOT MEASURE TO RAISE FUNDS AT THE LOCAL LEVEL IN ORDER TO FUND GRANTS AND OTHER FINANCIAL INCENTIVES TO ENCOURAGE THE DEVELOPMENT AND USE OF ZERO AND NEAR-ZERO EMISSION VEHICLES TO REDUCE EMISSIONS FROM CARS, HEAVY-DUTY DIESEL TRUCKS AND OTHER MOBILE SOURCES OF AIR POLLUTION.

19. Here are some statements from people who support this proposal. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to favor giving the AQMD authority to raise funds through a voter-approved local ballot measure. If you do not believe the statement, please tell me that too. **(RANDOMIZE)**

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
[ja. (COST) A multi-year Cal-State Fullerton study found that air pollution in Southern California and the San Joaquin Valley combined came with a price tag of 28 billion dollars per year due to premature deaths and illnesses. Investing one billion dollars per year in AQMD's grant programs will significantly reduce air quality—preventing childhood asthma and other health problems that will save money and lives. -----	38%	33%	13%	10%	6%	71%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
[]b. (LOCAL NEED) The AQMD has identified that Southern California's 4-county South Coast region needs one billion dollars per year for the next 15 years to meet federal air quality requirements. State legislators should give voters the right to take action and raise funds locally in order to address a critical regional health and quality of life issue.	26%	35%	23%	11%	6%	61%
[]c. (HEALTH) Every year, there are more deaths in Southern California due to poor air quality than because of traffic accidents. On top of that, chronic illnesses and diseases caused by air pollution cost the region's economy tens of billions of dollars every year. Funding grants and incentive programs to develop the use of clean technologies and near-zero and zero-emission vehicles will save lives and money.	40%	32%	10%	12%	6%	72%
(ASK SPLIT SAMPLE A ONLY)						
[]d. (TRUCKS-INCENTIVES) Emissions from heavy-duty, diesel-powered trucks account for 80 percent of emissions from mobile sources, but the law prohibits the AQMD from regulating these vehicles. Providing incentives to truckers and their companies to switch to natural gas, electric and other very low emission vehicles is critical to reducing air pollution and combating emissions that cause climate change.	42%	38%	10%	6%	4%	80%
[]e. (GHG) Heavy duty trucks, cargo ships in the Ports of L.A. and Long Beach, trains and other mobile sources are a major source of greenhouse gas emissions that cause climate change. Giving the AQMD the authority to promote the use of clean technologies will make sure our region is a leader in fighting climate change and creating new economic opportunities for workers.	36%	39%	12%	8%	4%	75%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
(ASK SPLIT SAMPLE B ONLY)						
[]f. (TRUCKS-LANES) Emissions from heavy-duty, diesel-powered trucks and other mobile sources account for 80 percent of the emissions problem, with much of it coming when trucks sit in traffic on freeways and highways. Creating new lanes on local roads to separate trucks and cars could significantly reduce air pollution across Southern California to improve public health, road safety, and our region's economy by speeding up the movement of goods and cargo. -----	29%	43%	11%	12%	6%	72%
[]g. (EFFECTIVE) The AQMD's grant and incentive programs to reduce air pollution and emissions are working. Air quality in the Southland has continually improved despite an enormous increase in population and vehicles. Summertime smog has been cut to less than one-quarter of what it was in the 1950s, even though the population has tripled, and the number of vehicles has increased four-fold. -----	33%	39%	9%	11%	9%	72%

(RESUME ASKING ALL RESPONDENTS)

20. Now that you have heard more information, let me ask you again, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: "Is that strongly (FAVOR/OPPOSE) or just somewhat?")**

TOTAL FAVOR----- 70%
 Strongly favor ----- 47%
 Somewhat favor ----- 22%

TOTAL OPPOSE ----- 22%
 Somewhat oppose ----- 6%
 Strongly oppose ----- 17%

(DON'T KNOW/NA) ----- 8%

21. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”)**

TOTAL SUPPORT ----- 59%
 Strongly support ----- 42%
 Somewhat support ----- 17%

TOTAL OPPOSE ----- 33%
 Somewhat oppose ----- 7%
 Strongly oppose ----- 26%

(DON'T KNOW/NA) ----- 7%

22. Here are some statements from people who oppose this proposal. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to oppose giving the AQMD authority to raise funds through a voter-approved local ballot measure. If you do not believe the statement, please tell me that too. **(RANDOMIZE)**

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/SMWT</u>
[]a. (MORE TAXES) The last thing we need is another bureaucracy with the right to tax us. Californians already pay some of the highest incomes taxes in the nation, the state gas tax was raised 12 cents last year, and the new federal tax law significantly reduces Californians' deductions. -----	37%	28%	22%	9%	4%	65%
(ASK SPLIT SAMPLE A ONLY)						
[]b. (WASTE AND PENSIONS) If the AQMD has the authority to raise our local taxes, they will do what every government agency does—waste our money. In addition, instead of using these funds to reduce air pollution, most of it will end up going towards public employees' pension and retirement benefits. -----	30%	28%	23%	15%	5%	58%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
(ASK SPLIT SAMPLE B ONLY)						
[]c. (UNFAIR) The AQMD says heavy-duty, diesel powered trucks are the main contributor of air pollution and emissions. Instead of trying to get a special law passed in Sacramento to raise our taxes, the AQMD should work with the state legislature to hold the trucking companies responsible for the mess they have created.	29%	35%	23%	7%	6%	64%

(RESUME ASKING ALL RESPONDENTS)

23. Sometimes over the course of a survey like this one people changes their minds, and sometimes they do not. Let me ask you one more time, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: “Is that strongly (FAVOR/OPPOSE) or just somewhat?”)**

TOTAL FAVOR----- 66%
 Strongly favor ----- 45%
 Somewhat favor----- 21%

TOTAL OPPOSE ----- 27%
 Somewhat oppose-----6%
 Strongly oppose----- 21%

(DON'T KNOW/NA) -----7%

24. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”)**

TOTAL SUPPORT ----- 56%
 Strongly support ----- 39%
 Somewhat support----- 17%

TOTAL OPPOSE ----- 38%
 Somewhat oppose-----9%
 Strongly oppose----- 29%

(DON'T KNOW/NA) ---6% Next Record»

HERE ARE MY FINAL QUESTIONS. THEY ARE JUST FOR CLASSIFICATION PURPOSES.

25. Which of the following types of vehicles, if any, does someone in your household own? **(RANDOMIZE AND ACCEPT MULTIPLE RESPONSES)**

- A completely electric vehicle -----4%
- A hybrid gas/electric vehicle ----- 15%
- A compact or sub-compact car ----- 44%
- A station wagon -----4%
- A sport utility vehicle, or SUV ----- 33%
- A pickup truck----- 13%
- A minivan ----- 10%

- Other (Specify) _____ 13%
- No car -----7%
- (DO NOT READ)** Refused-----1%

26. Do you have children? **(IF YES, ASK: “Do you have any children under the age of 19 living at home?”)**

- Yes, children under 19 at home ----- 23%
- Yes, no children under 19 at home ----- 25%
- No, no children ----- 49%
- (DON'T READ)** DK/NA/REFUSED -----3%

27. With which racial or ethnic group do you identify yourself? **(READ RESPONSES)**

- Hispanic/Latino ----- 33%
- African-American or Black -----8%
- Anglo/White ----- 47%
- Asian/Pacific Islander-----6%
- Something else -----3%
- (DON'T READ)** Refused/NA -----3%

28. What was the last level of school you completed?

- Grades 1-8 -----0%
- Grades 9-11 -----1%
- High school graduate----- 10%
- Some college/business/vocational school ----- 28%
- College graduate ----- 31%
- Post-graduate work/professional school ----- 28%
- (DON'T READ)** Don't know -----2%

THANK YOU FOR PARTICIPATING IN OUR SURVEY

Gender: By observation

Male----- 47%
 Female----- 53%

Party: From file

Democrat----- 52%
 Republican----- 18%
 No Party Preference----- 23%
 Other party-----7%

STATEWIDE FLAGS

J08----- 21%
 G08----- 53%
 P10----- 28%
 G10----- 47%
 P12----- 29%
 G12----- 61%
 P14----- 29%
 G14----- 42%
 P16----- 56%
 G16----- 84%
 BLANK-----8%

FOREIGN BORN

Yes----- 25%
 No----- 75%

HOUSEHOLD PARTY

1 DEM----- 31%
 2+ DEMS----- 13%
 1 REP-----9%
 2+ REPS-----5%
 1 INDEPENDENT----- 18%
 MIXED----- 23%

PERMANENT ABSENTEE

Yes----- 57%
 No----- 43%

COUNTY

Los Angeles-----100%
 Orange-----0%
 San Bernardino-----0%
 Riverside-----0%

VOTE BY MAIL

1----- 18%
 2----- 11%
 3+----- 20%
 BLANK----- 52%

LANGUAGE OF INTERVIEW

English----- 97%
 Spanish-----3%

AGE

18-29----- 19%
 30-39----- 19%
 40-49----- 16%
 50-54-----9%
 55-59-----7%
 60-64-----9%
 65-74----- 12%
 75+-----9%
 BLANK-----0%

A/B SPLIT

Split A----- 50%
 Split B----- 50%

OWN/RENT

Own----- 45%
 Rent----- 55%

ORANGE COUNTY

February 14-25, 2018

Fairbank,
Maslin,
Maullin,
Metz &
Associates

FM3

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
ISSUES SURVEY
220-4853-WT
ORANGE COUNTY
N=268
MARGIN OF SAMPLING ERROR ±6.0% (95% CONFIDENCE INTERVAL)**

Hello, I'm _____ from _____, a public opinion research company. **(IF VOTER WISHES TO COMPLETE THE INTERVIEW IN SPANISH, HAND OFF TO BILINGUAL INTERVIEWER.)** I am definitely NOT trying to sell you anything or ask for a donation. We are conducting an opinion survey about issues that interest people living in Southern California, and we would like to include your opinions. May I speak to _____? **(YOU MUST SPEAK TO THE VOTER LISTED. VERIFY THAT THE VOTER LIVES AT THE ADDRESS LISTED, OTHERWISE TERMINATE.)**

A. Before we begin, I need to know if I have reached you on a cell phone, and if so, are you in a place where you can talk safely without endangering yourself or others? **(IF NOT ON A CELL PHONE, ASK: Do you own a cell phone?)**

Yes, cell and can talk safely ----- 57%
Yes, cell but cannot talk safely ----- **TERMINATE**
No, not on cell, but own one ----- 39%
No, not on cell and do not own one ----- 4%
(DON'T READ) DK/NA/REFUSED----- TERMINATE

1. **(T)** Generally speaking, how would you rate Southern California as a place to live: is it an excellent place to live, a good place, only fair, or a poor place to live?

Excellent ----- 35%
Good ----- 44%
Only fair----- 12%
Poor-----9%
(DON'T KNOW/NA)-----0%

2. Now, I would like to ask your impressions of some people and organizations active in public life. As I read each name, please tell me whether your impression of that person or organization is generally favorable or unfavorable. If you don't recognize a name just say so. Here's the first one... **(IF FAVORABLE/UNFAVORABLE, ASK: "Is that very (FAVORABLE/UNFAVORABLE) or just somewhat?") (RANDOMIZE)**

	VERY FAV	SMWT FAV	SMWT UNFAV	VERY UNFAV	CAN'T RATE	NEVER HEARD OF	<i>TOTAL</i> <u>FAV</u>	<i>TOTAL</i> <u>UNFAV</u>	
[]a. South Coast Air Quality Management District -----	17%	28%	8%	8%	8%	31%	45%	16%	
(ASK SPLIT SAMPLE A ONLY)									
[]b. Your County Board of Supervisors -----	1%	37%	15%	8%	10%	28%	38%	23%	

	<u>VERY FAV</u>	<u>SMWT FAV</u>	<u>SMWT UNFAV</u>	<u>VERY UNFAV</u>	<u>CAN'T RATE</u>	<u>NEVER HEARD OF</u>	<u>TOTAL FAV</u>	<u>TOTAL UNFAV</u>
(SPLIT SAMPLE A ONLY, CONTINUED)								
[]c. The California Air Resources Board	7%	26%	8%	8%	9%	41%	33%	16%
[]d. The Sierra Club	25%	25%	11%	8%	5%	26%	50%	19%
(ASK SPLIT SAMPLE B ONLY)								
[]e. AQMD	12%	23%	5%	9%	8%	43%	34%	14%
[]f. U.S. Environmental Protection Agency	17%	39%	9%	16%	6%	12%	56%	26%
[]g. Metrolink	21%	42%	8%	3%	12%	13%	63%	11%

(RESUME ASKING ALL RESPONDENTS)

3. Now I am going to mention some things we have heard some people say are problems for the residents of Southern California. As I mention each one, please tell me whether you think it is a very serious problem, somewhat serious, not too serious, or not at all a serious problem in southern California today. **(RANDOMIZE)**

	<u>VERY SER PROB</u>	<u>SMWT SER PROB</u>	<u>NOT TOO SER PROB</u>	<u>NOT SER PROB</u>	<u>NO OPIN/DK/NA</u>	<u>VERY/SMWT</u>
[]a. (T) The amount of taxes people have to pay for government services	43%	27%	19%	8%	3%	70%
[]b. (T) Traffic congestion on the area's freeways	73%	24%	2%	1%	0%	97%
[]c. Climate change	51%	19%	10%	20%	1%	69%
[]d. Air quality in my community	24%	34%	24%	18%	1%	58%

(ASK SPLIT SAMPLE A ONLY)

[]e. (T) Unemployment among people who usually have jobs	29%	36%	24%	10%	2%	64%
[]f. (T) Air pollution, what we usually call smog	33%	43%	14%	10%	0%	76%
[]g. (T) Contamination of the soil with toxic materials due to use by industry	47%	24%	14%	8%	7%	71%
[]h. The cost of housing	81%	13%	4%	2%	0%	94%
[]i. Air pollution from cars, trucks, trains and other vehicles	40%	38%	15%	7%	0%	78%

(ASK SPLIT SAMPLE B ONLY)

[]j. (T) Air pollution from diesel engines	27%	38%	14%	15%	7%	65%
[]k. (T) Crime, including gangs and drugs	49%	33%	12%	5%	1%	82%
[]l. (T) Pollution of drinking water	38%	35%	12%	12%	4%	72%
[]m. The cost of health care	63%	26%	4%	3%	3%	89%
[]n. Greenhouse gases that cause climate change	35%	28%	11%	20%	6%	63%

(RESUME ASKING ALL RESPONDENTS)

NOW LET ME TURN YOUR ATTENTION TO THE ISSUE OF AIR QUALITY IN SOUTHERN CALIFORNIA.

4. **(T)** First, in your personal opinion, has the air we breathe in the southern California region become cleaner in recent years, stayed about the same, or become dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

TOTAL CLEANER----- 46%
 A lot cleaner----- 20%
 Just somewhat cleaner ----- 26%

Stayed about the same ----- 30%

TOTAL DIRTIER ----- 20%
 Just somewhat dirtier ----- 12%
 A lot dirtier -----8%
(DON'T KNOW/NA)-----3%

5. **(PT)** Thinking ahead to the year 2030, do you think the air we breathe in the Southern California region will be cleaner, about the same as it is today, or dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

TOTAL CLEANER----- 34%
 A lot cleaner----- 14%
 Just somewhat cleaner ----- 21%

Stayed about the same ----- 23%

TOTAL DIRTIER ----- 38%
 Just somewhat dirtier ----- 17%
 A lot dirtier ----- 21%
(DON'T KNOW/NA)-----5%

6. Now let me ask you about the particular community in which you live. Has the air people breathe in your own community become cleaner in recent years, stayed about the same, or become dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

TOTAL CLEANER----- 27%
 A lot cleaner-----9%
 Just somewhat cleaner ----- 18%

Stayed about the same ----- 44%

TOTAL DIRTIER ----- 23%
 Just somewhat dirtier ----- 16%
 A lot dirtier -----8%
(DON'T KNOW/NA)-----5%

7. (PT) And, thinking ahead to the year 2030, do you think the air people breathe in your own community will be cleaner, about the same as it is today, or dirtier? (IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)

TOTAL CLEANER----- 30%
 A lot cleaner-----9%
 Just somewhat cleaner ----- 21%

 Stayed about the same ----- 32%

TOTAL DIRTIER ----- 32%
 Just somewhat dirtier ----- 16%
 A lot dirtier----- 16%
 (DON'T KNOW/NA)-----5%

8. In your personal opinion, is the air quality today in southern California better, about the same or worse than in...?

	<u>BETTER</u>	<u>SAME</u>	<u>WORSE</u>	<u>(DK/NA)</u>
(ASK SPLIT SAMPLE A ONLY)				
[]a. (T) The San Francisco Bay area-----	21 %	-----20%	-----25%	-----35%

(ASK SPLIT SAMPLE B ONLY)				
[]b. (T) The New York City-New Jersey area	41 %	-----22%	-----10%	-----26%

(RESUME ASKING ALL RESPONDENTS)

9. Nobody likes air pollution or smog, but people may have different ideas about what is bad about it. From the items I mention, please tell me which you think is the worst thing about air pollution. (READ LIST AND RECORD ONE ITEM. THEN ASK: “And what is the second worst thing about smog?” (RANDOMIZE)

	<u>WORST</u>	<u>SECOND WORST</u>
[]a. (T) Sharply reducing visibility with a dirty brown haze -----	4%	----- 14%
[]b. (T) Damaging plant life throughout the region -----	3%	----- 31%
[]c. Creating public health problems, including childhood asthma, respiratory problems for the elderly and cancer-----	79%	----- 16%
[]d. Contributing to climate change -----	12%	----- 34%
DK/NA -----	2%	-----5%

10. Now I would like to have your opinions about what causes air pollution or smog in southern California. As I mention different sources of air pollution, please tell me whether it is a major or minor contributor to smog. **(RANDOMIZE)**

	<u>MAJOR</u>	<u>MINOR</u>	<u>(DON'T READ) DK/NA</u>
[]a. (T) Emissions from the area's diesel trucks and buses -----	76%	21%	4%
[]b. (T) Tailpipe emissions from the area's cars -----	70%	27%	3%

(ASK SPLIT SAMPLE A ONLY)

[]c. (T) Emissions from the area's electric power plants -----	34%	51%	15%
[]d. (PT) Emissions from sources such as dry-cleaning plants, auto paint shops, film processors, and furniture finishers -----	42%	49%	9%
[]e. Air pollution from household paints, cleaners and other consumer products -----	17%	76%	7%

(ASK SPLIT SAMPLE B ONLY)

[]f. (T) Emissions from the area's oil and chemical refineries -----	66%	27%	7%
[]g. (T) Blowing dust from road work, construction, agriculture and other operations that break the soil -----	33%	60%	7%
[]h. (T) Emissions from small, two cycle gasoline engines such as motorcycles, scooters, lawnmowers and leaf blowers -----	28%	68%	4%

(ASK SPLIT SAMPLE A ONLY)

11. Do you know the name of the government agency responsible for protecting air quality in your area?
(OPEN-END; RECORD VERBATIM RESPONSE)

N=134

South Coast Air Quality Management (SCAQM) -----	35%
Environmental Protection Agency (EPA)-----	10%
Air Quality Management(AQMD) -----	18%
Air Now -----	0%
Air Pollution Agency -----	0%
Orange County Environmental Protection Division-----	2%
The California Air Resources Board (Carb)-----	1%
Riverside County -----	0%
Southern California Air Resource Board(scab) -----	3%
Long Beach Air Quality Management -----	0%
City Of Inglewood -----	0%
San Bernardino County -----	0%
City Of Glendale -----	0%
Los Angeles County -----	0%
Antelope Valley Aqmd -----	0%
Mojave Desert Air Quality Management District -----	0%
California Environmental Protection Agency -----	0%
California Clean Air-----	0%
Refused/No Answer -----	0%
Don't know/Unsure-----	18%
Nothing -----	9%
Other -----	4%

(ASK SPLIT SAMPLE B ONLY)

12. How much do you know about the South Coast Air Quality Management District, or AQMD, the government agency that is responsible for protecting air quality in your area? Would you say you know a lot about the AQMD, some, a little or nothing at all?

A lot-----8%
 Some ----- 26%
 A little ----- 26%
 Nothing at all ----- 37%
 (DON'T KNOW/NA) -----3%

(RESUME ASKING ALL RESPONDENTS)

NOW LET ME GIVE YOU SOME BACKGROUND INFORMATION. ONE OF THE GOVERNMENT AGENCIES MOST INVOLVED IN DEALING WITH AIR POLLUTION IN SOUTHERN CALIFORNIA IS THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT —THE AQMD. THE AQMD IS RESPONSIBLE FOR REGULATING AND REDUCING EMISSIONS FROM STATIONARY SOURCES LIKE POWER PLANTS, REFINERIES, FACTORIES, AND MANUFACTURING SITES IN THE SOUTH COAST AIR BASIN THAT INCLUDES LOS ANGELES, ORANGE, SAN BERNARDINO AND RIVERSIDE COUNTIES.

THE AQMD IS ALSO RESPONSIBLE FOR CREATING AN AIR QUALITY PLAN TO REDUCE EMISSIONS FROM MOBILE SOURCES OF AIR POLLUTION LIKE CARS, TRUCKS, TRAINS, PLANES, BOATS AND CONSTRUCTION EQUIPMENT. HOWEVER, ONLY THE STATE AND FEDERAL GOVERNMENT CAN REGULATE EMISSIONS FROM VEHICLES AND OTHER MOBILE SOURCES OF AIR POLLUTION. THUS, TO REDUCE EMISSIONS FROM MOBILE SOURCES OF AIR POLLUTION, THE AQMD MUST WORK WITH THE STATE AND FEDERAL GOVERNMENT TO CREATE REGULATIONS AND FUNDING SOURCES TO PROVIDE GRANTS AND OTHER FINANCIAL INCENTIVES TO ENCOURAGE THE DEVELOPMENT AND USE OF CLEAN TECHNOLOGIES LIKE ZERO AND NEAR-ZERO EMISSION VEHICLES.

13. In general, do you favor or oppose the AQMD providing grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: “Is that strongly (FAVOR/OPPOSE) or just somewhat?”) (RANDOMIZE)**

TOTAL FAVOR----- 78%
 Strongly favor ----- 54%
 Somewhat favor----- 24%

TOTAL OPPOSE ----- 16%
 Somewhat oppose-----3%
 Strongly oppose----- 13%

(DON'T KNOW/NA) -----7%

LET ME GIVE YOU SOME ADDITIONAL INFORMATION. EVERY 4 YEARS THE AQMD MUST APPROVE A CLEAN AIR PLAN TO SHOW HOW IT WILL MEET HEALTH-BASED FEDERAL CLEAN AIR STANDARDS. THE NEXT PLAN IS DUE IN 2020. THE AQMD HAS ESTIMATED IT WILL NEED AN ADDITIONAL ONE BILLION DOLLARS PER YEAR FOR THE NEXT 15 YEARS TO FUND PROGRAMS THAT WILL INCENTIVIZE THE USE OF CLEANER TECHNOLOGIES TO REDUCE EMISSIONS FROM CARS, HEAVY-DUTY DIESEL TRUCKS AND OTHER MOBILE SOURCES OF AIR POLLUTION TO MEET FEDERAL STANDARDS. LAST YEAR THE STATE LEGISLATURE ALLOCATED 300 MILLION DOLLARS TO SUPPORT AQMD MOBILE EMISSION REDUCTION PROGRAMS, BUT THERE IS NO GUARANTEE THAT THIS FUNDING WILL CONTINUE IN FUTURE YEARS.

14. Having heard this, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPOSE, ASK: “Is that strongly (FAVOR/OPOSE) or just somewhat?”)**

TOTAL FAVOR----- 56%
 Strongly favor ----- 37%
 Somewhat favor----- 19%

TOTAL OPOSE ----- 33%
 Somewhat oppose-----8%
 Strongly oppose----- 25%

(DON’T KNOW/NA) ----- 10%

15. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPOSE, ASK: “Is that strongly (SUPPORT/OPOSE) or just somewhat?”)**

TOTAL FAVOR----- 49%
 Strongly favor ----- 33%
 Somewhat favor----- 16%

TOTAL OPOSE ----- 44%
 Somewhat oppose----- 10%
 Strongly oppose----- 34%

(DON’T KNOW/NA) -----7%

16. Next, I am going to read some of the different ways the AQMD uses funds to incentivize businesses to develop clean technologies and increase the use of zero and near-zero emission vehicles in order to reduce air pollution and emissions from mobile sources. For each one, please tell me whether you support or oppose it. (IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”) (RANDOMIZE)

	<u>STR</u> <u>SUPP</u>	<u>SMWT</u> <u>SUPP</u>	<u>SMWT</u> <u>OPP</u>	<u>STR</u> <u>OPP</u>	<u>(DON'T</u> <u>READ)</u> <u>DK/NA</u>	<u>TOTAL</u> <u>SUPP</u>	<u>TOTAL</u> <u>OPP</u>
(ASK SPLIT SAMPLE A ONLY)							
[]a. Converting Port of L.A. and Long Beach equipment and vehicles to near-zero and zero emission technology -----	49%	31%	6%	10%	4%	80%	16%
[]b. Retrofitting ships with emission control systems to reduce air pollution while in the Ports of L.A. and Long Beach -----	46%	30%	9%	11%	4%	76%	20%
[]c. Replacing medium-duty diesel delivery trucks with new, fully-electric battery-powered zero emission medium-duty vehicles-----	48%	25%	7%	14%	7%	73%	20%
[]d. Providing incentives for single truck owners to buy the cleanest truck equipment and vehicles available-----	48%	30%	6%	14%	3%	77%	19%
[]e. Replacing heavy-duty diesel school buses with zero-emission battery electric buses, and model year 2010 or newer compressed natural gas buses-----	60%	26%	2%	9%	3%	86%	11%
[]f. Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to relieve traffic congestion-----	46%	29%	7%	12%	5%	75%	20%
[]g. Upgrading and electrifying the Metro-Link commuter rail system to improve service, increase ridership and eliminate the use of diesel -----	43%	37%	8%	11%	2%	80%	18%
[]h. Making the movement of cargo and goods more efficient by upgrading ports, rail-lines and other infrastructure critical to the region's economy -----	48%	40%	3%	7%	3%	87%	10%

	<u>STR</u> <u>SUPP</u>	<u>SMWT</u> <u>SUPP</u>	<u>SMWT</u> <u>OPP</u>	<u>STR</u> <u>OPP</u>	(DON'T READ) <u>DK/NA</u>	<u>TOTAL</u> <u>SUPP</u>	<u>TOTAL</u> <u>OPP</u>
(ASK SPLIT SAMPLE B ONLY)							
[]i. Replacing older locomotive trains with new clean diesel switch technology to reduce emissions	44%	38%	2%	12%	5%	82%	13%
[]j. Replacing heavy-duty diesel trucks with near-zero emission natural gas trucks	57%	21%	10%	9%	3%	78%	19%
[]k. Installing infrastructure at the Ports of L.A. and Long Beach to let ships plug-in to electric power so fossil fuel engines can be shut down	47%	35%	4%	8%	6%	81%	12%
[]l. Funding incentives for the early changeover of dirty heavy-duty trucks to clean trucks	47%	35%	6%	8%	4%	82%	14%
[]m. Replacing older diesel school buses at school districts throughout the South Coast Air Basin with ultra-clean natural gas buses	61%	25%	7%	4%	4%	86%	11%
[]n. Funding programs to help small businesses upgrade equipment to help the economy and reduce air pollution at the same time	48%	31%	9%	9%	4%	78%	18%
[]o. Electrifying and expanding rail lines	47%	31%	5%	8%	10%	78%	13%
[]p. Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to cut down in emissions and air pollution from trucks stuck in traffic	47%	25%	13%	9%	6%	72%	22%

(RESUME ASKING ALL RESPONDENTS)

17. I am going to read you some different statements. For each one, please tell me whether you generally agree or disagree with that statement. **(IF AGREE/DISAGREE, ASK: “Is that strongly (AGREE/DISAGREE) or only somewhat?”) (RANDOMIZE)**

	<u>STR</u> <u>AGREE</u>	<u>SMWT</u> <u>AGREE</u>	<u>SMWT</u> <u>DISAG</u>	<u>STR</u> <u>DISAG</u>	<u>(DK/NA)</u>	<u>TOTAL</u> <u>AGREE</u>	<u>TOTAL</u> <u>DISAG</u>
(ASK SPLIT SAMPLE A ONLY)							
[]a. Reducing traffic congestion is an effective way to reduce air pollution and emissions that cause climate change-----	45%	34%	7%	11%	3%	79%	17%
[]b. Converting diesel trucks and other gas-powered vehicles to near-zero and zero emission vehicles is an effective way to reduce air pollution, negative health impacts, and emissions that cause climate change-----	45%	31%	8%	9%	7%	76%	17%
[]c. It is more expensive to deal with the health problems associated with air pollution than it is to fund programs that support the development and use of clean, zero and near-zero emission vehicles-----	40%	32%	9%	8%	11%	72%	17%
[]d. The technology exists so that within the next ten years, most cars on the road will be zero-emission vehicles-----	40%	27%	18%	11%	4%	67%	30%
(ASK SPLIT SAMPLE B ONLY)							
[]e. 18-wheelers and heavy-duty trucks that sit in traffic on local freeways and highways are a major source of air pollution in Southern California-----	38%	41%	7%	5%	9%	79%	12%
[]f. It is more expensive to deal with the impact of emissions that cause climate change than it is to fund programs that support the development and use of clean, zero and near-zero emission vehicles-----	35%	23%	12%	15%	14%	58%	28%
[]g. The technology exists so that within the next ten years, most heavy-duty trucks on the road will be zero-emission vehicles-----	29%	38%	13%	6%	14%	67%	19%

(RESUME ASKING ALL RESPONDENTS)

18. Next, I am going to read you some facts about air quality issues in Southern California. For each one, please tell me whether you personally consider that to be an extremely serious concern, very serious concern, somewhat serious concern or not a serious concern at all. Here is the first one...
(RANDOMIZE)

	<u>EXT SER CONC</u>	<u>VERY SER CONC</u>	<u>SMWT SER CONC</u>	<u>NOT A CONC AT ALL</u>	<u>(DON'T READ) DK/NA</u>	<u>EXT/ VERY</u>
(ASK SPLIT SAMPLE A ONLY)						
[]a. The air in Southern California's 4-county South Coast region is among the most polluted in the nation, and one in every four days exceeds federal health-based air quality standards-----	51%	18%	16%	9%	7%	68%
[]b. Nearly 40 percent of the nation's containerized imported goods come through the ports of Los Angeles and Long Beach, but the AQMD has no authority to regulate the air pollution impacts from ships, trucks, and trains transporting goods through Southern California -----	39%	25%	18%	13%	5%	65%
[]c. If Southern California doesn't meet federal air quality regulations by the designated deadlines, the region could lose billions in federal highway dollars -----	43%	18%	16%	14%	9%	62%
[]d. The number of smog-related deaths annually in the region exceeds the total number of deaths annually from traffic accidents -----	36%	28%	9%	13%	13%	65%
[]e. A study conducted by the California Air Resources Board found that the air pollution in the South Coast Basin leads to four thousand premature deaths per year, and twenty-four hundred hospitalizations -----	40%	36%	10%	9%	6%	75%
(ASK SPLIT SAMPLE B ONLY)						
[]f. About 70 percent of the airborne cancer risk in Southern California is directly attributed to toxic emissions from diesel-fueled engines-----	33%	25%	27%	6%	8%	58%
[]g. Southern California's 4-county South Coast region has the largest proportion of the U.S. population exposed to unhealthy air-----	31%	30%	24%	11%	5%	60%
[]h. Eighty percent of air pollution emissions in the 4-county South Coast region are from mobile sources that the AQMD has no authority to regulate -----	20%	29%	27%	16%	8%	48%

	<u>EXT SER CONC</u>	<u>VERY SER CONC</u>	<u>SMWT SER CONC</u>	<u>NOT A CONC AT ALL</u>	<u>(DON'T READ) DK/NA</u>	<u>EXT/ VERY</u>
(SPLIT SAMPLE B ONLY, CONTINUED)						
[i]. If Southern California doesn't meet federal air quality regulations by the designated deadlines, it could face stricter permitting requirements that make it much harder to attract new businesses to come into the region-----	25%	19%	34%	13%	8%	44%
[j]. Long-term exposure to polluted air can lead to cardiovascular and respiratory illness; added stress to the heart and lungs; and the development of diseases such as asthma, emphysema, and cancer-----	46%	34%	15%	3%	2%	80%

(RESUME ASKING ALL RESPONDENTS)

NEXT, I WOULD LIKE TO RETURN TO THE IDEA OF THE STATE LEGISLATURE GIVING THE AQMD AUTHORITY TO SEEK VOTER APPROVAL OF A BALLOT MEASURE TO RAISE FUNDS AT THE LOCAL LEVEL IN ORDER TO FUND GRANTS AND OTHER FINANCIAL INCENTIVES TO ENCOURAGE THE DEVELOPMENT AND USE OF ZERO AND NEAR-ZERO EMISSION VEHICLES TO REDUCE EMISSIONS FROM CARS, HEAVY-DUTY DIESEL TRUCKS AND OTHER MOBILE SOURCES OF AIR POLLUTION.

19. Here are some statements from people who support this proposal. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to favor giving the AQMD authority to raise funds through a voter-approved local ballot measure. If you do not believe the statement, please tell me that too. **(RANDOMIZE)**

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
[ja. (COST) A multi-year Cal-State Fullerton study found that air pollution in Southern California and the San Joaquin Valley combined came with a price tag of 28 billion dollars per year due to premature deaths and illnesses. Investing one billion dollars per year in AQMD's grant programs will significantly reduce air quality—preventing childhood asthma and other health problems that will save money and lives. -----	33%	32%	17%	12%	5%	66%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
[]b. (LOCAL NEED) The AQMD has identified that Southern California's 4-county South Coast region needs one billion dollars per year for the next 15 years to meet federal air quality requirements. State legislators should give voters the right to take action and raise funds locally in order to address a critical regional health and quality of life issue.	24%	36%	20%	15%	4%	60%
[]c. (HEALTH) Every year, there are more deaths in Southern California due to poor air quality than because of traffic accidents. On top of that, chronic illnesses and diseases caused by air pollution cost the region's economy tens of billions of dollars every year. Funding grants and incentive programs to develop the use of clean technologies and near-zero and zero-emission vehicles will save lives and money.	31%	32%	15%	17%	5%	63%
(ASK SPLIT SAMPLE A ONLY)						
[]d. (TRUCKS-INCENTIVES) Emissions from heavy-duty, diesel-powered trucks account for 80 percent of emissions from mobile sources, but the law prohibits the AQMD from regulating these vehicles. Providing incentives to truckers and their companies to switch to natural gas, electric and other very low emission vehicles is critical to reducing air pollution and combating emissions that cause climate change.	37%	33%	13%	11%	5%	70%
[]e. (GHG) Heavy duty trucks, cargo ships in the Ports of L.A. and Long Beach, trains and other mobile sources are a major source of greenhouse gas emissions that cause climate change. Giving the AQMD the authority to promote the use of clean technologies will make sure our region is a leader in fighting climate change and creating new economic opportunities for workers.	35%	34%	13%	13%	6%	68%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
(ASK SPLIT SAMPLE B ONLY)						
[]f. (TRUCKS-LANES) Emissions from heavy-duty, diesel-powered trucks and other mobile sources account for 80 percent of the emissions problem, with much of it coming when trucks sit in traffic on freeways and highways. Creating new lanes on local roads to separate trucks and cars could significantly reduce air pollution across Southern California to improve public health, road safety, and our region's economy by speeding up the movement of goods and cargo. -----	27%	42%	14%	12%	5%	69%
[]g. (EFFECTIVE) The AQMD's grant and incentive programs to reduce air pollution and emissions are working. Air quality in the Southland has continually improved despite an enormous increase in population and vehicles. Summertime smog has been cut to less than one-quarter of what it was in the 1950s, even though the population has tripled, and the number of vehicles has increased four-fold. -----	37%	40%	10%	10%	3%	77%

(RESUME ASKING ALL RESPONDENTS)

20. Now that you have heard more information, let me ask you again, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: "Is that strongly (FAVOR/OPPOSE) or just somewhat?")**

TOTAL FAVOR----- 62%
 Strongly favor ----- 40%
 Somewhat favor ----- 22%

TOTAL OPPOSE ----- 30%
 Somewhat oppose ----- 6%
 Strongly oppose ----- 24%

(DON'T KNOW/NA) ----- 8%

21. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”)**

TOTAL SUPPORT ----- 51%
 Strongly support ----- 34%
 Somewhat support ----- 17%

TOTAL OPPOSE ----- 41%
 Somewhat oppose ----- 9%
 Strongly oppose ----- 32%

(DON'T KNOW/NA) ----- 8%

22. Here are some statements from people who oppose this proposal. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to oppose giving the AQMD authority to raise funds through a voter-approved local ballot measure. If you do not believe the statement, please tell me that too. **(RANDOMIZE)**

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/SMWT</u>
[]a. (MORE TAXES) The last thing we need is another bureaucracy with the right to tax us. Californians already pay some of the highest incomes taxes in the nation, the state gas tax was raised 12 cents last year, and the new federal tax law significantly reduces Californians' deductions. -----	47%	24%	18%	6%	5%	71%
(ASK SPLIT SAMPLE A ONLY)						
[]b. (WASTE AND PENSIONS) If the AQMD has the authority to raise our local taxes, they will do what every government agency does—waste our money. In addition, instead of using these funds to reduce air pollution, most of it will end up going towards public employees' pension and retirement benefits. -----	45%	21%	16%	13%	6%	66%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
(ASK SPLIT SAMPLE B ONLY)						
[]c. (UNFAIR) The AQMD says heavy-duty, diesel powered trucks are the main contributor of air pollution and emissions. Instead of trying to get a special law passed in Sacramento to raise our taxes, the AQMD should work with the state legislature to hold the trucking companies responsible for the mess they have created.	31%	33%	27%	7%	2%	64%

(RESUME ASKING ALL RESPONDENTS)

23. Sometimes over the course of a survey like this one people changes their minds, and sometimes they do not. Let me ask you one more time, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: "Is that strongly (FAVOR/OPPOSE) or just somewhat?")**

TOTAL FAVOR-----57%
 Strongly favor ----- 37%
 Somewhat favor----- 21%

TOTAL OPPOSE -----35%
 Somewhat oppose-----7%
 Strongly oppose----- 28%

(DON'T KNOW/NA) -----8%

24. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPPOSE, ASK: "Is that strongly (SUPPORT/OPPOSE) or just somewhat?")**

TOTAL SUPPORT -----49%
 Strongly support ----- 33%
 Somewhat support----- 17%

TOTAL OPPOSE -----43%
 Somewhat oppose-----8%
 Strongly oppose----- 35%

(DON'T KNOW/NA) ---7% Next Record>

HERE ARE MY FINAL QUESTIONS. THEY ARE JUST FOR CLASSIFICATION PURPOSES.

25. Which of the following types of vehicles, if any, does someone in your household own? **(RANDOMIZE AND ACCEPT MULTIPLE RESPONSES)**

- A completely electric vehicle -----5%
- A hybrid gas/electric vehicle ----- 14%
- A compact or sub-compact car ----- 48%
- A station wagon -----4%
- A sport utility vehicle, or SUV ----- 39%
- A pickup truck----- 19%
- A minivan -----9%

- Other (Specify) _____ 12%
- No car -----1%
- (DO NOT READ)** Refused-----0%

26. Do you have children? **(IF YES, ASK: “Do you have any children under the age of 19 living at home?”)**

- Yes, children under 19 at home ----- 24%
- Yes, no children under 19 at home ----- 30%
- No, no children ----- 45%
- (DON'T READ)** DK/NA/REFUSED -----1%

27. With which racial or ethnic group do you identify yourself? **(READ RESPONSES)**

- Hispanic/Latino ----- 20%
- African-American or Black -----1%
- Anglo/White ----- 62%
- Asian/Pacific Islander----- 11%
- Something else -----2%
- (DON'T READ)** Refused/NA -----4%

28. What was the last level of school you completed?

- Grades 1-8 -----0%
- Grades 9-11 -----0%
- High school graduate-----4%
- Some college/business/vocational school ----- 25%
- College graduate ----- 37%
- Post-graduate work/professional school ----- 32%
- (DON'T READ)** Don't know -----2%

THANK YOU FOR PARTICIPATING IN OUR SURVEY

Gender: By observation

Male----- 51%
 Female----- 49%

Party: From file

Democrat----- 35%
 Republican----- 37%
 No Party Preference----- 23%
 Other party-----5%

STATEWIDE FLAGS

J08----- 27%
 G08----- 57%
 P10----- 36%
 G10----- 53%
 P12----- 35%
 G12----- 59%
 P14----- 35%
 G14----- 51%
 P16----- 63%
 G16----- 87%
 BLANK-----8%

PERMANENT ABSENTEE

Yes----- 72%
 No----- 28%

VOTE BY MAIL

1----- 19%
 2----- 10%
 3+----- 37%
 BLANK----- 35%

AGE

18-29----- 17%
 30-39----- 15%
 40-49----- 15%
 50-54----- 10%
 55-59----- 10%
 60-64----- 8%
 65-74----- 13%
 75+----- 12%
 BLANK-----0%

OWN/RENT

Own----- 56%
 Rent----- 44%

FOREIGN BORN

Yes----- 15%
 No----- 85%

HOUSEHOLD PARTY

1 DEM----- 17%
 2+ DEMS-----9%
 1 REP-----8%
 2+ REPS----- 22%
 1 INDEPENDENT----- 12%
 MIXED----- 32%

COUNTY

Los Angeles-----0%
 Orange-----100%
 San Bernardino-----0%
 Riverside-----0%

LANGUAGE OF INTERVIEW

English----- 98%
 Spanish-----2%

A/B SPLIT

Split A----- 50%
 Split B----- 50%

RIVERSIDE COUNTY

February 14-25, 2018

Fairbank,
Maslin,
Maullin,
Metz &
Associates

FM3

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
ISSUES SURVEY
220-4853-WT
RIVERSIDE COUNTY
N=179
MARGIN OF SAMPLING ERROR ±7.3% (95% CONFIDENCE INTERVAL)**

Hello, I'm _____ from _____, a public opinion research company. **(IF VOTER WISHES TO COMPLETE THE INTERVIEW IN SPANISH, HAND OFF TO BILINGUAL INTERVIEWER.)** I am definitely NOT trying to sell you anything or ask for a donation. We are conducting an opinion survey about issues that interest people living in Southern California, and we would like to include your opinions. May I speak to _____? **(YOU MUST SPEAK TO THE VOTER LISTED. VERIFY THAT THE VOTER LIVES AT THE ADDRESS LISTED, OTHERWISE TERMINATE.)**

A. Before we begin, I need to know if I have reached you on a cell phone, and if so, are you in a place where you can talk safely without endangering yourself or others? **(IF NOT ON A CELL PHONE, ASK: Do you own a cell phone?)**

Yes, cell and can talk safely ----- 70%
Yes, cell but cannot talk safely ----- **TERMINATE**
No, not on cell, but own one ----- 22%
No, not on cell and do not own one -----8%
(DON'T READ) DK/NA/REFUSED----- TERMINATE

1. **(T)** Generally speaking, how would you rate Southern California as a place to live: is it an excellent place to live, a good place, only fair, or a poor place to live?

Excellent ----- 27%
Good ----- 46%
Only fair----- 19%
Poor -----8%
(DON'T KNOW/NA)-----1%

2. Now, I would like to ask your impressions of some people and organizations active in public life. As I read each name, please tell me whether your impression of that person or organization is generally favorable or unfavorable. If you don't recognize a name just say so. Here's the first one... **(IF FAVORABLE/UNFAVORABLE, ASK: "Is that very (FAVORABLE/UNFAVORABLE) or just somewhat?") (RANDOMIZE)**

	VERY FAV	SMWT FAV	SMWT UNFAV	VERY UNFAV	CAN'T RATE	NEVER HEARD OF	TOTAL FAV	TOTAL UNFAV
[]a. South Coast Air Quality Management District -----	16%	23%	7%	8%	12%	33%	39%	16%
(ASK SPLIT SAMPLE A ONLY)								
[]b. Your County Board of Supervisors -----	3%	24%	15%	7%	15%	36%	27%	22%

	<u>VERY FAV</u>	<u>SMWT FAV</u>	<u>SMWT UNFAV</u>	<u>VERY UNFAV</u>	<u>CAN'T RATE</u>	<u>NEVER HEARD OF</u>	<u>TOTAL FAV</u>	<u>TOTAL UNFAV</u>
(SPLIT SAMPLE A ONLY, CONTINUED)								
[]c. The California Air Resources Board	9%	20%	6%	14%	11%	41%	29%	20%
[]d. The Sierra Club	18%	19%	3%	8%	9%	42%	37%	11%
(ASK SPLIT SAMPLE B ONLY)								
[]e. AQMD	10%	18%	5%	9%	11%	47%	28%	14%
[]f. U.S. Environmental Protection Agency	20%	29%	17%	14%	11%	9%	50%	30%
[]g. Metrolink	24%	33%	8%	2%	16%	17%	57%	10%

(RESUME ASKING ALL RESPONDENTS)

3. Now I am going to mention some things we have heard some people say are problems for the residents of Southern California. As I mention each one, please tell me whether you think it is a very serious problem, somewhat serious, not too serious, or not at all a serious problem in southern California today. **(RANDOMIZE)**

	<u>VERY SER PROB</u>	<u>SMWT SER PROB</u>	<u>NOT TOO SER PROB</u>	<u>NOT SER PROB</u>	<u>NO OPIN/DK/NA</u>	<u>VERY/SMWT</u>
[]a. (T) The amount of taxes people have to pay for government services	47%	25%	18%	7%	2%	73%
[]b. (T) Traffic congestion on the area's freeways	76%	17%	4%	2%	1%	94%
[]c. Climate change	52%	19%	11%	15%	3%	71%
[]d. Air quality in my community	27%	29%	29%	14%	1%	56%

(ASK SPLIT SAMPLE A ONLY)

[]e. (T) Unemployment among people who usually have jobs	26%	36%	23%	10%	5%	63%
[]f. (T) Air pollution, what we usually call smog	41%	36%	17%	6%	0%	78%
[]g. (T) Contamination of the soil with toxic materials due to use by industry	46%	28%	13%	5%	8%	74%
[]h. The cost of housing	59%	31%	5%	4%	2%	90%
[]i. Air pollution from cars, trucks, trains and other vehicles	46%	34%	13%	7%	0%	80%

(ASK SPLIT SAMPLE B ONLY)

[]j. (T) Air pollution from diesel engines	38%	32%	17%	8%	5%	71%
[]k. (T) Crime, including gangs and drugs	57%	29%	11%	2%	1%	86%
[]l. (T) Pollution of drinking water	40%	25%	19%	13%	4%	65%
[]m. The cost of health care	68%	23%	5%	1%	4%	90%
[]n. Greenhouse gases that cause climate change	49%	19%	11%	14%	7%	68%

(RESUME ASKING ALL RESPONDENTS)

NOW LET ME TURN YOUR ATTENTION TO THE ISSUE OF AIR QUALITY IN SOUTHERN CALIFORNIA.

4. **(T)** First, in your personal opinion, has the air we breathe in the southern California region become cleaner in recent years, stayed about the same, or become dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

TOTAL CLEANER----- 34%
 A lot cleaner----- 14%
 Just somewhat cleaner ----- 20%

Stayed about the same ----- 39%

TOTAL DIRTIER ----- 22%
 Just somewhat dirtier ----- 13%
 A lot dirtier -----9%
(DON'T KNOW/NA)-----6%

5. **(PT)** Thinking ahead to the year 2030, do you think the air we breathe in the Southern California region will be cleaner, about the same as it is today, or dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

TOTAL CLEANER----- 32%
 A lot cleaner----- 10%
 Just somewhat cleaner ----- 21%

Stayed about the same ----- 24%

TOTAL DIRTIER ----- 37%
 Just somewhat dirtier ----- 15%
 A lot dirtier ----- 22%
(DON'T KNOW/NA)-----7%

6. Now let me ask you about the particular community in which you live. Has the air people breathe in your own community become cleaner in recent years, stayed about the same, or become dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

TOTAL CLEANER----- 23%
 A lot cleaner-----6%
 Just somewhat cleaner ----- 16%

Stayed about the same ----- 49%

TOTAL DIRTIER ----- 24%
 Just somewhat dirtier ----- 17%
 A lot dirtier -----7%
(DON'T KNOW/NA)-----4%

7. (PT) And, thinking ahead to the year 2030, do you think the air people breathe in your own community will be cleaner, about the same as it is today, or dirtier? (IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)

TOTAL CLEANER----- 25%
 A lot cleaner-----8%
 Just somewhat cleaner ----- 17%

Stayed about the same ----- 30%

TOTAL DIRTIER ----- 38%
 Just somewhat dirtier ----- 19%
 A lot dirtier----- 19%
 (DON'T KNOW/NA)-----7%

8. In your personal opinion, is the air quality today in southern California better, about the same or worse than in...?

	<u>BETTER</u>	<u>SAME</u>	<u>WORSE</u>	<u>(DK/NA)</u>
(ASK SPLIT SAMPLE A ONLY)				
[]a. (T) The San Francisco Bay area-----	13 %	-----21 %	-----35 %	----- 31 %

(ASK SPLIT SAMPLE B ONLY)				
[]b. (T) The New York City-New Jersey area	31 %	-----20 %	-----14 %	----- 35 %

(RESUME ASKING ALL RESPONDENTS)

9. Nobody likes air pollution or smog, but people may have different ideas about what is bad about it. From the items I mention, please tell me which you think is the worst thing about air pollution. **(READ LIST AND RECORD ONE ITEM. THEN ASK: “And what is the second worst thing about smog?” (RANDOMIZE)**

	<u>WORST</u>	<u>SECOND WORST</u>
[]a. (T) Sharply reducing visibility with a dirty brown haze -----	6 %	----- 15 %
[]b. (T) Damaging plant life throughout the region -----	8 %	----- 26 %
[]c. Creating public health problems, including childhood asthma, respiratory problems for the elderly and cancer-----	67 %	----- 22 %
[]d. Contributing to climate change -----	16 %	----- 35 %
DK/NA -----	3 %	----- 1 %

10. Now I would like to have your opinions about what causes air pollution or smog in southern California. As I mention different sources of air pollution, please tell me whether it is a major or minor contributor to smog. **(RANDOMIZE)**

	<u>MAJOR</u>	<u>MINOR</u>	<u>(DON'T READ) DK/NA</u>
[]a. (T) Emissions from the area's diesel trucks and buses -----	73%	24%	3%
[]b. (T) Tailpipe emissions from the area's cars -----	63%	33%	5%

(ASK SPLIT SAMPLE A ONLY)

[]c. (T) Emissions from the area's electric power plants -----	36%	48%	16%
[]d. (PT) Emissions from sources such as dry-cleaning plants, auto paint shops, film processors, and furniture finishers -----	32%	57%	11%
[]e. Air pollution from household paints, cleaners and other consumer products -----	19%	72%	10%

(ASK SPLIT SAMPLE B ONLY)

[]f. (T) Emissions from the area's oil and chemical refineries -----	65%	27%	8%
[]g. (T) Blowing dust from road work, construction, agriculture and other operations that break the soil -----	27%	67%	7%
[]h. (T) Emissions from small, two cycle gasoline engines such as motorcycles, scooters, lawnmowers and leaf blowers -----	23%	71%	5%

(ASK SPLIT SAMPLE A ONLY)

11. Do you know the name of the government agency responsible for protecting air quality in your area?
(OPEN-END; RECORD VERBATIM RESPONSE)

N=89

South Coast Air Quality Management (SCAQM) -----	23%
Environmental Protection Agency (EPA)-----	6%
Air Quality Management(AQMD) -----	13%
Air Now -----	1%
Air Pollution Agency -----	0%
Orange County Environmental Protection Division-----	0%
The California Air Resources Board (Carb)-----	4%
Riverside County -----	1%
Southern California Air Resource Board(scab) -----	0%
Long Beach Air Quality Management -----	0%
City Of Inglewood -----	1%
San Bernardino County -----	0%
City Of Glendale -----	0%
Los Angeles County -----	0%
Antelope Valley Aqmd -----	0%
Mojave Desert Air Quality Management District -----	0%
California Environmental Protection Agency -----	1%
California Clean Air-----	0%
Refused/No Answer -----	2%
Don't know/Unsure-----	35%
Nothing -----	11%
Other -----	3%

(ASK SPLIT SAMPLE B ONLY)

12. How much do you know about the South Coast Air Quality Management District, or AQMD, the government agency that is responsible for protecting air quality in your area? Would you say you know a lot about the AQMD, some, a little or nothing at all?

A lot-----9%
 Some ----- 18%
 A little ----- 31%
 Nothing at all ----- 35%
 (DON'T KNOW/NA) -----7%

(RESUME ASKING ALL RESPONDENTS)

NOW LET ME GIVE YOU SOME BACKGROUND INFORMATION. ONE OF THE GOVERNMENT AGENCIES MOST INVOLVED IN DEALING WITH AIR POLLUTION IN SOUTHERN CALIFORNIA IS THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT —THE AQMD. THE AQMD IS RESPONSIBLE FOR REGULATING AND REDUCING EMISSIONS FROM STATIONARY SOURCES LIKE POWER PLANTS, REFINERIES, FACTORIES, AND MANUFACTURING SITES IN THE SOUTH COAST AIR BASIN THAT INCLUDES LOS ANGELES, ORANGE, SAN BERNARDINO AND RIVERSIDE COUNTIES.

THE AQMD IS ALSO RESPONSIBLE FOR CREATING AN AIR QUALITY PLAN TO REDUCE EMISSIONS FROM MOBILE SOURCES OF AIR POLLUTION LIKE CARS, TRUCKS, TRAINS, PLANES, BOATS AND CONSTRUCTION EQUIPMENT. HOWEVER, ONLY THE STATE AND FEDERAL GOVERNMENT CAN REGULATE EMISSIONS FROM VEHICLES AND OTHER MOBILE SOURCES OF AIR POLLUTION. THUS, TO REDUCE EMISSIONS FROM MOBILE SOURCES OF AIR POLLUTION, THE AQMD MUST WORK WITH THE STATE AND FEDERAL GOVERNMENT TO CREATE REGULATIONS AND FUNDING SOURCES TO PROVIDE GRANTS AND OTHER FINANCIAL INCENTIVES TO ENCOURAGE THE DEVELOPMENT AND USE OF CLEAN TECHNOLOGIES LIKE ZERO AND NEAR-ZERO EMISSION VEHICLES.

13. In general, do you favor or oppose the AQMD providing grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: “Is that strongly (FAVOR/OPPOSE) or just somewhat?”) (RANDOMIZE)**

TOTAL FAVOR----- 76%
 Strongly favor ----- 56%
 Somewhat favor----- 19%

TOTAL OPPOSE ----- 19%
 Somewhat oppose-----6%
 Strongly oppose----- 12%

(DON'T KNOW/NA) -----6%

LET ME GIVE YOU SOME ADDITIONAL INFORMATION. EVERY 4 YEARS THE AQMD MUST APPROVE A CLEAN AIR PLAN TO SHOW HOW IT WILL MEET HEALTH-BASED FEDERAL CLEAN AIR STANDARDS. THE NEXT PLAN IS DUE IN 2020. THE AQMD HAS ESTIMATED IT WILL NEED AN ADDITIONAL ONE BILLION DOLLARS PER YEAR FOR THE NEXT 15 YEARS TO FUND PROGRAMS THAT WILL INCENTIVIZE THE USE OF CLEANER TECHNOLOGIES TO REDUCE EMISSIONS FROM CARS, HEAVY-DUTY DIESEL TRUCKS AND OTHER MOBILE SOURCES OF AIR POLLUTION TO MEET FEDERAL STANDARDS. LAST YEAR THE STATE LEGISLATURE ALLOCATED 300 MILLION DOLLARS TO SUPPORT AQMD MOBILE EMISSION REDUCTION PROGRAMS, BUT THERE IS NO GUARANTEE THAT THIS FUNDING WILL CONTINUE IN FUTURE YEARS.

14. Having heard this, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPOSE, ASK: “Is that strongly (FAVOR/OPOSE) or just somewhat?”)**

TOTAL FAVOR-----63%
 Strongly favor ----- 40%
 Somewhat favor----- 24%

TOTAL OPOSE -----27%
 Somewhat opose-----7%
 Strongly opose----- 20%

(DON’T KNOW/NA) -----9%

15. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPOSE, ASK: “Is that strongly (SUPPORT/OPOSE) or just somewhat?”)**

TOTAL FAVOR-----51%
 Strongly favor ----- 33%
 Somewhat favor----- 18%

TOTAL OPOSE -----43%
 Somewhat opose-----8%
 Strongly opose----- 35%

(DON’T KNOW/NA) -----6%

16. Next, I am going to read some of the different ways the AQMD uses funds to incentivize businesses to develop clean technologies and increase the use of zero and near-zero emission vehicles in order to reduce air pollution and emissions from mobile sources. For each one, please tell me whether you support or oppose it. (IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”) (RANDOMIZE)

	<u>STR</u> <u>SUPP</u>	<u>SMWT</u> <u>SUPP</u>	<u>SMWT</u> <u>OPP</u>	<u>STR</u> <u>OPP</u>	<u>(DON'T</u> <u>READ)</u> <u>DK/NA</u>	<u>TOTAL</u> <u>SUPP</u>	<u>TOTAL</u> <u>OPP</u>
(ASK SPLIT SAMPLE A ONLY)							
[]a. Converting Port of L.A. and Long Beach equipment and vehicles to near-zero and zero emission technology -----	51%	29%	6%	8%	6%	80%	14%
[]b. Retrofitting ships with emission control systems to reduce air pollution while in the Ports of L.A. and Long Beach -----	47%	30%	2%	9%	12%	77%	11%
[]c. Replacing medium-duty diesel delivery trucks with new, fully-electric battery-powered zero emission medium-duty vehicles-----	51%	26%	6%	10%	7%	78%	15%
[]d. Providing incentives for single truck owners to buy the cleanest truck equipment and vehicles available-----	45%	36%	5%	11%	3%	81%	16%
[]e. Replacing heavy-duty diesel school buses with zero-emission battery electric buses, and model year 2010 or newer compressed natural gas buses-----	58%	30%	2%	7%	2%	88%	10%
[]f. Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to relieve traffic congestion-----	59%	27%	5%	6%	3%	86%	11%
[]g. Upgrading and electrifying the Metro-Link commuter rail system to improve service, increase ridership and eliminate the use of diesel -----	53%	28%	6%	10%	5%	80%	15%
[]h. Making the movement of cargo and goods more efficient by upgrading ports, rail-lines and other infrastructure critical to the region's economy -----	52%	34%	5%	5%	5%	85%	10%

	<u>STR</u> <u>SUPP</u>	<u>SMWT</u> <u>SUPP</u>	<u>SMWT</u> <u>OPP</u>	<u>STR</u> <u>OPP</u>	(DON'T READ) <u>DK/NA</u>	<u>TOTAL</u> <u>SUPP</u>	<u>TOTAL</u> <u>OPP</u>
(ASK SPLIT SAMPLE B ONLY)							
[]i. Replacing older locomotive trains with new clean diesel switch technology to reduce emissions	50%	34%	7%	6%	4%	83%	13%
[]j. Replacing heavy-duty diesel trucks with near-zero emission natural gas trucks	56%	25%	9%	6%	4%	81%	15%
[]k. Installing infrastructure at the Ports of L.A. and Long Beach to let ships plug-in to electric power so fossil fuel engines can be shut down	56%	27%	7%	5%	5%	83%	12%
[]l. Funding incentives for the early changeover of dirty heavy-duty trucks to clean trucks	48%	33%	6%	9%	3%	82%	16%
[]m. Replacing older diesel school buses at school districts throughout the South Coast Air Basin with ultra-clean natural gas buses	62%	22%	7%	6%	3%	84%	12%
[]n. Funding programs to help small businesses upgrade equipment to help the economy and reduce air pollution at the same time	46%	36%	7%	9%	2%	81%	16%
[]o. Electrifying and expanding rail lines	47%	32%	8%	7%	5%	79%	16%
[]p. Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to cut down in emissions and air pollution from trucks stuck in traffic	49%	31%	10%	6%	4%	80%	17%

(RESUME ASKING ALL RESPONDENTS)

17. I am going to read you some different statements. For each one, please tell me whether you generally agree or disagree with that statement. **(IF AGREE/DISAGREE, ASK: “Is that strongly (AGREE/DISAGREE) or only somewhat?”) (RANDOMIZE)**

	<u>STR</u> <u>AGREE</u>	<u>SMWT</u> <u>AGREE</u>	<u>SMWT</u> <u>DISAG</u>	<u>STR</u> <u>DISAG</u>	<u>(DK/NA)</u>	<u>TOTAL</u> <u>AGREE</u>	<u>TOTAL</u> <u>DISAG</u>
(ASK SPLIT SAMPLE A ONLY)							
[]a. Reducing traffic congestion is an effective way to reduce air pollution and emissions that cause climate change-----	61%	23%	5%	8%	3%	83%	13%
[]b. Converting diesel trucks and other gas-powered vehicles to near-zero and zero emission vehicles is an effective way to reduce air pollution, negative health impacts, and emissions that cause climate change-----	53%	28%	5%	10%	4%	81%	15%
[]c. It is more expensive to deal with the health problems associated with air pollution than it is to fund programs that support the development and use of clean, zero and near-zero emission vehicles-----	41%	30%	9%	11%	9%	71%	20%
[]d. The technology exists so that within the next ten years, most cars on the road will be zero-emission vehicles-----	35%	35%	14%	10%	6%	70%	23%
(ASK SPLIT SAMPLE B ONLY)							
[]e. 18-wheelers and heavy-duty trucks that sit in traffic on local freeways and highways are a major source of air pollution in Southern California-----	46%	33%	11%	4%	6%	79%	15%
[]f. It is more expensive to deal with the impact of emissions that cause climate change than it is to fund programs that support the development and use of clean, zero and near-zero emission vehicles-----	37%	24%	9%	11%	18%	62%	21%
[]g. The technology exists so that within the next ten years, most heavy-duty trucks on the road will be zero-emission vehicles-----	45%	27%	10%	4%	13%	72%	14%

(RESUME ASKING ALL RESPONDENTS)

18. Next, I am going to read you some facts about air quality issues in Southern California. For each one, please tell me whether you personally consider that to be an extremely serious concern, very serious concern, somewhat serious concern or not a serious concern at all. Here is the first one...
(RANDOMIZE)

	<u>EXT SER CONC</u>	<u>VERY SER CONC</u>	<u>SMWT SER CONC</u>	<u>NOT A CONC AT ALL</u>	<u>(DON'T READ) DK/NA</u>	<u>EXT/ VERY</u>
(ASK SPLIT SAMPLE A ONLY)						
[]a. The air in Southern California's 4-county South Coast region is among the most polluted in the nation, and one in every four days exceeds federal health-based air quality standards-----	40%	29%	20%	6%	5%	69%
[]b. Nearly 40 percent of the nation's containerized imported goods come through the ports of Los Angeles and Long Beach, but the AQMD has no authority to regulate the air pollution impacts from ships, trucks, and trains transporting goods through Southern California -----	30%	29%	22%	14%	5%	59%
[]c. If Southern California doesn't meet federal air quality regulations by the designated deadlines, the region could lose billions in federal highway dollars -----	30%	31%	22%	12%	6%	61%
[]d. The number of smog-related deaths annually in the region exceeds the total number of deaths annually from traffic accidents -----	37%	27%	14%	10%	12%	64%
[]e. A study conducted by the California Air Resources Board found that the air pollution in the South Coast Basin leads to four thousand premature deaths per year, and twenty-four hundred hospitalizations -----	37%	24%	24%	9%	6%	61%
(ASK SPLIT SAMPLE B ONLY)						
[]f. About 70 percent of the airborne cancer risk in Southern California is directly attributed to toxic emissions from diesel-fueled engines-----	47%	21%	16%	7%	9%	68%
[]g. Southern California's 4-county South Coast region has the largest proportion of the U.S. population exposed to unhealthy air-----	38%	30%	16%	9%	7%	69%
[]h. Eighty percent of air pollution emissions in the 4-county South Coast region are from mobile sources that the AQMD has no authority to regulate -----	34%	26%	19%	11%	10%	60%

	<u>EXT SER CONC</u>	<u>VERY SER CONC</u>	<u>SMWT SER CONC</u>	<u>NOT A CONC AT ALL</u>	<u>(DON'T READ) DK/NA</u>	<u>EXT/ VERY</u>
(SPLIT SAMPLE B ONLY, CONTINUED)						
[i]. If Southern California doesn't meet federal air quality regulations by the designated deadlines, it could face stricter permitting requirements that make it much harder to attract new businesses to come into the region-----	24%	31%	23%	16%	6%	54%
[j]. Long-term exposure to polluted air can lead to cardiovascular and respiratory illness; added stress to the heart and lungs; and the development of diseases such as asthma, emphysema, and cancer-----	56%	22%	15%	5%	1%	78%

(RESUME ASKING ALL RESPONDENTS)

NEXT, I WOULD LIKE TO RETURN TO THE IDEA OF THE STATE LEGISLATURE GIVING THE AQMD AUTHORITY TO SEEK VOTER APPROVAL OF A BALLOT MEASURE TO RAISE FUNDS AT THE LOCAL LEVEL IN ORDER TO FUND GRANTS AND OTHER FINANCIAL INCENTIVES TO ENCOURAGE THE DEVELOPMENT AND USE OF ZERO AND NEAR-ZERO EMISSION VEHICLES TO REDUCE EMISSIONS FROM CARS, HEAVY-DUTY DIESEL TRUCKS AND OTHER MOBILE SOURCES OF AIR POLLUTION.

19. Here are some statements from people who support this proposal. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to favor giving the AQMD authority to raise funds through a voter-approved local ballot measure. If you do not believe the statement, please tell me that too. **(RANDOMIZE)**

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
[ja. (COST) A multi-year Cal-State Fullerton study found that air pollution in Southern California and the San Joaquin Valley combined came with a price tag of 28 billion dollars per year due to premature deaths and illnesses. Investing one billion dollars per year in AQMD's grant programs will significantly reduce air quality—preventing childhood asthma and other health problems that will save money and lives. -----	34%	31%	15%	14%	6%	65%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
[]b. (LOCAL NEED) The AQMD has identified that Southern California's 4-county South Coast region needs one billion dollars per year for the next 15 years to meet federal air quality requirements. State legislators should give voters the right to take action and raise funds locally in order to address a critical regional health and quality of life issue.	26%	35%	20%	14%	5%	61%
[]c. (HEALTH) Every year, there are more deaths in Southern California due to poor air quality than because of traffic accidents. On top of that, chronic illnesses and diseases caused by air pollution cost the region's economy tens of billions of dollars every year. Funding grants and incentive programs to develop the use of clean technologies and near-zero and zero-emission vehicles will save lives and money.	39%	31%	11%	14%	5%	70%
(ASK SPLIT SAMPLE A ONLY)						
[]d. (TRUCKS-INCENTIVES) Emissions from heavy-duty, diesel-powered trucks account for 80 percent of emissions from mobile sources, but the law prohibits the AQMD from regulating these vehicles. Providing incentives to truckers and their companies to switch to natural gas, electric and other very low emission vehicles is critical to reducing air pollution and combating emissions that cause climate change.	40%	32%	13%	11%	3%	73%
[]e. (GHG) Heavy duty trucks, cargo ships in the Ports of L.A. and Long Beach, trains and other mobile sources are a major source of greenhouse gas emissions that cause climate change. Giving the AQMD the authority to promote the use of clean technologies will make sure our region is a leader in fighting climate change and creating new economic opportunities for workers.	36%	33%	16%	12%	3%	69%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
(ASK SPLIT SAMPLE B ONLY)						
[]f. (TRUCKS-LANES) Emissions from heavy-duty, diesel-powered trucks and other mobile sources account for 80 percent of the emissions problem, with much of it coming when trucks sit in traffic on freeways and highways. Creating new lanes on local roads to separate trucks and cars could significantly reduce air pollution across Southern California to improve public health, road safety, and our region's economy by speeding up the movement of goods and cargo. -----	35%	31%	15%	15%	4%	65%
[]g. (EFFECTIVE) The AQMD's grant and incentive programs to reduce air pollution and emissions are working. Air quality in the Southland has continually improved despite an enormous increase in population and vehicles. Summertime smog has been cut to less than one-quarter of what it was in the 1950s, even though the population has tripled, and the number of vehicles has increased four-fold. -----	25%	43%	9%	17%	7%	68%

(RESUME ASKING ALL RESPONDENTS)

20. Now that you have heard more information, let me ask you again, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: "Is that strongly (FAVOR/OPPOSE) or just somewhat?")**

TOTAL FAVOR-----67%
 Strongly favor ----- 44%
 Somewhat favor----- 24%

TOTAL OPPOSE -----23%
 Somewhat oppose-----3%
 Strongly oppose----- 20%

(DON'T KNOW/NA) -----9%

21. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”)**

TOTAL SUPPORT ----- 54%
 Strongly support ----- 36%
 Somewhat support ----- 19%

TOTAL OPPOSE ----- 39%
 Somewhat oppose ----- 8%
 Strongly oppose ----- 31%

(DON'T KNOW/NA) ----- 7%

22. Here are some statements from people who oppose this proposal. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to oppose giving the AQMD authority to raise funds through a voter-approved local ballot measure. If you do not believe the statement, please tell me that too. **(RANDOMIZE)**

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
[]a. (MORE TAXES) The last thing we need is another bureaucracy with the right to tax us. Californians already pay some of the highest incomes taxes in the nation, the state gas tax was raised 12 cents last year, and the new federal tax law significantly reduces Californians' deductions. -----	43%	26%	21%	7%	4%	68%
(ASK SPLIT SAMPLE A ONLY)						
[]b. (WASTE AND PENSIONS) If the AQMD has the authority to raise our local taxes, they will do what every government agency does—waste our money. In addition, instead of using these funds to reduce air pollution, most of it will end up going towards public employees' pension and retirement benefits. -----	34%	38%	15%	10%	4%	72%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
(ASK SPLIT SAMPLE B ONLY)						
[]c. (UNFAIR) The AQMD says heavy-duty, diesel powered trucks are the main contributor of air pollution and emissions. Instead of trying to get a special law passed in Sacramento to raise our taxes, the AQMD should work with the state legislature to hold the trucking companies responsible for the mess they have created.	33%	29%	24%	11%	3%	62%

(RESUME ASKING ALL RESPONDENTS)

23. Sometimes over the course of a survey like this one people changes their minds, and sometimes they do not. Let me ask you one more time, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: “Is that strongly (FAVOR/OPPOSE) or just somewhat?”)**

TOTAL FAVOR-----58%
 Strongly favor ----- 35%
 Somewhat favor----- 23%

TOTAL OPPOSE -----34%
 Somewhat oppose-----8%
 Strongly oppose----- 26%

(DON'T KNOW/NA) -----8%

24. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”)**

TOTAL SUPPORT -----51%
 Strongly support ----- 34%
 Somewhat support----- 17%

TOTAL OPPOSE -----43%
 Somewhat oppose-----9%
 Strongly oppose----- 33%

(DON'T KNOW/NA) ---7% Next Record>

HERE ARE MY FINAL QUESTIONS. THEY ARE JUST FOR CLASSIFICATION PURPOSES.

25. Which of the following types of vehicles, if any, does someone in your household own? **(RANDOMIZE AND ACCEPT MULTIPLE RESPONSES)**

- A completely electric vehicle -----3%
- A hybrid gas/electric vehicle ----- 11%
- A compact or sub-compact car ----- 44%
- A station wagon -----2%
- A sport utility vehicle, or SUV ----- 37%
- A pickup truck----- 27%
- A minivan -----9%

- Other (Specify) _____ 11%
- No car -----5%
- (DO NOT READ)** Refused-----0%

26. Do you have children? **(IF YES, ASK: “Do you have any children under the age of 19 living at home?”)**

- Yes, children under 19 at home ----- 26%
- Yes, no children under 19 at home ----- 30%
- No, no children ----- 43%
- (DON'T READ)** DK/NA/REFUSED -----2%

27. With which racial or ethnic group do you identify yourself? **(READ RESPONSES)**

- Hispanic/Latino ----- 33%
- African-American or Black -----3%
- Anglo/White ----- 52%
- Asian/Pacific Islander-----2%
- Something else -----5%
- (DON'T READ)** Refused/NA -----5%

28. What was the last level of school you completed?

- Grades 1-8 -----0%
- Grades 9-11 -----3%
- High school graduate----- 13%
- Some college/business/vocational school ----- 34%
- College graduate ----- 30%
- Post-graduate work/professional school ----- 18%
- (DON'T READ)** Don't know -----2%

THANK YOU FOR PARTICIPATING IN OUR SURVEY

Gender: By observation

Male----- 48%
 Female----- 52%

Party: From file

Democrat----- 38%
 Republican----- 36%
 No Party Preference----- 19%
 Other party-----7%

STATEWIDE FLAGS

J08----- 19%
 G08----- 48%
 P10----- 27%
 G10----- 46%
 P12----- 26%
 G12----- 53%
 P14----- 25%
 G14----- 37%
 P16----- 47%
 G16----- 84%
 BLANK----- 11%

PERMANENT ABSENTEE

Yes----- 73%
 No----- 27%

VOTE BY MAIL

1----- 23%
 2----- 14%
 3+----- 26%
 BLANK----- 37%

AGE

18-29----- 18%
 30-39----- 15%
 40-49----- 15%
 50-54----- 7%
 55-59----- 12%
 60-64----- 9%
 65-74----- 13%
 75+----- 11%

OWN/RENT

Own----- 62%
 Rent----- 38%

FOREIGN BORN

Yes----- 13%
 No----- 87%

HOUSEHOLD PARTY

1 DEM----- 22%
 2+ DEMS-----7%
 1 REP----- 13%
 2+ REPS----- 16%
 1 INDEPENDENT----- 12%
 MIXED----- 30%

COUNTY

Los Angeles-----0%
 Orange-----0%
 San Bernardino-----0%
 Riverside-----100%

LANGUAGE OF INTERVIEW

English----- 97%
 Spanish-----3%

A/B SPLIT

Split A----- 50%
 Split B----- 50%

SAN BERNARDINO COUNTY

February 14-25, 2018

Fairbank,
Maslin,
Maullin,
Metz &
Associates

FM3

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
ISSUES SURVEY
220-4853-WT
SAN BERNADINO COUNTY
N=119
MARGIN OF SAMPLING ERROR ±9.0% (95% CONFIDENCE INTERVAL)**

Hello, I'm _____ from _____, a public opinion research company. **(IF VOTER WISHES TO COMPLETE THE INTERVIEW IN SPANISH, HAND OFF TO BILINGUAL INTERVIEWER.)** I am definitely NOT trying to sell you anything or ask for a donation. We are conducting an opinion survey about issues that interest people living in Southern California, and we would like to include your opinions. May I speak to _____? **(YOU MUST SPEAK TO THE VOTER LISTED. VERIFY THAT THE VOTER LIVES AT THE ADDRESS LISTED, OTHERWISE TERMINATE.)**

A. Before we begin, I need to know if I have reached you on a cell phone, and if so, are you in a place where you can talk safely without endangering yourself or others? **(IF NOT ON A CELL PHONE, ASK: Do you own a cell phone?)**

Yes, cell and can talk safely ----- 68%
 Yes, cell but cannot talk safely ----- **TERMINATE**
 No, not on cell, but own one ----- 28%
 No, not on cell and do not own one ----- 4%
(DON'T READ) DK/NA/REFUSED----- TERMINATE

1. **(T)** Generally speaking, how would you rate Southern California as a place to live: is it an excellent place to live, a good place, only fair, or a poor place to live?

Excellent ----- 24%
 Good ----- 45%
 Only fair----- 20%
 Poor----- 10%
(DON'T KNOW/NA)-----0%

2. Now, I would like to ask your impressions of some people and organizations active in public life. As I read each name, please tell me whether your impression of that person or organization is generally favorable or unfavorable. If you don't recognize a name just say so. Here's the first one... **(IF FAVORABLE/UNFAVORABLE, ASK: "Is that very (FAVORABLE/UNFAVORABLE) or just somewhat?") (RANDOMIZE)**

	VERY FAV	SMWT FAV	SMWT UNFAV	VERY UNFAV	CAN'T RATE	NEVER HEARD OF	TOTAL FAV	TOTAL UNFAV
[]a. South Coast Air Quality Management District -----	11%	21%	11%	12%	8%	37%	32%	23%
(ASK SPLIT SAMPLE A ONLY)								
[]b. Your County Board of Supervisors -----	3%	30%	9%	5%	12%	40%	33%	15%

	<u>VERY FAV</u>	<u>SMWT FAV</u>	<u>SMWT UNFAV</u>	<u>VERY UNFAV</u>	<u>CAN'T RATE</u>	<u>NEVER HEARD OF</u>	<u>TOTAL FAV</u>	<u>TOTAL UNFAV</u>
(SPLIT SAMPLE A ONLY, CONTINUED)								
[]c. The California Air Resources Board	8%	19%	9%	12%	11%	41%	27%	21%
[]d. The Sierra Club	18%	15%	7%	7%	7%	46%	33%	14%
(ASK SPLIT SAMPLE B ONLY)								
[]e. AQMD	10%	13%	12%	13%	10%	43%	23%	25%
[]f. U.S. Environmental Protection Agency	16%	32%	16%	22%	5%	10%	48%	37%
[]g. Metrolink	26%	43%	10%	4%	10%	7%	69%	14%

(RESUME ASKING ALL RESPONDENTS)

3. Now I am going to mention some things we have heard some people say are problems for the residents of Southern California. As I mention each one, please tell me whether you think it is a very serious problem, somewhat serious, not too serious, or not at all a serious problem in southern California today. **(RANDOMIZE)**

	<u>VERY SER PROB</u>	<u>SMWT SER PROB</u>	<u>NOT TOO SER PROB</u>	<u>NOT SER PROB</u>	<u>NO OPIN/DK/NA</u>	<u>VERY/SMWT</u>
[]a. (T) The amount of taxes people have to pay for government services	51%	27%	13%	8%	1%	78%
[]b. (T) Traffic congestion on the area's freeways	76%	20%	3%	1%	0%	95%
[]c. Climate change	51%	20%	10%	18%	2%	70%
[]d. Air quality in my community	24%	34%	27%	14%	1%	58%

(ASK SPLIT SAMPLE A ONLY)

[]e. (T) Unemployment among people who usually have jobs	43%	28%	18%	5%	6%	71%
[]f. (T) Air pollution, what we usually call smog	46%	32%	12%	9%	1%	78%
[]g. (T) Contamination of the soil with toxic materials due to use by industry	42%	22%	15%	5%	17%	64%
[]h. The cost of housing	65%	28%	7%	1%	0%	92%
[]i. Air pollution from cars, trucks, trains and other vehicles	43%	36%	15%	4%	1%	80%

(ASK SPLIT SAMPLE B ONLY)

[]j. (T) Air pollution from diesel engines	41%	27%	15%	13%	5%	67%
[]k. (T) Crime, including gangs and drugs	57%	28%	11%	4%	1%	85%
[]l. (T) Pollution of drinking water	42%	28%	17%	9%	5%	69%
[]m. The cost of health care	68%	22%	4%	3%	2%	91%
[]n. Greenhouse gases that cause climate change	45%	18%	10%	21%	6%	63%

(RESUME ASKING ALL RESPONDENTS)

NOW LET ME TURN YOUR ATTENTION TO THE ISSUE OF AIR QUALITY IN SOUTHERN CALIFORNIA.

4. **(T)** First, in your personal opinion, has the air we breathe in the southern California region become cleaner in recent years, stayed about the same, or become dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

TOTAL CLEANER----- 36%
 A lot cleaner----- 16%
 Just somewhat cleaner ----- 20%

Stayed about the same ----- 36%

TOTAL DIRTIER ----- 24%
 Just somewhat dirtier ----- 14%
 A lot dirtier -----9%
(DON'T KNOW/NA)-----4%

5. **(PT)** Thinking ahead to the year 2030, do you think the air we breathe in the Southern California region will be cleaner, about the same as it is today, or dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

TOTAL CLEANER----- 30%
 A lot cleaner-----6%
 Just somewhat cleaner ----- 24%

Stayed about the same ----- 25%

TOTAL DIRTIER ----- 38%
 Just somewhat dirtier ----- 15%
 A lot dirtier ----- 24%
(DON'T KNOW/NA)-----7%

6. Now let me ask you about the particular community in which you live. Has the air people breathe in your own community become cleaner in recent years, stayed about the same, or become dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

TOTAL CLEANER----- 22%
 A lot cleaner-----8%
 Just somewhat cleaner ----- 14%

Stayed about the same ----- 54%

TOTAL DIRTIER ----- 19%
 Just somewhat dirtier ----- 13%
 A lot dirtier -----6%
(DON'T KNOW/NA)-----6%

7. (PT) And, thinking ahead to the year 2030, do you think the air people breathe in your own community will be cleaner, about the same as it is today, or dirtier? (IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)

TOTAL CLEANER----- 24%
 A lot cleaner-----5%
 Just somewhat cleaner ----- 19%

Stayed about the same ----- 34%

TOTAL DIRTIER ----- 37%
 Just somewhat dirtier ----- 17%
 A lot dirtier----- 19%
 (DON'T KNOW/NA)-----5%

8. In your personal opinion, is the air quality today in southern California better, about the same or worse than in...?

	<u>BETTER</u>	<u>SAME</u>	<u>WORSE</u>	<u>(DK/NA)</u>
(ASK SPLIT SAMPLE A ONLY)				
[]a. (T) The San Francisco Bay area-----	24%	16%	34%	26%

(ASK SPLIT SAMPLE B ONLY)				
[]b. (T) The New York City-New Jersey area	28%	22%	15%	34%

(RESUME ASKING ALL RESPONDENTS)

9. Nobody likes air pollution or smog, but people may have different ideas about what is bad about it. From the items I mention, please tell me which you think is the worst thing about air pollution. (READ LIST AND RECORD ONE ITEM. THEN ASK: “And what is the second worst thing about smog?” (RANDOMIZE)

	<u>WORST</u>	<u>SECOND WORST</u>
[]a. (T) Sharply reducing visibility with a dirty brown haze -----	4%	16%
[]b. (T) Damaging plant life throughout the region -----	7%	29%
[]c. Creating public health problems, including childhood asthma, respiratory problems for the elderly and cancer-----	69%	18%
[]d. Contributing to climate change -----	17%	31%
DK/NA -----	3%	6%

10. Now I would like to have your opinions about what causes air pollution or smog in southern California. As I mention different sources of air pollution, please tell me whether it is a major or minor contributor to smog. **(RANDOMIZE)**

	<u>MAJOR</u>	<u>MINOR</u>	<u>(DON'T READ) DK/NA</u>
[]a. (T) Emissions from the area's diesel trucks and buses -----	75%	22%	3%
[]b. (T) Tailpipe emissions from the area's cars -----	64%	33%	2%

(ASK SPLIT SAMPLE A ONLY)

[]c. (T) Emissions from the area's electric power plants -----	35%	52%	12%
[]d. (PT) Emissions from sources such as dry-cleaning plants, auto paint shops, film processors, and furniture finishers -----	31%	60%	9%
[]e. Air pollution from household paints, cleaners and other consumer products -----	17%	76%	7%

(ASK SPLIT SAMPLE B ONLY)

[]f. (T) Emissions from the area's oil and chemical refineries -----	63%	27%	10%
[]g. (T) Blowing dust from road work, construction, agriculture and other operations that break the soil -----	19%	77%	4%
[]h. (T) Emissions from small, two cycle gasoline engines such as motorcycles, scooters, lawnmowers and leaf blowers -----	21%	74%	5%

(ASK SPLIT SAMPLE A ONLY)

11. Do you know the name of the government agency responsible for protecting air quality in your area?
(OPEN-END; RECORD VERBATIM RESPONSE)

N=59

South Coast Air Quality Management (SCAQM) -----	13%
Environmental Protection Agency (EPA)-----	4%
Air Quality Management(AQMD) -----	14%
Air Now -----	0%
Air Pollution Agency -----	0%
Orange County Environmental Protection Division-----	0%
The California Air Resources Board (Carb)-----	0%
Riverside County -----	0%
Southern California Air Resource Board(scab) -----	0%
Long Beach Air Quality Management -----	0%
City Of Inglewood -----	0%
San Bernardino County -----	1%
City Of Glendale -----	0%
Los Angeles County -----	1%
Antelope Valley Aqmd -----	0%
Mojave Desert Air Quality Management District -----	1%
California Environmental Protection Agency -----	2%
California Clean Air-----	0%
Refused/No Answer -----	2%
Don't know/Unsure-----	36%
Nothing -----	25%
Other -----	1%

(ASK SPLIT SAMPLE B ONLY)

12. How much do you know about the South Coast Air Quality Management District, or AQMD, the government agency that is responsible for protecting air quality in your area? Would you say you know a lot about the AQMD, some, a little or nothing at all?

A lot----- 10%
 Some ----- 24%
 A little ----- 30%
 Nothing at all ----- 32%
 (DON'T KNOW/NA) -----3%

(RESUME ASKING ALL RESPONDENTS)

NOW LET ME GIVE YOU SOME BACKGROUND INFORMATION. ONE OF THE GOVERNMENT AGENCIES MOST INVOLVED IN DEALING WITH AIR POLLUTION IN SOUTHERN CALIFORNIA IS THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT —THE AQMD. THE AQMD IS RESPONSIBLE FOR REGULATING AND REDUCING EMISSIONS FROM STATIONARY SOURCES LIKE POWER PLANTS, REFINERIES, FACTORIES, AND MANUFACTURING SITES IN THE SOUTH COAST AIR BASIN THAT INCLUDES LOS ANGELES, ORANGE, SAN BERNARDINO AND RIVERSIDE COUNTIES.

THE AQMD IS ALSO RESPONSIBLE FOR CREATING AN AIR QUALITY PLAN TO REDUCE EMISSIONS FROM MOBILE SOURCES OF AIR POLLUTION LIKE CARS, TRUCKS, TRAINS, PLANES, BOATS AND CONSTRUCTION EQUIPMENT. HOWEVER, ONLY THE STATE AND FEDERAL GOVERNMENT CAN REGULATE EMISSIONS FROM VEHICLES AND OTHER MOBILE SOURCES OF AIR POLLUTION. THUS, TO REDUCE EMISSIONS FROM MOBILE SOURCES OF AIR POLLUTION, THE AQMD MUST WORK WITH THE STATE AND FEDERAL GOVERNMENT TO CREATE REGULATIONS AND FUNDING SOURCES TO PROVIDE GRANTS AND OTHER FINANCIAL INCENTIVES TO ENCOURAGE THE DEVELOPMENT AND USE OF CLEAN TECHNOLOGIES LIKE ZERO AND NEAR-ZERO EMISSION VEHICLES.

13. In general, do you favor or oppose the AQMD providing grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: “Is that strongly (FAVOR/OPPOSE) or just somewhat?”) (RANDOMIZE)**

TOTAL FAVOR----- 73%
 Strongly favor ----- 48%
 Somewhat favor----- 25%

TOTAL OPPOSE ----- 19%
 Somewhat oppose-----6%
 Strongly oppose----- 13%

(DON'T KNOW/NA) -----7%

LET ME GIVE YOU SOME ADDITIONAL INFORMATION. EVERY 4 YEARS THE AQMD MUST APPROVE A CLEAN AIR PLAN TO SHOW HOW IT WILL MEET HEALTH-BASED FEDERAL CLEAN AIR STANDARDS. THE NEXT PLAN IS DUE IN 2020. THE AQMD HAS ESTIMATED IT WILL NEED AN ADDITIONAL ONE BILLION DOLLARS PER YEAR FOR THE NEXT 15 YEARS TO FUND PROGRAMS THAT WILL INCENTIVIZE THE USE OF CLEANER TECHNOLOGIES TO REDUCE EMISSIONS FROM CARS, HEAVY-DUTY DIESEL TRUCKS AND OTHER MOBILE SOURCES OF AIR POLLUTION TO MEET FEDERAL STANDARDS. LAST YEAR THE STATE LEGISLATURE ALLOCATED 300 MILLION DOLLARS TO SUPPORT AQMD MOBILE EMISSION REDUCTION PROGRAMS, BUT THERE IS NO GUARANTEE THAT THIS FUNDING WILL CONTINUE IN FUTURE YEARS.

14. Having heard this, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPOSE, ASK: “Is that strongly (FAVOR/OPOSE) or just somewhat?”)**

TOTAL FAVOR-----62%
 Strongly favor ----- 41%
 Somewhat favor----- 22%

TOTAL OPOSE -----27%
 Somewhat opose-----8%
 Strongly opose----- 18%

(DON’T KNOW/NA) ----- 11%

15. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPOSE, ASK: “Is that strongly (SUPPORT/OPOSE) or just somewhat?”)**

TOTAL FAVOR-----52%
 Strongly favor ----- 31%
 Somewhat favor----- 21%

TOTAL OPOSE -----41%
 Somewhat opose-----4%
 Strongly opose----- 37%

(DON’T KNOW/NA) -----7%

16. Next, I am going to read some of the different ways the AQMD uses funds to incentivize businesses to develop clean technologies and increase the use of zero and near-zero emission vehicles in order to reduce air pollution and emissions from mobile sources. For each one, please tell me whether you support or oppose it. (IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”) (RANDOMIZE)

	<u>STR</u> <u>SUPP</u>	<u>SMWT</u> <u>SUPP</u>	<u>SMWT</u> <u>OPP</u>	<u>STR</u> <u>OPP</u>	<u>(DON'T</u> <u>READ)</u> <u>DK/NA</u>	<u>TOTAL</u> <u>SUPP</u>	<u>TOTAL</u> <u>OPP</u>
(ASK SPLIT SAMPLE A ONLY)							
[]a. Converting Port of L.A. and Long Beach equipment and vehicles to near-zero and zero emission technology -----	54%	28%	6%	5%	7%	82%	11%
[]b. Retrofitting ships with emission control systems to reduce air pollution while in the Ports of L.A. and Long Beach -----	59%	23%	4%	5%	9%	82%	9%
[]c. Replacing medium-duty diesel delivery trucks with new, fully-electric battery-powered zero emission medium-duty vehicles-----	54%	30%	4%	6%	5%	84%	11%
[]d. Providing incentives for single truck owners to buy the cleanest truck equipment and vehicles available-----	59%	24%	3%	10%	3%	83%	14%
[]e. Replacing heavy-duty diesel school buses with zero-emission battery electric buses, and model year 2010 or newer compressed natural gas buses-----	71%	14%	6%	7%	2%	85%	12%
[]f. Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to relieve traffic congestion-----	70%	15%	7%	5%	4%	85%	12%
[]g. Upgrading and electrifying the Metro-Link commuter rail system to improve service, increase ridership and eliminate the use of diesel -----	67%	19%	4%	6%	4%	86%	10%
[]h. Making the movement of cargo and goods more efficient by upgrading ports, rail-lines and other infrastructure critical to the region's economy -----	52%	39%	2%	2%	5%	91%	4%

	<u>STR</u>	<u>SMWT</u>	<u>SMWT</u>	<u>STR</u>	(DON'T <u>READ)</u>	<u>TOTAL</u>	<u>TOTAL</u>
	<u>SUPP</u>	<u>SUPP</u>	<u>OPP</u>	<u>OPP</u>	<u>DK/NA</u>	<u>SUPP</u>	<u>OPP</u>
(ASK SPLIT SAMPLE B ONLY)							
[]i. Replacing older locomotive trains with new clean diesel switch technology to reduce emissions -----	46%	30%	6%	14%	5%	76%	19%
[]j. Replacing heavy-duty diesel trucks with near-zero emission natural gas trucks -----	41%	33%	8%	14%	5%	74%	22%
[]k. Installing infrastructure at the Ports of L.A. and Long Beach to let ships plug-in to electric power so fossil fuel engines can be shut down -----	54%	22%	6%	11%	7%	76%	16%
[]l. Funding incentives for the early changeover of dirty heavy-duty trucks to clean trucks -----	39%	36%	8%	14%	3%	75%	22%
[]m. Replacing older diesel school buses at school districts throughout the South Coast Air Basin with ultra-clean natural gas buses -----	47%	34%	5%	12%	2%	81%	17%
[]n. Funding programs to help small businesses upgrade equipment to help the economy and reduce air pollution at the same time -----	45%	29%	10%	11%	5%	74%	21%
[]o. Electrifying and expanding rail lines -----	42%	30%	8%	16%	5%	72%	23%
[]p. Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to cut down in emissions and air pollution from trucks stuck in traffic -----	42%	28%	5%	18%	7%	71%	22%

(RESUME ASKING ALL RESPONDENTS)

17. I am going to read you some different statements. For each one, please tell me whether you generally agree or disagree with that statement. **(IF AGREE/DISAGREE, ASK: “Is that strongly (AGREE/DISAGREE) or only somewhat?”) (RANDOMIZE)**

	<u>STR</u> <u>AGREE</u>	<u>SMWT</u> <u>AGREE</u>	<u>SMWT</u> <u>DISAG</u>	<u>STR</u> <u>DISAG</u>	<u>(DK/NA)</u>	<u>TOTAL</u> <u>AGREE</u>	<u>TOTAL</u> <u>DISAG</u>
(ASK SPLIT SAMPLE A ONLY)							
[]a. Reducing traffic congestion is an effective way to reduce air pollution and emissions that cause climate change-----	52%	34%	3%	8%	3%	86%	11%
[]b. Converting diesel trucks and other gas-powered vehicles to near-zero and zero emission vehicles is an effective way to reduce air pollution, negative health impacts, and emissions that cause climate change-----	60%	24%	3%	10%	3%	84%	13%
[]c. It is more expensive to deal with the health problems associated with air pollution than it is to fund programs that support the development and use of clean, zero and near-zero emission vehicles-----	48%	20%	11%	12%	9%	67%	23%
[]d. The technology exists so that within the next ten years, most cars on the road will be zero-emission vehicles-----	40%	26%	16%	11%	8%	66%	27%
(ASK SPLIT SAMPLE B ONLY)							
[]e. 18-wheelers and heavy-duty trucks that sit in traffic on local freeways and highways are a major source of air pollution in Southern California-----	35%	39%	8%	10%	8%	74%	18%
[]f. It is more expensive to deal with the impact of emissions that cause climate change than it is to fund programs that support the development and use of clean, zero and near-zero emission vehicles-----	33%	29%	8%	17%	12%	62%	26%
[]g. The technology exists so that within the next ten years, most heavy-duty trucks on the road will be zero-emission vehicles-----	36%	31%	10%	11%	13%	66%	21%

(RESUME ASKING ALL RESPONDENTS)

18. Next, I am going to read you some facts about air quality issues in Southern California. For each one, please tell me whether you personally consider that to be an extremely serious concern, very serious concern, somewhat serious concern or not a serious concern at all. Here is the first one...
(RANDOMIZE)

	<u>EXT SER CONC</u>	<u>VERY SER CONC</u>	<u>SMWT SER CONC</u>	<u>NOT A CONC AT ALL</u>	<u>(DON'T READ) DK/NA</u>	<u>EXT/ VERY</u>
(ASK SPLIT SAMPLE A ONLY)						
[]a. The air in Southern California's 4-county South Coast region is among the most polluted in the nation, and one in every four days exceeds federal health-based air quality standards-----	41%	22%	25%	7%	5%	63%
[]b. Nearly 40 percent of the nation's containerized imported goods come through the ports of Los Angeles and Long Beach, but the AQMD has no authority to regulate the air pollution impacts from ships, trucks, and trains transporting goods through Southern California -----	24%	39%	19%	11%	7%	63%
[]c. If Southern California doesn't meet federal air quality regulations by the designated deadlines, the region could lose billions in federal highway dollars -----	36%	26%	22%	11%	6%	61%
[]d. The number of smog-related deaths annually in the region exceeds the total number of deaths annually from traffic accidents -----	33%	27%	16%	11%	13%	60%
[]e. A study conducted by the California Air Resources Board found that the air pollution in the South Coast Basin leads to four thousand premature deaths per year, and twenty-four hundred hospitalizations -----	40%	24%	20%	9%	8%	63%
(ASK SPLIT SAMPLE B ONLY)						
[]f. About 70 percent of the airborne cancer risk in Southern California is directly attributed to toxic emissions from diesel-fueled engines-----	43%	19%	20%	13%	5%	62%
[]g. Southern California's 4-county South Coast region has the largest proportion of the U.S. population exposed to unhealthy air-----	35%	28%	18%	11%	8%	63%
[]h. Eighty percent of air pollution emissions in the 4-county South Coast region are from mobile sources that the AQMD has no authority to regulate -----	33%	19%	18%	20%	10%	52%

	<u>EXT SER CONC</u>	<u>VERY SER CONC</u>	<u>SMWT SER CONC</u>	<u>NOT A CONC AT ALL</u>	<u>(DON'T READ) DK/NA</u>	<u>EXT/ VERY</u>
(SPLIT SAMPLE B ONLY, CONTINUED)						
[i]. If Southern California doesn't meet federal air quality regulations by the designated deadlines, it could face stricter permitting requirements that make it much harder to attract new businesses to come into the region-----	22%	31%	23%	19%	5%	53%
[j]. Long-term exposure to polluted air can lead to cardiovascular and respiratory illness; added stress to the heart and lungs; and the development of diseases such as asthma, emphysema, and cancer-----	48%	27%	14%	10%	1%	75%

(RESUME ASKING ALL RESPONDENTS)

NEXT, I WOULD LIKE TO RETURN TO THE IDEA OF THE STATE LEGISLATURE GIVING THE AQMD AUTHORITY TO SEEK VOTER APPROVAL OF A BALLOT MEASURE TO RAISE FUNDS AT THE LOCAL LEVEL IN ORDER TO FUND GRANTS AND OTHER FINANCIAL INCENTIVES TO ENCOURAGE THE DEVELOPMENT AND USE OF ZERO AND NEAR-ZERO EMISSION VEHICLES TO REDUCE EMISSIONS FROM CARS, HEAVY-DUTY DIESEL TRUCKS AND OTHER MOBILE SOURCES OF AIR POLLUTION.

19. Here are some statements from people who support this proposal. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to favor giving the AQMD authority to raise funds through a voter-approved local ballot measure. If you do not believe the statement, please tell me that too. **(RANDOMIZE)**

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
[ja. (COST) A multi-year Cal-State Fullerton study found that air pollution in Southern California and the San Joaquin Valley combined came with a price tag of 28 billion dollars per year due to premature deaths and illnesses. Investing one billion dollars per year in AQMD's grant programs will significantly reduce air quality—preventing childhood asthma and other health problems that will save money and lives. -----	34%	34%	15%	12%	5%	68%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
[]b. (LOCAL NEED) The AQMD has identified that Southern California's 4-county South Coast region needs one billion dollars per year for the next 15 years to meet federal air quality requirements. State legislators should give voters the right to take action and raise funds locally in order to address a critical regional health and quality of life issue.	24%	37%	19%	14%	6%	61%
[]c. (HEALTH) Every year, there are more deaths in Southern California due to poor air quality than because of traffic accidents. On top of that, chronic illnesses and diseases caused by air pollution cost the region's economy tens of billions of dollars every year. Funding grants and incentive programs to develop the use of clean technologies and near-zero and zero-emission vehicles will save lives and money.	34%	32%	14%	15%	5%	66%
(ASK SPLIT SAMPLE A ONLY)						
[]d. (TRUCKS-INCENTIVES) Emissions from heavy-duty, diesel-powered trucks account for 80 percent of emissions from mobile sources, but the law prohibits the AQMD from regulating these vehicles. Providing incentives to truckers and their companies to switch to natural gas, electric and other very low emission vehicles is critical to reducing air pollution and combating emissions that cause climate change.	43%	29%	13%	9%	6%	72%
[]e. (GHG) Heavy duty trucks, cargo ships in the Ports of L.A. and Long Beach, trains and other mobile sources are a major source of greenhouse gas emissions that cause climate change. Giving the AQMD the authority to promote the use of clean technologies will make sure our region is a leader in fighting climate change and creating new economic opportunities for workers.	43%	30%	9%	13%	5%	73%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
(ASK SPLIT SAMPLE B ONLY)						
[]f. (TRUCKS-LANES) Emissions from heavy-duty, diesel-powered trucks and other mobile sources account for 80 percent of the emissions problem, with much of it coming when trucks sit in traffic on freeways and highways. Creating new lanes on local roads to separate trucks and cars could significantly reduce air pollution across Southern California to improve public health, road safety, and our region's economy by speeding up the movement of goods and cargo. -----	28%	40%	18%	10%	5%	68%
[]g. (EFFECTIVE) The AQMD's grant and incentive programs to reduce air pollution and emissions are working. Air quality in the Southland has continually improved despite an enormous increase in population and vehicles. Summertime smog has been cut to less than one-quarter of what it was in the 1950s, even though the population has tripled, and the number of vehicles has increased four-fold. -----	29%	40%	17%	10%	4%	69%

(RESUME ASKING ALL RESPONDENTS)

20. Now that you have heard more information, let me ask you again, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: "Is that strongly (FAVOR/OPPOSE) or just somewhat?")**

TOTAL FAVOR----- 62%
 Strongly favor ----- 43%
 Somewhat favor ----- 19%

TOTAL OPPOSE ----- 29%
 Somewhat oppose ----- 7%
 Strongly oppose ----- 23%

(DON'T KNOW/NA) ----- 8%

21. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”)**

TOTAL SUPPORT ----- 52%
 Strongly support ----- 35%
 Somewhat support ----- 17%

TOTAL OPPOSE ----- 42%
 Somewhat oppose ----- 8%
 Strongly oppose ----- 33%

(DON'T KNOW/NA) ----- 6%

22. Here are some statements from people who oppose this proposal. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to oppose giving the AQMD authority to raise funds through a voter-approved local ballot measure. If you do not believe the statement, please tell me that too. **(RANDOMIZE)**

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/SMWT</u>
[]a. (MORE TAXES) The last thing we need is another bureaucracy with the right to tax us. Californians already pay some of the highest incomes taxes in the nation, the state gas tax was raised 12 cents last year, and the new federal tax law significantly reduces Californians' deductions. -----	42%	25%	19%	10%	4%	67%
(ASK SPLIT SAMPLE A ONLY)						
[]b. (WASTE AND PENSIONS) If the AQMD has the authority to raise our local taxes, they will do what every government agency does—waste our money. In addition, instead of using these funds to reduce air pollution, most of it will end up going towards public employees' pension and retirement benefits. -----	33%	32%	22%	7%	5%	65%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
(ASK SPLIT SAMPLE B ONLY)						
[]c. (UNFAIR) The AQMD says heavy-duty, diesel powered trucks are the main contributor of air pollution and emissions. Instead of trying to get a special law passed in Sacramento to raise our taxes, the AQMD should work with the state legislature to hold the trucking companies responsible for the mess they have created.	30%	34%	23%	8%	5%	64%

(RESUME ASKING ALL RESPONDENTS)

23. Sometimes over the course of a survey like this one people changes their minds, and sometimes they do not. Let me ask you one more time, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: "Is that strongly (FAVOR/OPPOSE) or just somewhat?")**

TOTAL FAVOR----- 59%
 Strongly favor ----- 38%
 Somewhat favor----- 21%

TOTAL OPPOSE ----- 32%
 Somewhat oppose-----5%
 Strongly oppose----- 28%

(DON'T KNOW/NA) -----9%

24. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPPOSE, ASK: "Is that strongly (SUPPORT/OPPOSE) or just somewhat?")**

TOTAL SUPPORT ----- 52%
 Strongly support ----- 31%
 Somewhat support----- 21%

TOTAL OPPOSE ----- 44%
 Somewhat oppose-----8%
 Strongly oppose----- 36%

(DON'T KNOW/NA) ---4% Next Record>

HERE ARE MY FINAL QUESTIONS. THEY ARE JUST FOR CLASSIFICATION PURPOSES.

25. Which of the following types of vehicles, if any, does someone in your household own? **(RANDOMIZE AND ACCEPT MULTIPLE RESPONSES)**

- A completely electric vehicle -----3%
- A hybrid gas/electric vehicle ----- 16%
- A compact or sub-compact car ----- 35%
- A station wagon -----5%
- A sport utility vehicle, or SUV ----- 37%
- A pickup truck----- 27%
- A minivan ----- 10%

- Other (Specify) _____ 12%
- No car -----3%
- (DO NOT READ)** Refused-----0%

26. Do you have children? **(IF YES, ASK: “Do you have any children under the age of 19 living at home?”)**

- Yes, children under 19 at home ----- 30%
- Yes, no children under 19 at home ----- 31%
- No, no children ----- 37%
- (DON'T READ)** DK/NA/REFUSED -----2%

27. With which racial or ethnic group do you identify yourself? **(READ RESPONSES)**

- Hispanic/Latino ----- 37%
- African-American or Black -----4%
- Anglo/White ----- 49%
- Asian/Pacific Islander-----3%
- Something else -----3%
- (DON'T READ)** Refused/NA -----4%

28. What was the last level of school you completed?

- Grades 1-8 -----1%
- Grades 9-11 -----5%
- High school graduate-----7%
- Some college/business/vocational school ----- 28%
- College graduate ----- 35%
- Post-graduate work/professional school ----- 22%
- (DON'T READ)** Don't know -----1%

THANK YOU FOR PARTICIPATING IN OUR SURVEY

Gender: By observation

Male----- 48%
 Female----- 52%

Party: From file

Democrat----- 42%
 Republican----- 30%
 No Party Preference----- 21%
 Other party-----7%

STATEWIDE FLAGS

J08----- 19%
 G08----- 54%
 P10----- 30%
 G10----- 46%
 P12----- 27%
 G12----- 57%
 P14----- 23%
 G14----- 44%
 P16----- 51%
 G16----- 84%
 BLANK----- 10%

FOREIGN BORN

Yes----- 17%
 No----- 83%

HOUSEHOLD PARTY

1 DEM----- 18%
 2+ DEMS----- 17%
 1 REP----- 13%
 2+ REPS----- 12%
 1 INDEPENDENT----- 17%
 MIXED----- 23%

PERMANENT ABSENTEE

Yes----- 67%
 No----- 33%

COUNTY

Los Angeles-----0%
 Orange-----0%
 San Bernardino-----100%
 Riverside-----0%

VOTE BY MAIL

1----- 22%
 2----- 12%
 3+----- 26%
 BLANK----- 40%

LANGUAGE OF INTERVIEW

English----- 96%
 Spanish-----4%

AGE


18-29----- 20%
 30-39----- 17%
 40-49----- 15%
 50-54----- 7%
 55-59----- 8%
 60-64----- 11%
 65-74----- 12%
 75+----- 9%
 BLANK----- 0%

A/B SPLIT



Split A----- 50%
 Split B----- 50%

OWN/RENT

Own----- 51%
 Rent----- 49%




**South Coast
AQMD**

South Coast Air Quality Management District Issues Survey

*Summary of Key Findings from a survey
conducted among registered voters
February 14-25, 2018*




**FAIRBANK, MASLIN,
MAULLIN, METZ
& ASSOCIATES**

220-4853

Summary of Key Findings


- ✓ SCAQMD voters are not highly familiar with the agency – a plurality has either not heard of or cannot rate the agency; and just three in ten say they have heard “a lot” or “some” information about the SCAQMD.
- ✓ Traffic, housing and health care are top-of-mind concerns, but many voters also identify issues related to air quality and pollution as major problems in SoCal.
- ✓ Four in ten think the region’s air quality today is cleaner compared to a few years ago, but only a third think Southern California’s air will be cleaner by 2030.
- ✓ The public identifies emissions from mobile sources (diesel trucks/buses and cars) as major sources of air pollution, and there is strong support for programs that would provide incentives to increase the use of low- and zero-emission vehicles.
- ✓ To that end, two-thirds consistently favor the state legislature granting SCAQMD the authority to place a local measure on the ballot to raise funding, and in a conceptual test, a majority supports a quarter cent sales tax to fund SCAQMD programs.
- ✓ The public health impacts of air pollution and the benefits of moving away from diesel resonate as highly compelling reasons to support SCAQMD’s efforts to reduce emissions from mobile sources of air pollution.





1

Methodology

- ✓ Dual mode survey of 1,490 registered voters in the South Coast Air Quality Management District
- ✓ Interviews were conducted online and via landlines/cell phones
- ✓ African-Americans were oversampled
- ✓ Interviews were conducted in English and Spanish
- ✓ Survey was conducted February 14-25, 2018
- ✓ The full sample margin of sampling error is +/- 2.5% at the 95% confidence level
- ✓ The margin of error for population subgroups will be higher
- ✓ Some percentages do not sum to 100% due to rounding
- ✓ Select results from a 2001 SCAQMD survey shown for comparison purposes



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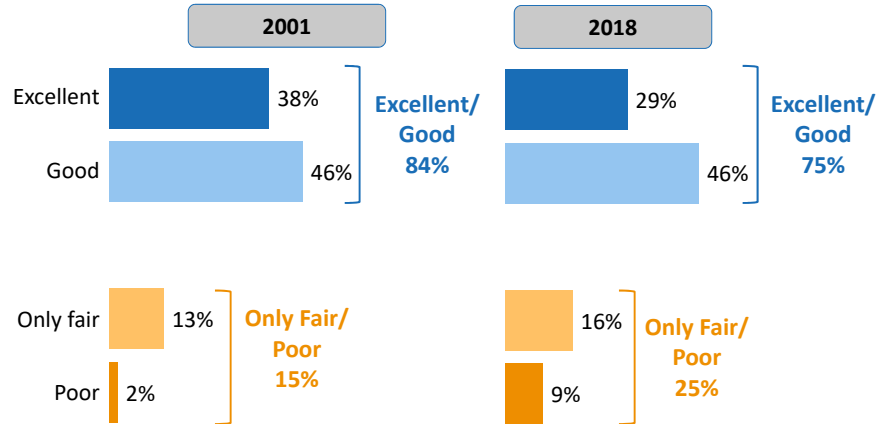


Mood of SCAQMD Voters & Issue Context

3

Today, three-quarters hold a positive opinion of Southern California as a place to live.

Generally speaking, how would you rate Southern California as a place to live: is it an excellent place to live, a good place, only fair, or a poor place to live?



FM3
RESEARCH

4

Latinos and Orange County residents are the most positive about Southern California.

Demographic Groups	Excellent	Good	Only Fair	Poor
Gender				
Men	27%	47%	15%	11%
Women	31%	45%	17%	7%
Ethnicity				
Latinos	35%	42%	14%	8%
African-Americans	25%	43%	23%	9%
Whites	26%	48%	16%	9%
Asians/Pacific Islanders	23%	54%	12%	11%
County				
Los Angeles	28%	47%	16%	9%
Orange	35%	44%	12%	9%
Riverside	27%	46%	19%	8%
San Bernardino	24%	45%	20%	10%

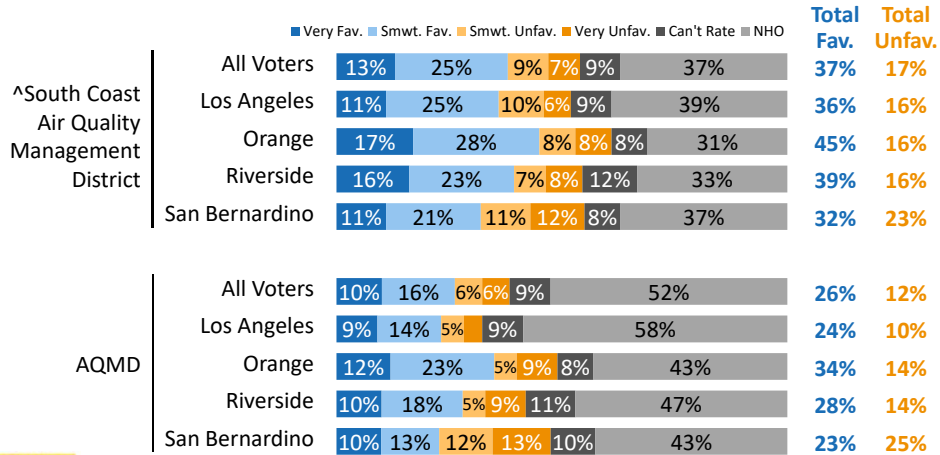
FM3
RESEARCH

Q1. Generally speaking, how would you rate Southern California as a place to live: is it an excellent place to live, a good place, only fair, or a poor place to live?

5

Among those with an opinion, SCAQMD has a two to one favorability rating, though a plurality doesn't know enough to offer a rating.

I would like to ask your impressions of some people and organizations active in public life. Please tell me whether your impression of that person or organization is generally favorable or unfavorable.

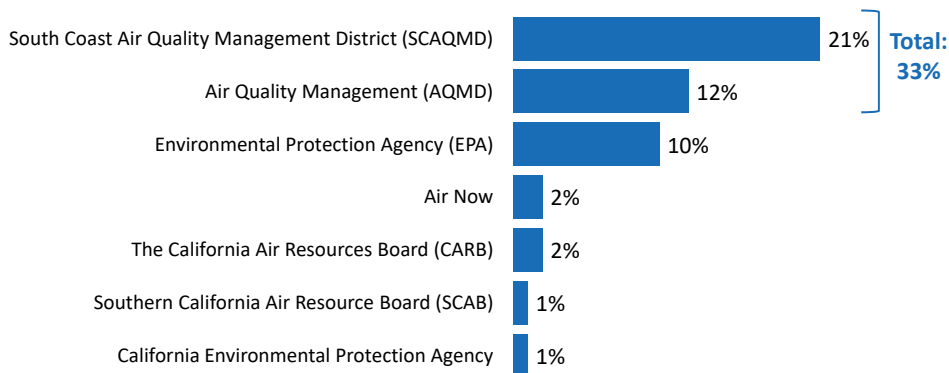


FM3 RESEARCH Q2 a & e. *Not Part of Split Sample

6

In fact, only a third identified the SCAQMD as overseeing local air quality issues...

Do you know the name of the government agency responsible for protecting air quality in your area?
(Open-Ended; Responses Grouped; 1% and Above Shown)

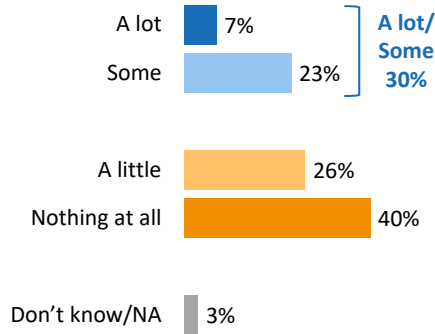


FM3 RESEARCH Q11. Split Sample; N=744

7

...and fewer than one in ten voters know "a lot" about the SCAQMD.

How much do you know about the South Coast Air Quality Management District, or AQMD, the government agency that is responsible for protecting air quality in your area? Would you say you know a lot about the AQMD, some, a little or nothing at all?

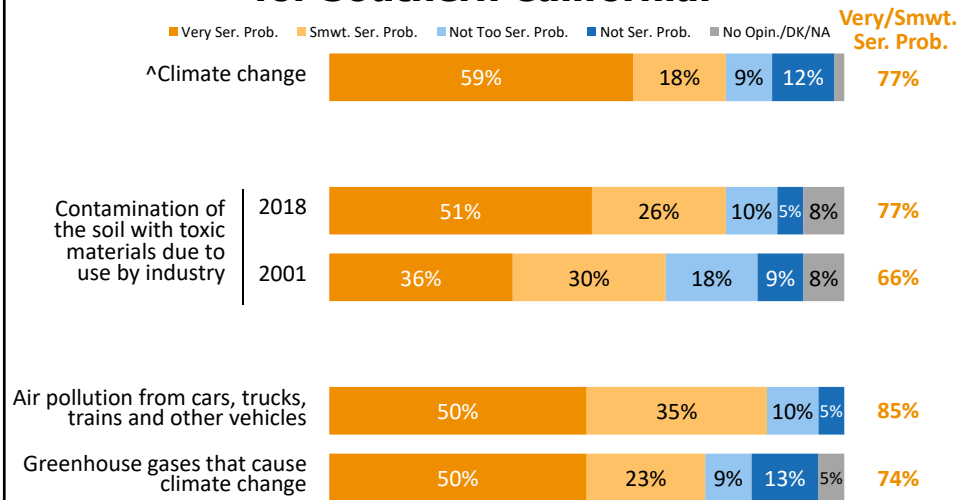


Demographic Group	A Lot/Some	A Little/Nothing at All	DK/NA
Ethnicity			
Latinos	26%	71%	2%
African-Americans	25%	71%	4%
Whites	35%	64%	1%
Asians/Pacific Islander	27%	55%	19%
County			
Los Angeles	30%	68%	3%
Orange	34%	63%	3%
Riverside	27%	66%	7%
San Bernardino	34%	62%	3%

FM3 RESEARCH
Q12. Split Sample

8

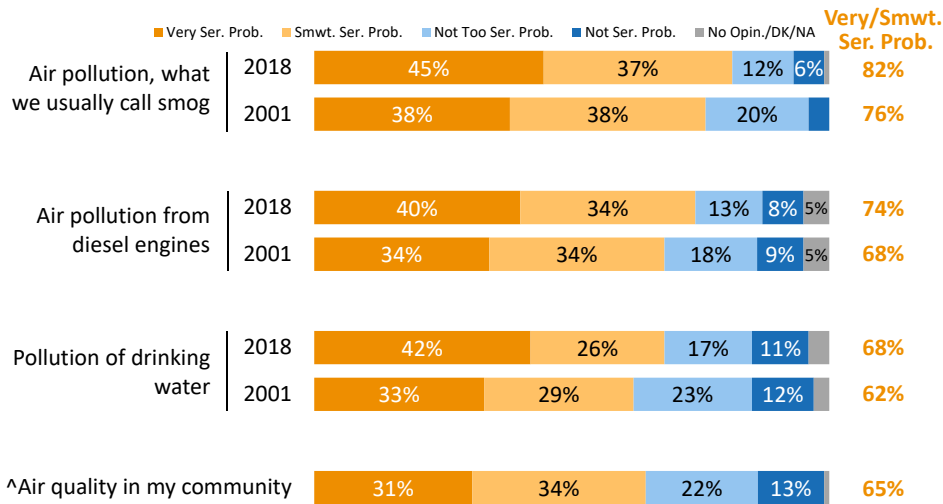
Climate change and issues related to air quality resonate as serious problems for Southern California.



FM3 RESEARCH
Q3 c, d, f, g, i, j, l & n. I am going to mention some things we have heard some people say are problems for the residents of Southern California. Please tell me whether you think it is a very serious problem, somewhat serious, not too serious, or not at all a serious problem in southern California today.
^Not Part of Split Sample

9

There is more concern about air and water pollution today than there was in 2001.



FM3 RESEARCH Q3 c, d, f, g, i, j, l & n. I am going to mention some things we have heard some people say are problems for the residents of Southern California. Please tell me whether you think it is a very serious problem, somewhat serious, not too serious, or not at all a serious problem in southern California today.
^Not Part of Split Sample

10

Concern about Air quality Issues by Ethnicity

(Very/Somewhat Serious Problem)

Statement	All Voters	Ethnicity			
		Latinos	African-Americans	Whites	Asians/Pacific Islanders
Air pollution from cars, trucks, trains and other vehicles	85%	90%	81%	83%	89%
Air pollution, what we usually call smog	82%	88%	79%	78%	93%
^Climate change	77%	81%	74%	74%	88%
Contamination of the soil with toxic materials due to use by industry	77%	82%	80%	75%	76%
Greenhouse gases that cause climate change	74%	75%	67%	73%	80%
Air pollution from diesel engines	74%	77%	79%	71%	72%
Pollution of drinking water	68%	71%	77%	64%	82%
^Air quality in my community	65%	70%	70%	59%	80%

FM3 RESEARCH Q3 c, d, f, g, i, j, l & n. I am going to mention some things we have heard some people say are problems for the residents of Southern California. Please tell me whether you think it is a very serious problem, somewhat serious, not too serious, or not at all a serious problem in southern California today.
^Not Part of Split Sample

11

Concern about Air quality Issues by County


(Very/Somewhat Serious Problem)

Statement	All Voters	County			
		Los Angeles	Orange	Riverside	San Bernardino
Air pollution from cars, trucks, trains and other vehicles	85%	88%	78%	80%	80%
Air pollution, what we usually call smog	82%	85%	76%	78%	78%
^Climate change	77%	81%	69%	71%	70%
Contamination of the soil with toxic materials due to use by industry	77%	81%	71%	74%	64%
Greenhouse gases that cause climate change	74%	79%	63%	68%	63%
Air pollution from diesel engines	74%	78%	65%	71%	67%
Pollution of drinking water	68%	68%	72%	65%	69%
^Air quality in my community	65%	69%	58%	56%	58%





Q3 c, d, f, g, i, j, l & n. I am going to mention some things we have heard some people say are problems for the residents of Southern California. Please tell me whether you think it is a very serious problem, somewhat serious, not too serious, or not at all a serious problem in southern California today.
^Not Part of Split Sample

12



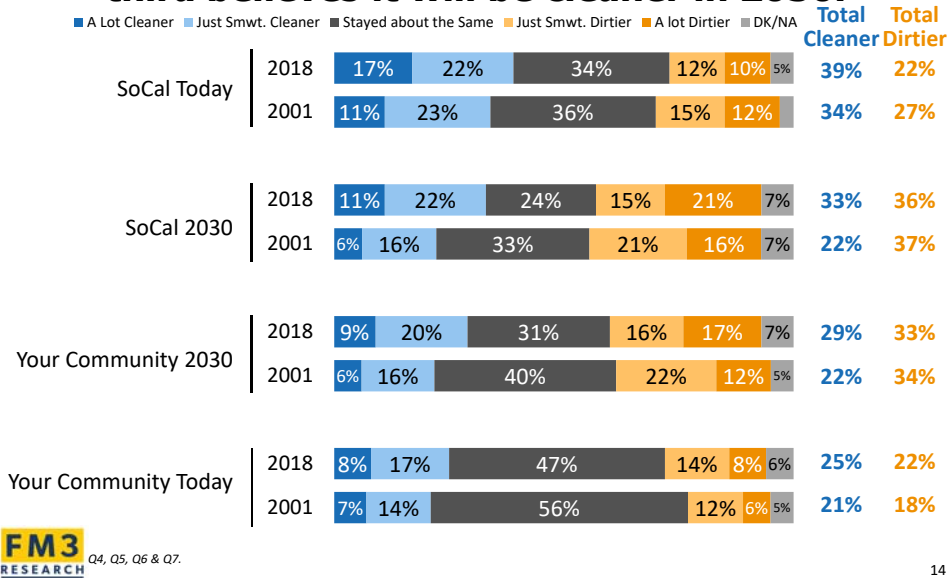
South Coast
AQMD

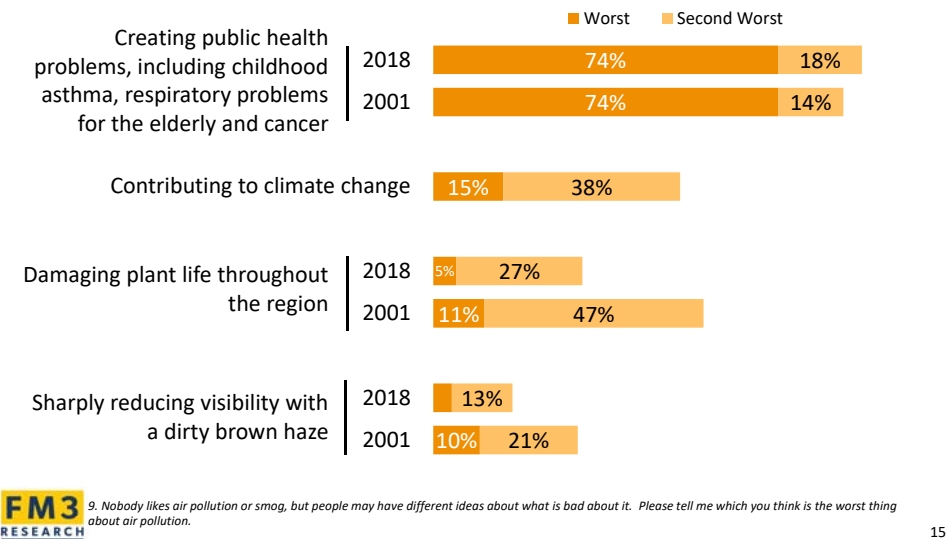
Perceptions of Air Quality & Causes of Air Pollution

13

Today, four in ten voters think SoCal air is cleaner than in past years, and a third believes it will be cleaner in 2030.

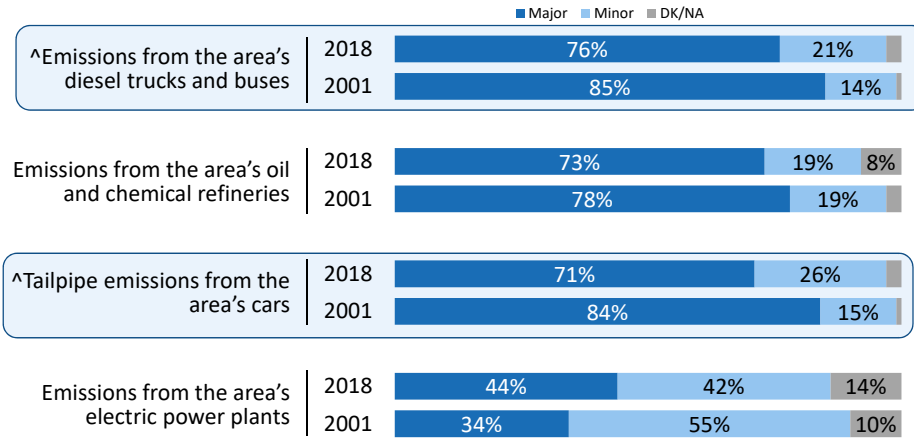


By far, the impact on public health remains the most problematic consequence of air pollution.



Although down from 2001, most voters continue to regard mobile sources of emissions as “major” contributors of air pollution.

I would like to have your opinions about what causes air pollution or smog in southern California. As I mention different sources of air pollution, please tell me whether it is a major or minor contributor to smog.



Q10. ^Not Part of Split Sample

16

Concern about truck/bus emissions is similar across the district, but L.A. voters regard industrial operations as more impactful.


(Percentage Major Contributor to Air Pollution/Smog)

Sources of Air Pollution	County			
	Los Angeles	Orange	Riverside	San Bernardino
^Emissions from the area's diesel trucks and buses	76%	76%	73%	75%
Emissions from the area's oil and chemical refineries	79%	66%	65%	63%
^Tailpipe emissions from the area's cars	73%	70%	63%	64%
Emissions from the area's electric power plants	50%	34%	36%	35%





Q10. I would like to have your opinions about what causes air pollution or smog in southern California. As I mention different sources of air pollution, please tell me whether it is a major or minor contributor to smog. ^Not Part of Split Sample

17

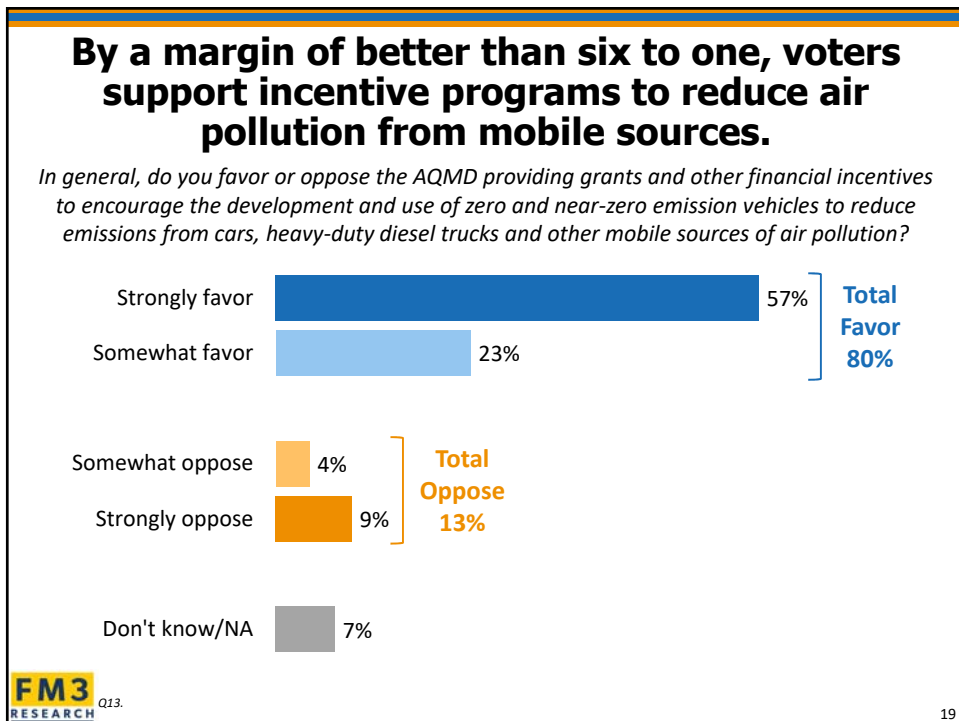


**South Coast
AQMD**

Initial Reaction to SCAQMD Emission Reduction Incentive Program

18

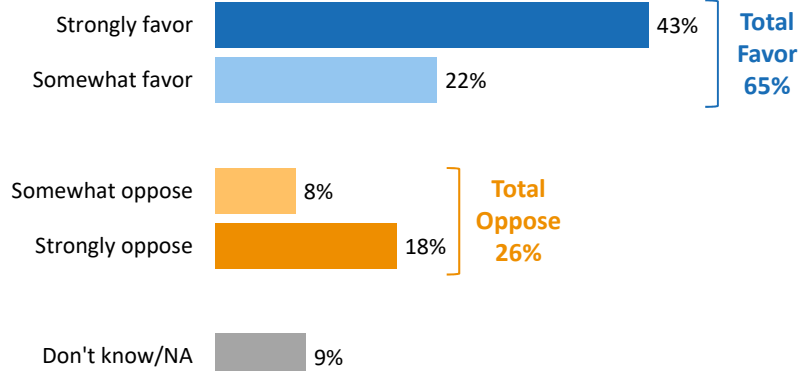


Respondents also were provided information about current funding sources for the incentive programs:

Every 4 years the AQMD must approve a clean air plan to show how it will meet health-based federal clean air standards. The next plan is due in 2020. The AQMD has estimated it will need an additional \$1 billion per year for the next 15 years to fund programs that will incentivize the use of cleaner technologies to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution to meet federal standards. Last year the state legislature allocated \$300 million to support AQMD mobile emission reduction programs, but there is no guarantee that this funding will continue in future years.

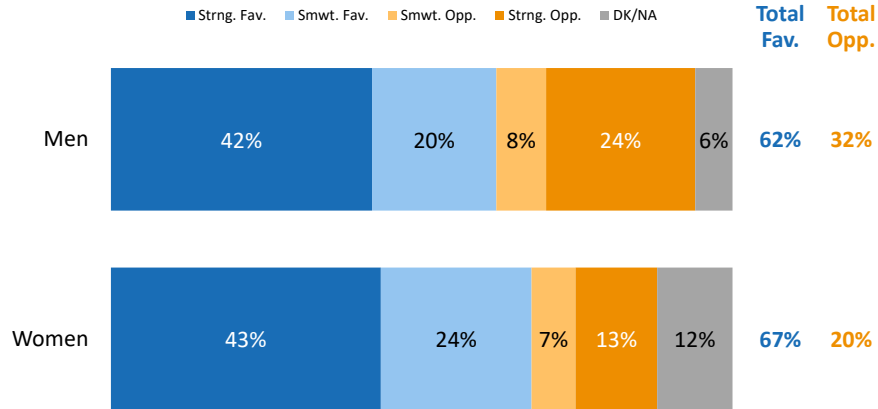
With this background, two-thirds favor the state legislature giving SCAQMD the authority to seek voter approval for a ballot measure.

Having heard this, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution?



Regardless of gender, voters are in favor of SCAQMD having the right to go to the ballot.

By Gender



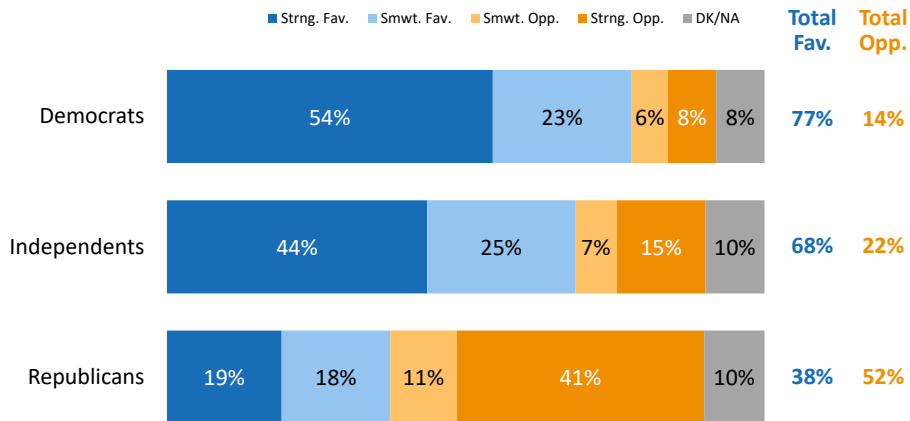
FM3
RESEARCH

Q14. Having heard this, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution?

22

There is a significant divide by partisan affiliation – Democrats and Independents are in favor while Republicans oppose the idea.

By Party



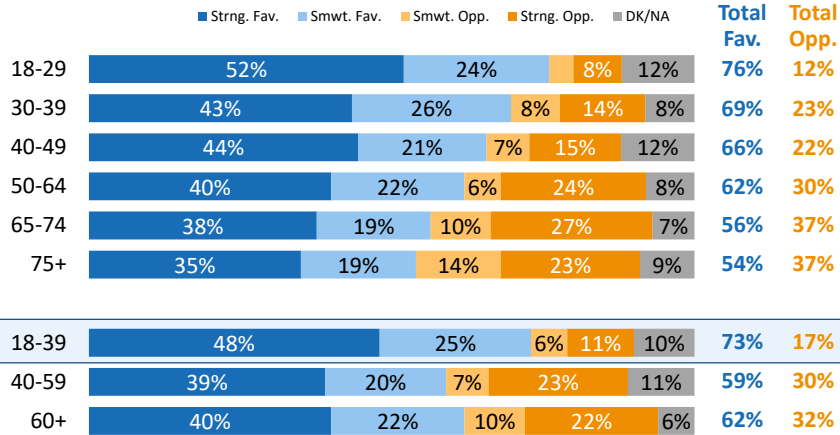
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23

Support for going to the ballot is strongest among voters under the age of 40.

By Age



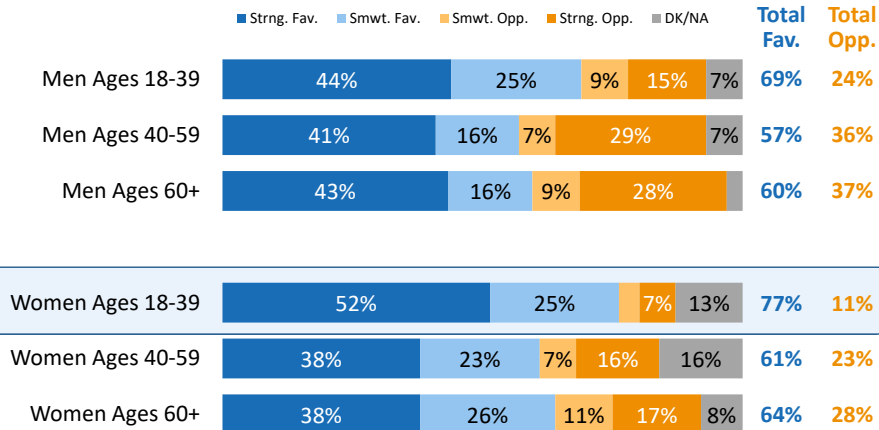
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24

In particular, younger women are the most supportive of letting SCAQMD pursue a local ballot measure.

By Gender by Age



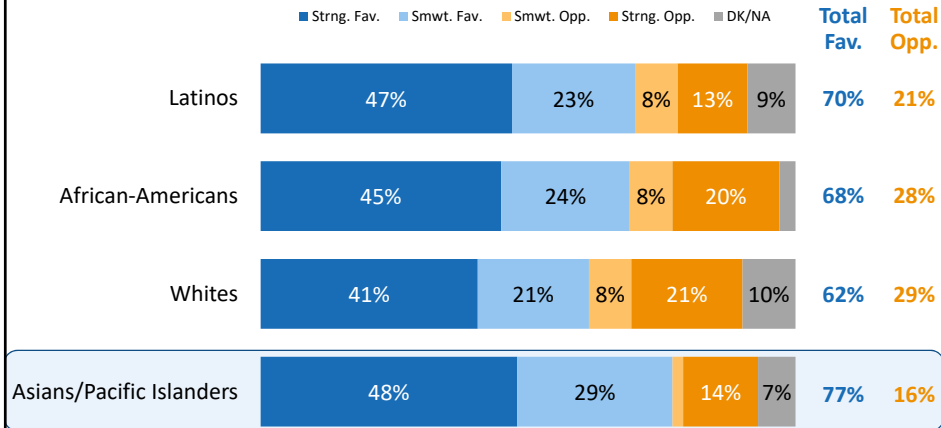
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25

Voters of color are highly supportive of SCAQMD being able to seek voter approval of a local funding measure.

By Ethnicity

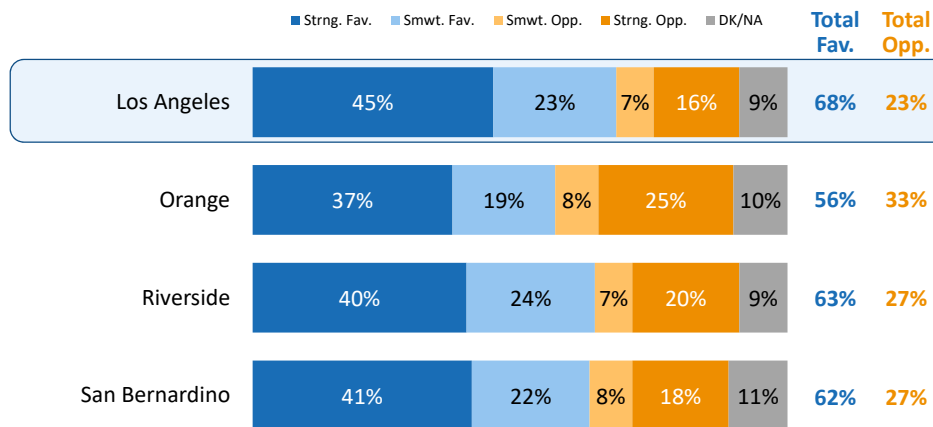


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26

L.A. County voters are strong backers of SCAQMD going to the ballot.

By County

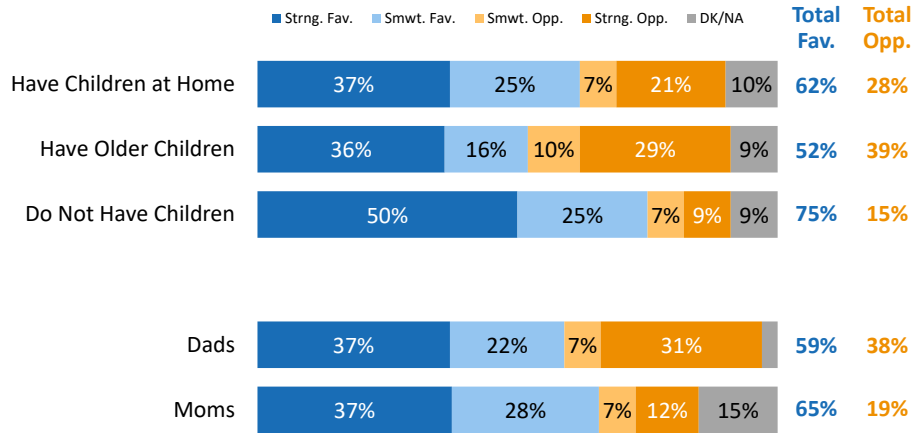


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27

Those without children, which correlates to younger voters, strongly back giving SCAQMD the right to go to the ballot for funding.

By Children and Parents

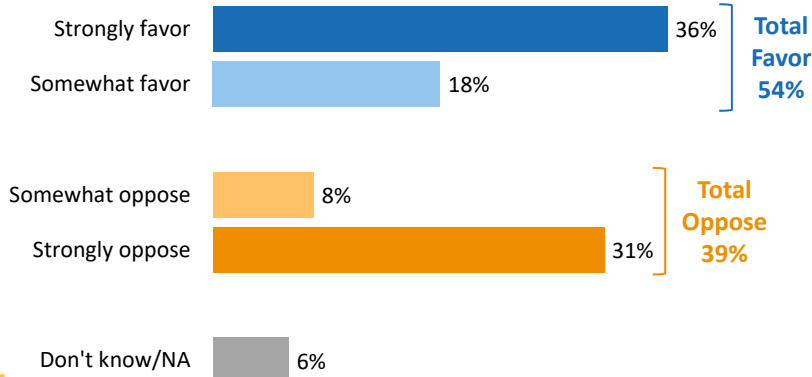


FM3 RESEARCH Q14. Having heard this, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution?

28

Asked conceptually, a majority favors a quarter-cent sales tax increase to fund incentive programs to reduce emissions from mobile sources.

Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution?



FM3 RESEARCH Q15.

29

There is strong support for a number of ways to reduce mobile sources of air pollution, especially replacing diesel school buses.

Incentives	All Voters		Ethnicity (Percentage Strongly Support)			
	Total Support	Strongly Support	Latinos	African-Americans	Whites	Asians/Pacific Islanders
Replacing heavy-duty diesel school buses with zero-emission battery electric buses, and model year 2010 or newer compressed natural gas buses	89%	66%	71%	77%	62%	73%
Replacing older diesel school buses at school districts throughout the South Coast Air Basin with ultra-clean natural gas buses	87%	63%	69%	67%	59%	60%
Upgrading and electrifying the Metro-Link commuter rail system to improve service, increase ridership and eliminate the use of diesel	83%	59%	69%	68%	53%	65%
Making the movement of cargo and goods more efficient by upgrading ports, rail-lines and other infrastructure critical to the region's economy	85%	56%	62%	63%	51%	70%
Replacing heavy-duty diesel trucks with near-zero emission natural gas trucks	82%	56%	59%	51%	55%	56%
Replacing medium-duty diesel delivery trucks with new, fully-electric battery-powered zero emission medium-duty vehicles	80%	55%	61%	61%	51%	61%
Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to relieve traffic congestion	80%	54%	61%	74%	48%	71%



Q16. I am going to read some of the different ways the AQMD uses funds to incentivize businesses to develop clean technologies and increase the use of zero and near-zero emission vehicles in order to reduce air pollution and emissions from mobile sources. For each one, please tell me whether you support or oppose it. Split Sample

30

Mobile Emission Reduction Programs, Continued

Incentives	All Voters		Ethnicity (Percentage Strongly Support)			
	Total Support	Strongly Support	Latinos	African-Americans	Whites	Asians/Pacific Islanders
Installing infrastructure at the Ports of L.A. and Long Beach to let ships plug-in to electric power so fossil fuel engines can be shut down	83%	53%	61%	42%	52%	44%
Funding incentives for the early changeover of dirty heavy-duty trucks to clean trucks	83%	52%	57%	59%	48%	49%
Converting Port of L.A. and Long Beach equipment and vehicles to near-zero and zero emission technology	81%	52%	57%	63%	50%	52%
Providing incentives for single truck owners to buy the cleanest truck equipment and vehicles available	81%	52%	56%	65%	48%	67%
Replacing older locomotive trains with new clean diesel switch technology to reduce emissions	82%	51%	60%	51%	48%	42%
Funding programs to help small businesses upgrade equipment to help the economy and reduce air pollution at the same time	80%	51%	58%	47%	50%	39%
Retrofitting ships with emission control systems to reduce air pollution while in the Ports of L.A. and Long Beach	79%	51%	57%	64%	46%	63%
Electrifying and expanding rail lines	78%	51%	52%	42%	51%	49%
Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to cut down in emissions and air pollution from trucks stuck in traffic	75%	45%	52%	52%	40%	49%



Q16. I am going to read some of the different ways the AQMD uses funds to incentivize businesses to develop clean technologies and increase the use of zero and near-zero emission vehicles in order to reduce air pollution and emissions from mobile sources. For each one, please tell me whether you support or oppose it. Split Sample

31


Voters agree that reducing traffic and converting to zero-emission vehicles are effective strategies.

Statement	All Voters		Ethnicity (Percentage Strongly Agree)			
	Total Agree	Strongly Agree	Latinos	African-Americans	Whites	Asians/ Pacific Islanders
Reducing traffic congestion is an effective way to reduce air pollution and emissions that cause climate change	84%	57%	64%	62%	55%	54%
Converting diesel trucks and other gas-powered vehicles to near-zero and zero emission vehicles is an effective way to reduce air pollution, negative health impacts, and emissions that cause climate change	83%	55%	60%	61%	51%	70%
It is more expensive to deal with the health problems associated with air pollution than it is to fund programs that support the development and use of clean, zero and near-zero emission vehicles	74%	48%	47%	57%	48%	49%
18-wheelers and heavy-duty trucks that sit in traffic on local freeways and highways are a major source of air pollution in Southern California	78%	45%	49%	74%	41%	41%
The technology exists so that within the next ten years, most cars on the road will be zero-emission vehicles	70%	44%	49%	53%	37%	76%
It is more expensive to deal with the impact of emissions that cause climate change than it is to fund programs that support the development and use of clean, zero and near-zero emission vehicles	63%	39%	43%	34%	35%	60%
The technology exists so that within the next ten years, most heavy-duty trucks on the road will be zero-emission vehicles	70%	38%	47%	43%	31%	48%





Q17. I am going to read you some different statements. For each one, please tell me whether you generally agree or disagree with that statement. Split Sample

32



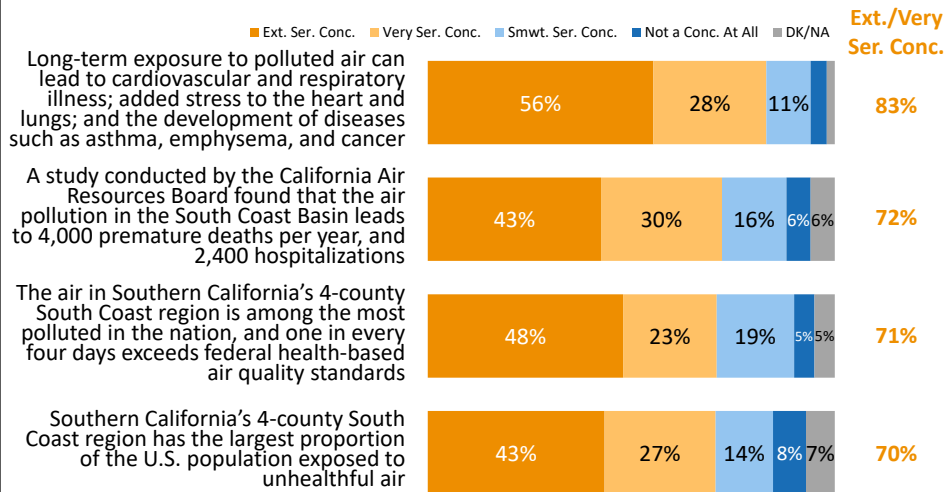
**South Coast
AQMD**

Simulating Public Communications

33

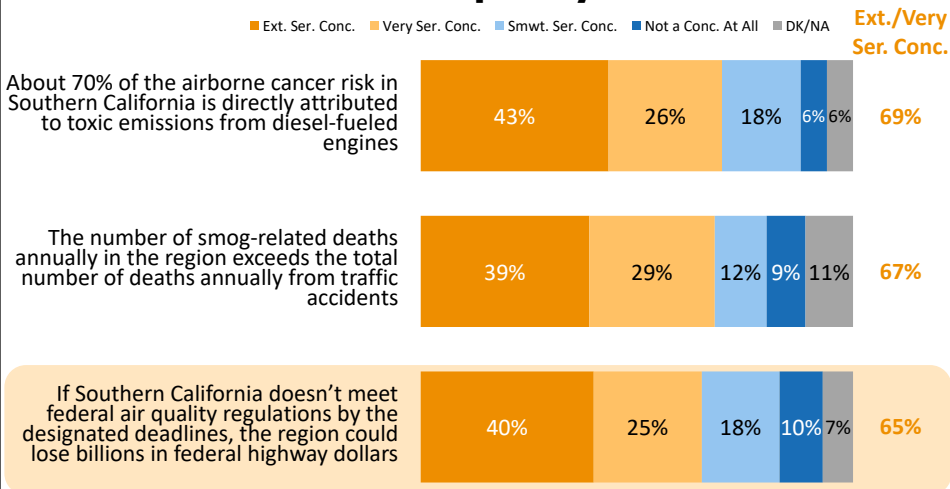
Identifying the health impacts of air pollution elicits the most concern among voters.



FM3 Q18. I am going to read you some facts about air quality issues in Southern California. Please tell me whether you personally consider that to be an extremely serious concern, very serious concern, somewhat serious concern or not a serious concern at all. Split Sample

34

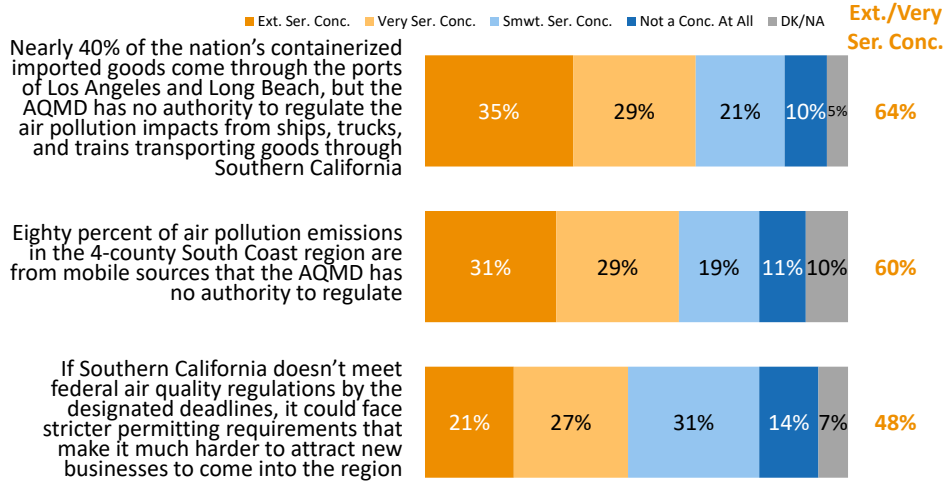
Two-thirds are concerned that the region could lose significant highway funding if it fails to meet air quality standards.



FM3 Q18. I am going to read you some facts about air quality issues in Southern California. Please tell me whether you personally consider that to be an extremely serious concern, very serious concern, somewhat serious concern or not a serious concern at all. Split Sample

35

There is also considerable concern that SCAQMD lacks the authority to regulate air pollution emanating from local ports.



FM3
RESEARCH

Q18. I am going to read you some facts about air quality issues in Southern California. Please tell me whether you personally consider that to be an extremely serious concern, very serious concern, somewhat serious concern or not a serious concern at all. Split Sample

36

Statements in Support of SCAQMD Mobile Emissions Reduction Incentive Programs

Messages

(TRUCKS-INCENTIVES) Emissions from heavy-duty, diesel-powered trucks account for 80% of emissions from mobile sources, but the law prohibits the AQMD from regulating these vehicles. Providing incentives to truckers and their companies to switch to natural gas, electric and other very low emission vehicles is critical to reducing air pollution and combating emissions that cause climate change.

^(HEALTH) Every year, there are more deaths in Southern California due to poor air quality than because of traffic accidents. On top of that, chronic illnesses and diseases caused by air pollution cost the region's economy tens of billions of dollars every year. Funding grants and incentive programs to develop the use of clean technologies and near-zero and zero-emission vehicles will save lives and money.

(GHG/CLIMATE CHANGE) Heavy duty trucks, cargo ships in the Ports of L.A. and Long Beach, trains and other mobile sources are a major source of greenhouse gas emissions that cause climate change. Giving the AQMD the authority to promote the use of clean technologies will make sure our region is a leader in fighting climate change and creating new economic opportunities for workers.

^(COST) A multi-year Cal-State Fullerton study found that air pollution in Southern California and the San Joaquin Valley combined came with a price tag of \$28 billion per year due to premature deaths and illnesses. Investing \$1 billion per year in AQMD's grant programs will significantly reduce air quality—preventing childhood asthma and other health problems that will save money and lives.

FM3
RESEARCH

Q19. Here are some statements from people who support this proposal. Please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to favor giving the AQMD authority to raise funds through a voter-approved local ballot measure. ^Not Part of Split Sample

37

Statements in Support of SCAQMD Mobile Emissions Reduction Incentive Programs, Continued

Messages

(EFFECTIVE) The AQMD's grant and incentive programs to reduce air pollution and emissions are working. Air quality in the Southland has continually improved despite an enormous increase in population and vehicles. Summertime smog has been cut to less than one-quarter of what it was in the 1950s, even though the population has tripled, and the number of vehicles has increased four-fold.

(TRUCKS-LANES) Emissions from heavy-duty, diesel-powered trucks and other mobile sources account for 80% of the emissions problem, with much of it coming when trucks sit in traffic on freeways and highways. Creating new lanes on local roads to separate trucks and cars could significantly reduce air pollution across Southern California to improve public health, road safety, and our region's economy by speeding up the movement of goods and cargo.

^(LOCAL NEED) The AQMD has identified that Southern California's 4-county South Coast region needs \$1 billion per year for the next 15 years to meet federal air quality requirements. State legislators should give voters the right to take action and raise funds locally in order to address a critical regional health and quality of life issue.



Q19. Here are some statements from people who support this proposal. Please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to favor giving the AQMD authority to raise funds through a voter-approved local ballot measure. ^Not Part of Split Sample

38

The public health benefits were especially impactful with Latinos and African-Americans.

(Very Convincing)

Statement	All Voters	Gender		Ethnicity			
		Men	Women	Latinos	African-Americans	Whites	Asians/Pacific Islanders
Trucks-Incentives	41%	39%	44%	42%	33%	43%	41%
^Health	38%	35%	40%	44%	44%	35%	35%
GHG/Climate Change	36%	33%	39%	41%	43%	33%	41%
^Cost	36%	33%	39%	42%	33%	34%	42%
Effective	33%	32%	34%	27%	24%	38%	37%
Trucks-Lanes	29%	27%	31%	30%	32%	29%	27%
^Local Need	25%	23%	27%	31%	30%	22%	28%



Q19. Here are some statements from people who support this proposal. Please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to favor giving the AQMD authority to raise funds through a voter-approved local ballot measure. ^Not Part of Split Sample

39

Getting trucks to switch over to low- or zero-emission technology was persuasive in all four counties.

(Very Convincing)

Statement	All Voters	County			
		Los Angeles	Orange	Riverside	San Bernardino
Trucks-Incentives	41%	42%	37%	40%	43%
^Health	38%	40%	31%	39%	34%
GHG/Climate Change	36%	36%	35%	36%	43%
^Cost	36%	38%	33%	34%	34%
Effective	33%	33%	37%	25%	29%
Trucks-Lanes	29%	29%	27%	35%	28%
^Local Need	25%	26%	24%	26%	24%



Q19. Here are some statements from people who support this proposal. Please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to favor giving the AQMD authority to raise funds through a voter-approved local ballot measure. ^Not Part of Split Sample

40

The survey also explored the impact of arguments against an SCAQMD ballot measure.

Very Conv. Smwt. Conv.

^(MORE TAXES) The last thing we need is another bureaucracy with the right to tax us. Californians already pay some of the highest incomes taxes in the nation, the state gas tax was raised 12 cents last year, and the new federal tax law significantly reduces Californians' deductions. **40%** **27%** **67%**

(WASTE AND PENSIONS) If the AQMD has the authority to raise our local taxes, they will do what every government agency does—waste our money. In addition, instead of using these funds to reduce air pollution, most of it will end up going towards public employees' pension and retirement benefits. **33%** **28%** **62%**

(UNFAIR) The AQMD says heavy-duty, diesel powered trucks are the main contributor of air pollution and emissions. Instead of trying to get a special law passed in Sacramento to raise our taxes, the AQMD should work with the state legislature to hold the trucking companies responsible for the mess they have created. **30%** **34%** **64%**

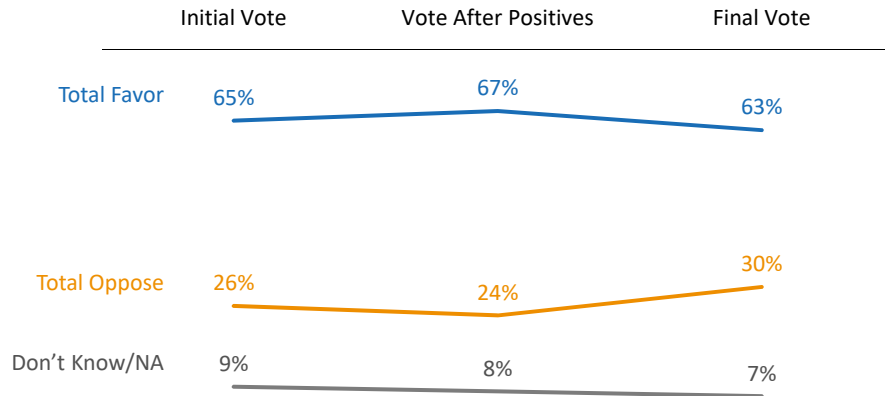


Q22. Here are some statements from people who oppose this proposal. Please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to oppose giving the AQMD authority to raise funds through a voter-approved local ballot measure. ^Not Part of Split Sample

41

After these negative messages, more than six in ten still support letting SCAQMD go to the ballot...

Legislative Authority

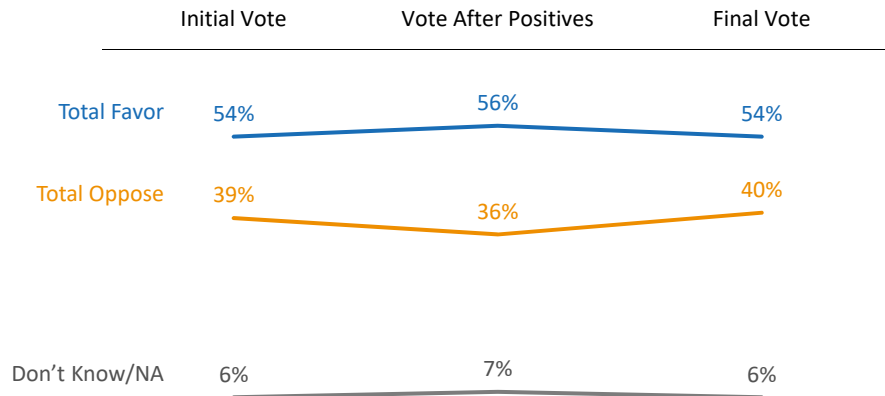


FM3
RESEARCH Q14, Q20 & Q23.

42

...and a majority favors a local sales tax to fund the agency's programs to reduce air pollution from mobile sources.

SCAQMD Quarter-Cent Sales Tax Proposal



FM3
RESEARCH Q15, Q21 & Q24.

43

For more information, contact:



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AB 2548 (Friedman)
Commute benefit policies: Los Angeles County Metropolitan Transportation Authority: South Coast Air Quality Management District.

Summary: This bill would:

- 1) Authorize the Los Angeles County Metropolitan Transportation Authority (LACMTA), in coordination with the South Coast Air Quality Management District (SCAQMD), to jointly adopt a commute benefit ordinance that requires covered employers operating within Los Angeles County, with 50 or more full-time employees, to offer certain employees commute benefits; and
- 2) Require that a commute benefit ordinance adopted pursuant to this bill specify any consequences for noncompliance.

Background: Existing law creates the LACMTA, with various powers and duties with respect to transportation planning, programming, construction, and operations in Los Angeles County. Existing law establishes the SCAQMD, vested with the authority to regulate air emissions from stationary sources located in the South Coast Air Basin, which includes the jurisdiction of LACMTA. Existing law also vests the SCAQMD with the authority to establish programs to reduce emissions associated with employee commutes within its jurisdiction, including the County of Los Angeles, which SCAQMD implements through Rule 2202.

This bill states that it is the intent of the Legislature to encourage metropolitan planning organizations, county transportation commissions, and local air quality management districts or air pollution control districts to work with local employers to adopt policies that encourage commuting by means other than driving alone. To encourage this, this bill would establish such a program in the County of Los Angeles.

Status: 2/16/2018 - From printer. May be heard in committee March 18.

Specific Provisions: Specifically, this bill would:

- 1) Authorize LACMTA, in coordination with SCAQMD, to jointly adopt a commute benefit ordinance in LA County that requires covered employers to offer all covered employees a pretax option program, consistent with Section 132(f) of the Internal Revenue Code, allowing covered employees to elect to exclude from taxable wages, employee commuting costs incurred for transit passes or vanpool charges, up to the maximum amount allowed by federal tax law;
- 2) Require that a commute benefit ordinance adopted pursuant to this bill specify any consequences for noncompliance; and

- 3) Define a covered employer as one for which an average of 50 or more employees per week perform work for compensation. In determining the number of employees performing work for an employer during a given week, only employees performing work on a full-time basis shall be counted.

Impacts on SCAQMD’s Mission, Operations or Initiatives: This bill would authorize LACMTA, in coordination with SCAQMD, to work with local employers in the County of Los Angeles in order to jointly adopt a policy that encourages commuting by means other than driving alone. LACMTA staff have indicated that there is a similar type of existing policy in the San Francisco-Oakland Bay Area in Northern California.

The SCAQMD already administers an employee commute trip reduction program covering employers in the South Coast Air Basin with 250 or more employees. Under SCAQMD Rule 2202, employers have 3 options for compliance with the program: Air Quality Investment Program (AQIP) (fee), Emission Reduction Strategies (ERS) (credits), or Employee Commute Reduction Program (ECRP) (rideshare program). Within ECRP employers are given a menu of program options that they can include in their program. The commuter benefit pre-tax program is already one of the options. This bill could therefore result in the elimination of the other options for compliance currently available for employers within the County of Los Angeles, or the addition of required program elements to the remaining rule options.

The bill does provide an option for employers to gain approval for an alternative commuter benefit program, which could provide an avenue to approve the other pathways for compliance currently in Rule 2202, depending on the content of the implementing ordinance.

A separate concern is that SCAQMD’s current authority to administer an employee commute trip reduction program is expressly limited to employers with 250 or more employees at a worksite per Health & Safety Code §40458. This bill would create a program that goes beyond that authority to cover employers with 50 or more employees in the County of Los Angeles. Thus, there would be a need to harmonize these conflicting authorities. Additionally, if SCAQMD were to be involved in creating and administering this program, there could potentially be a substantial increase in SCAQMD staffing and resource needs created.

SCAQMD staff has already been considering revisions to Rule 2202, although additional statutory authority would be required to extend coverage to employers with 50 or more employees. It may be possible to accomplish most of the goals of this bill through an amendment to Rule 2202. However, it is unclear whether incentivizing vanpools and transit use over other options would result in greater emission reductions.

Proposed amendments: SCAQMD staff recommends seeking amendments to this bill that would:

- 1) Strike SCAQMD from being referenced in the bill to ensure that the District would not be involved in the creation or administration of this proposed new program; and
- 2) Harmonize any new program that might be created by this bill with SCAQMD's existing Rule 2202 - On-Road Motor Vehicle Mitigation Options. Specifically, to amend the bill to ensure that employers with 250 or more employees at a work site within the South Coast region are covered by SCAQMD's Rule 2202 in the format called out for in rule language.

Recommended Position: OPPOSE UNLESS AMENDED

ASSEMBLY BILL

No. 2548

Introduced by Assembly Member Friedman

February 15, 2018

An act to add Section 65080.9 to the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2548, as introduced, Friedman. Commute benefit policies: Los Angeles County Metropolitan Transportation Authority: South Coast Air Quality Management District.

Existing law creates the Los Angeles County Metropolitan Transportation Authority (LACMTA), with various powers and duties with respect to transportation planning, programming, construction, and operations. Existing law establishes the South Coast Air Quality Management District vested with the authority to regulate air emissions from stationary sources located in the South Coast Air Basin, which incorporates a specified portion of the jurisdiction of the authority.

This bill would authorize the authority, in coordination with the district, to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 entities with a specified number of employees to offer certain employees commute benefits, as specified. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance.

Vote: majority. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 65080.9 is added to the Government
2 Code, to read:

3 65080.9. (a) It is the intent of the Legislature to encourage
4 metropolitan planning organizations, county transportation
5 commissions, and local air quality management districts or air
6 pollution control districts to work with local employers to adopt
7 policies that encourage commuting by means other than driving
8 alone. To encourage this, the Legislature hereby establishes a
9 program in that regard in the County of Los Angeles.

10 (b) Notwithstanding Section 40717.9 of the Health and Safety
11 Code, the Los Angeles County Metropolitan Transportation
12 Authority, in coordination with the South Coast Air Quality
13 Management District, with respect to the common area within their
14 respective jurisdictions, may jointly adopt a commute benefit
15 ordinance that requires covered employers operating within the
16 common area of the authority and district to offer all covered
17 employees a pretax option program, consistent with Section 132(f)
18 of the Internal Revenue Code, allowing covered employees to elect
19 to exclude from taxable wages employee commuting costs incurred
20 for transit passes or vanpool charges, up to the maximum amount
21 allowed by federal tax law.

22 (c) Nothing in this section shall prevent a covered employer
23 from offering a more generous commuter benefit program that is
24 otherwise consistent with the requirements of the applicable
25 commute benefit ordinance. Nothing in this section shall require
26 employees to change their behavior.

27 (d) An employer offering, or proposing to offer, an alternative
28 commuter benefit program on the employer's own initiative, or
29 an employer otherwise required to offer an alternative commuter
30 benefit program as a condition of a lease, original building permit,
31 or other similar requirement, if the alternative is not consistent
32 with the program described in subdivision (b), may seek approval
33 of the alternative from the authority or district. The authority or
34 district may approve an alternative if it determines that the
35 alternative provides at least the same benefit in terms of reducing
36 single-occupant vehicle trips as the program described in
37 subdivision (b). An employer that offers an approved alternative
38 to covered employees in a manner otherwise consistent with this

1 section is not required to offer the program described in subdivision
2 (b).

3 (e) The commute benefit ordinance shall provide covered
4 employers with at least six months to comply after the ordinance
5 is adopted.

6 (f) An employer that participates in, or is represented by, a
7 transportation management association that provides the employer's
8 covered employees with the program described in subdivision (b)
9 or an alternative commuter benefit program approved pursuant to
10 subdivision (d), shall be deemed in compliance with the commute
11 benefit ordinance and the transportation management association
12 may act on behalf of those employers in that regard. The authority
13 or district shall communicate directly with the transportation
14 management association, rather than the participating employers,
15 to determine compliance with the ordinance.

16 (g) A commute benefit ordinance adopted pursuant to this
17 section shall specify all of the following:

18 (1) How the implementing agencies will inform covered
19 employers about the ordinance.

20 (2) How compliance with the ordinance will be demonstrated.

21 (3) The procedures for proposing, and the criteria that will be
22 used to evaluate, an alternative commuter benefit program pursuant
23 to subdivision (d).

24 (4) Any consequences for noncompliance.

25 (h) Nothing in this section shall limit or restrict the statutory or
26 regulatory authority of the authority or district.

27 (i) The authority shall not use federal planning funds in the
28 implementation of the commute benefit ordinance.

29 (j) For purposes of this section, the following definitions shall
30 apply:

31 (1) "Authority" means the Los Angeles County Metropolitan
32 Transportation Authority.

33 (2) "Covered employee" means an employee who performed
34 at least an average of 20 hours of work per week within the
35 previous calendar month within the area where the ordinance
36 adopted pursuant to this section operates.

37 (3) "Covered employer" means any employer for which an
38 average of 50 or more employees per week perform work for
39 compensation within the area where the ordinance adopted pursuant
40 to this section operates. In determining the number of employees

- 1 performing work for an employer during a given week, only
- 2 employees performing work on a full-time basis shall be counted.
- 3 (4) "District" means the South Coast Air Quality Management
- 4 District.

O

AB 2008 (Salas)
Income taxes: exclusion: Carl Moyer Memorial Air Quality Standards Attainment Programs grants

Summary: This bill would exclude from gross income any amount provided to a taxpayer under the Carl Moyer Memorial Air Quality Standards Attainment Program for the purchase of new zero and/or low-emission engines.

Background: The Carl Moyer Program provides grant funding for cleaner-than-required engines and equipment. Local air districts administer these grants and select which projects to fund. The grants fund the incremental cost of cleaner-than-required engines, equipment, and other sources of air pollution. This in turn helps to reduce air pollution impacts in environmental justice communities, accelerates the turnover of older, high-polluting equipment, and speeds up the commercialization of the cleanest technologies.

Project types include repower (replacing an in-use engine with a new, cleaner engine); retrofit (using an emission control technology for an in-use engine, vehicle, or piece of equipment); replacement (the replacement of an older, dirtier vehicle or equipment with a newer, cleaner one); and voucher incentive program (a streamlined process where a voucher is issued for replacement of an on-road heavy-duty truck with a cleaner model, for fleets less than ten trucks only).

Status: 02/12/18 – Referred to Assembly Comm. on REV. & TAX.; Hearing set for 3/12/18 at 2:30 p.m.

Specific Provisions: Specifically, this bill would:

- 1) Exclude from gross income any amount provided to a taxpayer under the Carl Moyer Memorial Air Quality Standards Attainment Program for the purchase of new zero and/or low-emission engines; and
- 2) Take effect immediately as a tax levy.

Impacts on SCAQMD’s Mission, Operations or Initiatives: The Carl Moyer is an essential program for the South Coast region in terms of helping to reduce air pollution impacts by accelerating the turnover of older, high-polluting equipment, and speeding up the commercialization of the cleanest technologies. The District receives over \$30 million annually for the Carl Moyer Program to repower, retrofit, and replace high-polluting diesel engines, and recent legislation will double that annual amount in 2019. Further, the South Coast region received an additional allocation of \$107.5 million for Carl Moyer Program funding in 2017.

The grants are considered as gross income for recipients; thus, recipients pay taxes on the grants, which diminishes the appeal and value of the grants. This bill would help the Carl

Moyer Program be more appealing, provide more value for recipients, and be more effective in helping to reduce diesel particulate pollution within the South Coast Air Basin.

The current draft of the bill does not appear to exempt all of the project types available under the program from being taxed. Staff recommends amending the language to ensure that all four project types (repower, retrofit, replacement, and the voucher incentive program) are included under the proposed tax exemption.

Suggested Amendment: SCAQMD recommends amending the bill by deleting the phrase “relating to the purchase of new zero or low-emission engines.” So that the legislation will exclude from gross income **any amount** provided to a taxpayer under the Carl Moyer Memorial Air Quality Standards Attainment Program.

Recommended Position: SUPPORT WITH AMENDMENTS.

ASSEMBLY BILL

No. 2008

Introduced by Assembly Member Salas

February 1, 2018

An act to add Sections 17131.8 and 24318 to the Revenue and Taxation Code, relating to taxation, to take effect immediately, tax levy.

LEGISLATIVE COUNSEL'S DIGEST

AB 2008, as introduced, Salas. Income taxes: exclusion: Carl Moyer Memorial Air Quality Standards Attainment Programs grants.

The Personal Income Tax Law and the Corporation Tax Law define gross income as all income from whatever source derived, unless specifically excluded.

This bill would, under both laws, exclude from gross income any amount provided to a taxpayer pursuant to the Carl Moyer Memorial Air Quality Standards Attainment Program for the purchase of new zero or low-emission engines.

This bill would take effect immediately as a tax levy.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 17131.8 is added to the Revenue and
- 2 Taxation Code, to read:
- 3 17131.8. Gross income shall not include any amount provided
- 4 to a taxpayer pursuant to the Carl Moyer Memorial Air Quality
- 5 Standards Attainment Program (Chapter 9 (commencing with
- 6 Section 44275) of Part 5 of Division 26 of the Health and Safety

1 Code), relating to the purchase of new zero or low-emission
2 engines.

3 SEC. 2. Section 24318 is added to the Revenue and Taxation
4 Code, to read:

5 24318. Gross income shall not include any amount provided
6 to a taxpayer pursuant to the Carl Moyer Memorial Air Quality
7 Standards Attainment Program (Chapter 9 (commencing with
8 Section 44275) of Part 5 of Division 26 of the Health and Safety
9 Code), relating to the purchase of new zero or low-emission
10 engines.

11 SEC. 3. This act provides for a tax levy within the meaning of
12 Article IV of the California Constitution and shall go into
13 immediate effect.

SB 1144 (Dodd)
Nonvehicular air pollution: penalties and fines.

Summary: This bill would establish additional civil penalties and fines on petroleum refineries, petrochemical plants, and fossil-fuel-burning, electricity-generating power plants that emit an air contaminant in violation of specified rules, regulations, emissions limitations, permits, or orders of a district or district hearing board and when the violation presents a serious threat to the health or welfare of the public.

Background: 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 establishes maximum criminal and civil penalties for any person, for violations of air pollution laws from nonvehicular sources.

Existing law provides penalties for varying degrees of culpability, and even higher penalties where there is death or great bodily injury involved. However, without great bodily injury involved, nuisance penalty is limited to \$25,000 per day even if negligence is proven, and it is rare to prove a higher degree of culpability than negligence. For example, the Chevron refinery explosion in Northern California sent about 1,000 people to the hospital but because it only occurred on one day, penalties were minimal.

Status: 2/22/2018 - Referred to Senate Comms. on EQ. and JUD.

Specific Provisions: Specifically, this bill would:

- 1) Define the following terms to have the following meanings:
 - a) “Person” means a Title V source that is a petroleum refinery, petrochemical plant, or fossil-fuel-burning, electricity-generating power plant; and
 - b) “Serious threat to the health or welfare of the public” means either of the following:
 - (1) A violation involving a release of an air contaminant that causes actual injury to one or more members of public.
 - (2) A violation of Section 41700 that affects 25 or more people on any day.
- 2) Require that a person shall be strictly liable for a civil penalty of not more than thirty thousand dollars (\$30,000) per day if that person emits an air contaminant in violation of this part or any rule, regulation, emissions limitation, permit, or order of a district or district hearing board and the violation presents a serious threat to the health or welfare of the public. If that person has had two or more prior serious violations within the 36 months prior to the date of the violation, the civil penalty shall not be more than one hundred thousand dollars (\$100,000) per day;

- 3) Require that a person shall be assessed a fine of not more than seventy-five thousand dollars (\$75,000) per day if that person negligently emits an air contaminant in violation of this part or any rule, regulation, emissions limitation, permit, or order of a district or district hearing board and the violation presents a serious threat to the health or welfare of the public. If that person has had two or more prior serious violations within the 36 months prior to the date of the violation, the fine shall not be more than two hundred fifty thousand dollars (\$250,000) per day;
- 4) Require that a person shall be liable for a civil penalty of not more than one hundred twenty-five thousand dollars (\$125,000) per day if that person knew of the emission of the air contaminant and failed to take corrective action within a reasonable period of time under the circumstances and the violation presents a serious threat to the health or welfare of the public. If that person has had two or more prior serious violations within the 36 months prior to the date of the violation, the civil penalty shall not be more than three hundred seventy-five thousand dollars (\$375,000) per day;
- 5) Require that a person shall be liable for a civil penalty of not more than two hundred fifty thousand dollars (\$250,000) per day if that person emits an air contaminant that is willful and intentional and the violation presents a serious threat to the health or welfare of the public. If that person has had two or more prior serious violations within the 36 months prior to the date of the violation, the fine shall not be more than five hundred thousand dollars (\$500,000) per day; and

Impacts on SCAQMD’s Mission, Operations or Initiatives: This bill seeks to increase civil penalties and fines on petroleum refineries, petrochemical plants, and fossil-fuel-burning, electricity-generating power plants that emit an air contaminant in violation of rules, regulations, emissions limitations, permits, or orders of a district or district hearing board, when the violation presents a serious threat to the health or welfare of the public.

Overall the bill’s goal to increase punitive measures would help update penalty and fine amounts to levels that provide more effective deterrents to stopping harmful polluting by certain Title V facilities, whether it be by strict liability, negligent, knowing, or willful action, when it presents a serious threat to the public health or welfare. This bill would be in line with the goals of newly enacted community protections from bills such as AB 1132 (Garcia) and AB 617 (Garcia) that provide for more authority to stop toxic pollution from facilities within communities that harm affected residents.

Proposed Amendments: To maximize the bill’s beneficial effect, SCAQMD would suggest that this bill be expanded to apply to all Title V facilities, as well as those facilities that emit toxic air contaminants. For example, such an expanded authority could have been potentially utilized with regard to Exide, a lead-acid battery recycler which was exceeding the national ambient air quality standard for lead, and later was emitting high levels of

arsenic; as well as with the Aliso Canyon natural gas leak. Thus, SCAQMD proposes various substantive and technical changes to this bill:

- 1) Substantive: Amend the bill so that it redefines “Person” to include all Title V facilities.
- 2) Substantive: Amend the bill so that it redefines “Person” to include all facilities that emit toxic air contaminants – i.e. “Any person who emits an air contaminant in violation of an air toxics control measure defined in Health & Safety Code Section 39658 or adopted pursuant to HSC Section 39666, or any equally effective or more stringent measure adopted by a district pursuant to HSC Section 39666, or any rule regulating emissions of lead or of a toxic air contaminant, as determined pursuant to HSC Section 39662.”
- 3) Technical: Clarify in the bill that “prior serious violations” can be of any kind (i.e. by strict liability, negligent, knowing, or willful action) in order to trigger the enhanced penalties provisions included in the bill language.
- 4) Technical: Amend the bill to make the negligent violation section consistent with the other sections – i.e. “A person shall be liable for a civil penalty of not more than seventy-five thousand dollars (\$75,000) per day if that person negligently emits.....”

Recommended Position: SUPPORT WITH AMENDMENTS

Introduced by Senator DoddFebruary 14, 2018

An act to amend Sections 42400.7, 42402, 42403, and 42405.5 of, and to add Section 42402.7 to, the Health and Safety Code, relating to nonvehicular air pollution.

LEGISLATIVE COUNSEL'S DIGEST

SB 1144, as introduced, Dodd. Nonvehicular air pollution: penalties and fines.

(1) 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 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 \$5,000, annually adjusted based on the California Consumer Price Index.

This bill would establish additional civil penalties and fines on specified petroleum refineries, petrochemical plants, and fossil-fuel-burning, electricity-generating power plants that emit an air contaminant in violation of specified rules, regulations, emissions limitations, permits, or orders of a district or district hearing board and when the violation presents a serious threat to the health or welfare of the public. The bill also would make various conforming changes. By adding to the duties of air districts, this bill would impose a state-mandated local program.

(2) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. Section 42400.7 of the Health and Safety Code
2 is amended to read:

3 42400.7. (a) The recovery of civil penalties pursuant to
4 Section 39674, 42401, 42402, 42402.1, 42402.2, 42402.3, ~~or~~
5 ~~42402.4~~ 42402.4, *or* 42402.7 precludes prosecution under Section
6 42400, 42400.1, 42400.2, 42400.3, 42400.3.5, or 42400.4 for the
7 same offense. When a district refers a violation to a prosecuting
8 agency, the filing of a criminal complaint is grounds requiring the
9 dismissal of any civil action brought pursuant to this article for
10 the same offense.

11 (b) If the pending civil action described in subdivision (a)
12 includes a request for injunctive relief, that portion of the civil
13 action shall not be dismissed upon the filing of a criminal complaint
14 for the same offense.

15 SEC. 2. Section 42402 of the Health and Safety Code is
16 amended to read:

17 42402. (a) Except as provided in Sections 42402.1, 42402.2,
18 42402.3, ~~and~~ 42402.4, *and* 42402.7, any person who violates this
19 part, any order issued pursuant to Section 42316, or any rule,
20 regulation, permit, or order of a district, including a district hearing
21 board, or of the state board issued pursuant to Part 1 (commencing
22 with Section 39000) to Part 4 (commencing with Section 41500),
23 inclusive, is strictly liable for a civil penalty of not more than five
24 thousand dollars (\$5,000).

25 (b) (1) Any person who violates any provision of this part, any
26 order issued pursuant to Section 42316, or any rule, regulation,
27 permit or order of a district, including a district hearing board, or
28 of the state board issued pursuant to Part 1 (commencing with
29 Section 39000) to Part 4 (commencing with Section 41500),
30 inclusive, is strictly liable for a civil penalty of not more than ten
31 thousand dollars (\$10,000).

1 (2) (A) If a civil penalty in excess of five thousand dollars
2 (\$5,000) for each day in which a violation occurs is sought, there
3 is no liability under this subdivision if the person accused of the
4 violation alleges by affirmative defense and establishes that the
5 violation was caused by an act that was not the result of intentional
6 conduct or negligent conduct.

7 (B) Subparagraph (A) shall not apply to a violation of federally
8 enforceable requirements that occur at a Title V source in a district
9 in which a Title V permit program has been fully approved.

10 (C) Subparagraph (A) does not apply to a person who is
11 determined to have violated an annual facility emissions cap
12 established pursuant to a market based incentive program adopted
13 by a district pursuant to subdivision (b) of Section 39616.

14 (c) Any person who owns or operates any source of air
15 contaminants in violation of Section 41700 that causes actual
16 injury, as defined in subdivision (d) of Section 42400, to the health
17 and safety of a considerable number of persons or the public, is
18 liable for a civil penalty of not more than fifteen thousand dollars
19 (\$15,000).

20 (d) Each day during any portion of which a violation occurs is
21 a separate offense.

22 SEC. 3. Section 42402.7 is added to the Health and Safety
23 Code, to read:

24 42402.7. (a) For purposes of this section, the following terms
25 have the following meanings:

26 (1) "Actual injury" means any physical injury that, in the opinion
27 of a physician, requires medical treatment involving more than a
28 physical examination.

29 (2) "Corrective action" has the same meaning as in Section
30 42400.2.

31 (3) "Person" means a Title V source that is a petroleum refinery,
32 petrochemical plant, or fossil-fuel-burning, electricity-generating
33 power plant.

34 (4) "Serious threat to the health or welfare of the public" means
35 either of the following:

36 (A) A violation involving a release of an air contaminant that
37 causes actual injury to one or more members of public.

38 (B) A violation of Section 41700 that affects 25 or more people
39 on any day.

1 (b) (1) A person shall be strictly liable for a civil penalty of not
2 more than thirty thousand dollars (\$30,000) per day if that person
3 emits an air contaminant in violation of this part or any rule,
4 regulation, emissions limitation, permit, or order of a district or
5 district hearing board and the violation presents a serious threat to
6 the health or welfare of the public. If that person has had two or
7 more prior serious violations within the 36 months prior to the
8 date of the violation, the civil penalty shall not be more than one
9 hundred thousand dollars (\$100,000) per day.

10 (2) The civil penalty assessed pursuant to this subdivision shall
11 not apply if the violation is caused by unforeseen and unforeseeable
12 criminal acts, acts of war, acts of terrorism, or civil unrest.

13 (c) A person shall be assessed a fine of not more than
14 seventy-five thousand dollars (\$75,000) per day if that person
15 negligently emits an air contaminant in violation of this part or
16 any rule, regulation, emissions limitation, permit, or order of a
17 district or district hearing board and the violation presents a serious
18 threat to the health or welfare of the public. If that person has had
19 two or more prior serious violations within the 36 months prior to
20 the date of the violation, the fine shall not be more than two
21 hundred fifty thousand dollars (\$250,000) per day.

22 (d) A person shall be liable for a civil penalty of not more than
23 one hundred twenty-five thousand dollars (\$125,000) per day if
24 that person knew of the emission of the air contaminant and failed
25 to take corrective action within a reasonable period of time under
26 the circumstances and the violation presents a serious threat to the
27 health or welfare of the public. If that person has had two or more
28 prior serious violations within the 36 months prior to the date of
29 the violation, the civil penalty shall not be more than three hundred
30 seventy-five thousand dollars (\$375,000) per day.

31 (e) A person shall be liable for a civil penalty of not more than
32 two hundred fifty thousand dollars (\$250,000) per day if that person
33 emits an air contaminant that is willful and intentional and the
34 violation presents a serious threat to the health or welfare of the
35 public. If that person has had two or more prior serious violations
36 within the 36 months prior to the date of the violation, the fine
37 shall not be more than five hundred thousand dollars (\$500,000)
38 per day.

39 (f) Each day during any portion of which a violation occurs is
40 a separate offense.

1 (g) If a higher penalty or fine described in this part may be
2 applied to a violation described in this section, that higher penalty
3 or fine shall be used as the maximum.

4 (h) The provisions of Section 42403 shall apply to this section.

5 SEC. 4. Section 42403 of the Health and Safety Code is
6 amended to read:

7 42403. (a) The civil penalties prescribed in Sections 39674,
8 42402.7, 42401, 42402, 42402.1, 42402.2, and 42402.3 shall be
9 assessed and recovered in a civil action brought in the name of the
10 people of the State of California by the Attorney General, by any
11 district attorney, or by the attorney for any district in which the
12 violation occurs in any court of competent jurisdiction.

13 (b) In determining the amount assessed, the court, or in reaching
14 any settlement, the district, shall take into consideration all relevant
15 circumstances, including, but not limited to, the following:

16 (1) The extent of harm caused by the violation.

17 (2) The nature and persistence of the violation.

18 (3) The length of time over which the violation occurs.

19 (4) The frequency of past violations.

20 (5) The record of maintenance.

21 (6) The unproven or innovative nature of the control equipment.

22 (7) Any action taken by the defendant, including the nature,
23 extent, and time of response of the cleanup and construction
24 undertaken, to mitigate the violation.

25 (8) The financial burden to the defendant.

26 SEC. 5. Section 42405.5 of the Health and Safety Code is
27 amended to read:

28 42405.5. (a) If any state or local government agency provides
29 assistance in the investigation, data collection, or monitoring,
30 preparation, or prosecution of an action to recover civil penalties
31 pursuant to Section 42401, 42402, 42402.1, ~~or~~ 42402.2, 42402.7,
32 and that assistance is provided in coordination with the state board
33 or a district prosecuting the action, that agency shall be reimbursed
34 out of the proceeds of the penalty collected for its costs and
35 expenses incurred in providing the assistance.

36 (b) If the penalty collected is insufficient to fully reimburse the
37 state board or district for the costs and expenses incurred in
38 preparing and prosecuting the case and another agency or agencies
39 for the costs and expenses incurred in assisting in the case, the
40 amount collected shall be prorated among the state board or district

1 and the assisting agency or agencies, on the basis of costs and
2 expenses incurred by each.

3 (c) This section does not apply where there is an express
4 agreement between the state board or district and another agency
5 or agencies regarding reimbursement for assistance services and
6 expenses.

7 SEC. 6. If the Commission on State Mandates determines that
8 this act contains costs mandated by the state, reimbursement to
9 local agencies and school districts for those costs shall be made
10 pursuant to Part 7 (commencing with Section 17500) of Division
11 4 of Title 2 of the Government Code.

ATTACHMENT 5

CASSIDY&ASSOCIATES

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(202) 347-0773
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To: South Coast Air Quality Management District

From: Cassidy & Associates

Date: March 1, 2018

Re: Federal Update – U.S. House of Representatives

Issues of Interest to SCAQMD

General Update:

The past month of activity on Capitol Hill has been focused on debating immigration policy, finishing the Fiscal Year 2018 spending bill, confirming a range of judicial nominees, and preparing for the Fiscal Year 2019 spending process. In concert with releasing the Fiscal Year 2019 spending proposal, the Trump Administration also released an infrastructure plan that outlines their view on how to improve our roads, ports, and waterways. The next several weeks are devoted to oversight hearings related to the infrastructure plans and the Fiscal Year 2019 budget, and consideration of banking legislation (S. 2155) authored by Senators Crapo (R-ID) and Tester (D-MT).

Budget and Appropriations Update

On February 11, 2018 the Trump Administration released a budget proposal for government funding for Fiscal Year 2019 in combination with a broad infrastructure package. This funding comes on the heels of Congress enacting legislation which set spending limits for both defense related matters and domestic programs. The Trump budget funds domestic programs levels significantly below the Congressional agreement and Congress will now be under pressure to resist the cuts to the domestic spending programs. The decision to propose cuts to the domestic spending accounts are not entirely unexpected as the Trump Administration's previous spending proposals followed a similar track with Congress rebuffing his proposals for Fiscal Year 2017. We (Cassidy) continue to work to ensure a similar result in Fiscal Year 2018 and 2019.

Below is a short summary of the Trump proposal for spending and infrastructure for Fiscal Year 2019.

Environmental Protection Agency

Overall, the Trump Administration's FY19 budget proposal for the Environmental Protection Agency requests \$6.15 billion—which would be a 23% reduction (\$2.58 billion) over current funding levels. The \$6.15 billion request includes an extra \$724 million (largely split between funding for superfund sites and the State and Tribal

Assistance Grants account for the Clean Water and Drinking Water State Revolving Funds) due to the recent passage of the Bipartisan Budget Act of 2018—but this figure is still below enacted Fiscal Year 2017 levels.

The following provides for a short review of several provisions included within EPA’s Fiscal Year 2019 budget proposal of particular interest to SCAQMD:

Diesel Emissions Reduction Act. The Trump Administration’s budget proposes an appropriation of \$10 million in Fiscal Year 2019—which also matches the request the Trump Administration submitted in Fiscal Year 2018 for DERA. This level is significantly below proposed funding levels in the House Interior Appropriations legislation.

Targeted Airshed Grants. The targeted airshed grant program—used to help localities develop plans and implement project to reduce air pollution in nonattainment areas would not receive any funding in President Trump’s Fiscal Year 2019 budget request.

Geographic Programs. The Environmental Protection Agency’s geographic programs—which fund a variety of clean water and environmental restoration programs in the Great Lakes, Chesapeake Bay, and Puget Sound—are largely targeted for elimination in the budget request. Overall, the Fiscal Year 2019 budget proposes \$39 million for these programs. In contrast, these geographic programs received \$476 million in Fiscal Year 2017.

Vehicle Fuel Economy. The fiscal 2019 proposal would eliminate funding for the EPA’s role in the implementation and compliance with greenhouse gas (GHG) emission standards for light-duty and heavy-duty vehicles developed under EPA’s Federal Vehicle and Fuels Standards and Certification program.

Regional Offices. The President’s budget request does not propose the consolidation and/or elimination of EPA’s regional offices. Furthermore, the budget request does not propose the creation of EPA offices in each state capitol.

Clean Water and Drinking Water State Revolving Funds. The FY19 proposal includes approximately \$2.3 billion for the Clean Water State Revolving Fund and Drinking Water State Revolving Fund—with the Clean Water Fund receiving \$1.39 billion and Drinking Water receiving \$863 million.

Water Infrastructure Finance and Innovation Act. The provision, enacted in the 114th Congress, provides the Environmental Protection Agency with the new ability to make direct loans to regionally or nationally significant water infrastructure projects. The Fiscal Year 2019 budget request supports this new program by requesting \$20 million which helps generate significant amounts of loan authority for the EPA.

Department of Energy

- The President’s FY19 budget recommends a Department of Energy (DOE) total of \$29.2 billion, slightly higher than its FY18 recommendation of \$28.042 billion but lower than the FY17 omnibus levels of \$30.2 billion. Several accounts for nuclear cleanup and basic science saw significant increases in the FY19 request, while the applied energy programs would see deep cuts from FY17 levels: \$696 million for Energy Efficiency and Renewable Energy, versus \$2.209 billion in FY17
- \$757 million for Nuclear Energy, versus \$1.016 billion in FY17
- \$502 million for Fossil Energy, versus \$668 million in FY17
- \$61 million for the Office of Electricity (OE), versus \$230 million in FY17. The FY19 request creates a new Cybersecurity office, cleaving these activities from the rest of OE, and proposes funding it at \$96 million in FY19. Thus for comparison purposes, the OE+Cyber budget would total \$157 million, a 32% cut from FY17 levels.

These recommendations for applied programs are slightly higher than the proposed numbers that the Trump Administration offered in FY18. The President would also eliminate ARPA-E and the various loan programs (Indian Energy, Advanced Technology Vehicle Manufacturing, and Title XVII) entirely.

The Office of Science (SC) would be funded under the FY19 request at \$5.391 billion, almost exactly what it was provided in the FY17 Omnibus. The SC request includes a significant bump for the Office of Advanced Scientific Computing Research (ASCR) from \$619.8m (FY17) to \$899 million, in order to support exascale and quantum computing.

Other notable policy changes include a recommendation to sell off the transmission assets owned by the Power Marketing Administration (PMAs) and would repeal the \$3.25 billion WAPA emergency borrowing authority authorized in 2009. The budget proposal also hints at a new rate-setting structure for the PMAs that would include consideration of current rates versus market rates. The FY19 request includes \$120 million for Yucca Mountain and Interim Storage of nuclear waste, the same as the President's FY18 request.

Comprehensive Energy Bill Update:

Chairman Lisa Murkowski (R-AK) continues to look for opportunities to advance the bipartisan energy package, S. 1460, that largely mirrors the bill that passed the Senate last Congress. The legislation has been pending on the Senate floor for months, but can be brought up at anytime by Majority Leader Mitch McConnell.

We expect that Senator Murkowski will continue to push for this legislation to be brought up as the Senate calendar allows. The prospect of moving energy legislation has been clouded by a recent proposal by the Trump Administration to open coastal areas in California and other states for oil and gas drilling. Immediately following this announcement, Interior Secretary Zinke met with Florida Governor Scott to announce that Florida would be exempted from the drilling proposal. This leaves other states seeking legislative vehicles, like an energy bill, to ban drilling from their coastal areas.

Infrastructure Legislation:

In addition to proposed spending levels for federal agencies, the Trump Administration released an infrastructure plan that outlines policies to promote the development of transportation and water projects. According to press reports, President Trump would later offer support for increasing the gas tax, but it should be noted that proposal was not formally included in the infrastructure plan.

Below is a brief discussion of each new program that is included in the infrastructure proposal. Various committees of jurisdiction are beginning the process of oversight hearings on various aspects of this proposal. We (Cassidy) believe numerous opportunities to look at clean air related provisions in the upcoming months.

Infrastructure Incentives Program -- \$100 billion

An "infrastructure incentives program" which would "provide for targeted Federal investments, encourage innovation, streamline project delivery, and help transform the way infrastructure is designed, built, and maintained." This program would provide funding for surface transportation and airports, passenger rail, ports and waterways, flood control, water supply, hydropower, water resources, drinking water facilities, wastewater facilities, stormwater facilities, and Brownfield and Superfund sites.

"Under this program, States and localities would receive incentives in the form of grants. Project sponsors selected for award would execute an agreement with express progress milestones. Federal incentive funds would be conditioned upon achieving the milestones within identified time frames."

Rural Infrastructure Program -- \$50 billion

This program would provide funding for roads, bridges, public transit, rail, airports, and maritime and inland waterway ports; broadband and other high-speed data and communication conduits); drinking

water, wastewater, stormwater, land revitalization and Brownfields; governmental generation, transmission and distribution facilities; flood risk management, water supply, and waterways.

Transformative Projects Program -- \$20 billion

The purposes of the Transformative Projects Program would include: significantly improving performance, from the perspective of availability, safety, reliability, frequency, and service speed; substantially reducing user costs for services; introducing new types of services; and improving services based on other related metrics.

Environmental Streamlining

The Trump infrastructure proposal dedicates one-third of its content to environmental streamlining. The bulk of the reform proposals focus on reducing timelines for project reviews through the National Environmental Policy Act (NEPA). In addition, the proposal authorizes pilot programs through which agencies can experiment with approval procedures. Finally, the streamlining reforms make significant changes to the judicial review process to avoid project delays related to litigation.

The bulk of the NEPA reforms envisioned in the Infrastructure plan center on how federal agencies seek approval on complicated projects that span multiple regulatory systems. To this end, the specific reforms include:

- Delegating and holding accountable one agency for moving a project to approval in 21 months.
- Requiring one environmental review document and decision for projects that span multiple agencies
- Limiting federal comment on issues within their “expertise”
- Including only “feasible” alternatives in scope of alternatives considered for analysis
- Issuing new regulations related to NEPA implementation
- Clarifying and providing consistent direction across Departments and Agencies on the use of Categorical Exclusions

In addition to these broad reforms related to NEPA, the proposal also includes streamlining for specific infrastructure developments including: design-building highway contractors, developers using rail rights of way acquisitions, mitigation banking, and small telecommunication.

Miscellaneous Items Requiring Legislation and Judicial Review

Finally, several of the streamlining proposal would require congressional authorization. These recommendations for amending current law include:

- Modifying language in the most recent highway bill requiring concurrence from federal agencies on transportation proposals
- Modifying FAST-41 to allow non-highway and transit projects to be eligible for the streamlining provisions provided in that legislation
- Providing blanket authorizations allowing federal agencies to accept funding for environmental and permitting reviews
- Amending Federal Power Act to prevent engagement in FERC proceedings by non-FERC agencies
- Reforming the process of approval for Clean Water Act Section 404 approval

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- Limiting injunctive relief to “exceptional circumstances”
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Other Items of Interest

In early February, Senator Tom Carper (D-DE) sent a letter in EPA Administrator Pruitt regarding the impoundment of Congressionally appropriated funds by the agency. Senator Carper’s staff did an analysis of EPA spending in 2016 to 2017 on USAspending.gov and identified drastic cuts to expenditures, to levels that indicate EPA did not execute spending levels as required by Congress in FY17. (Agencies are required under the Impoundment Control Act to spend the funds Congress has allocated to them unless they grant the agency’s formal request to rescind those funds). It is of note that California saw a decrease in grants of 83.82% in 2017 from the same period in 2016. This reflects all EPA grants to California, not just air.

Also, on February 26, 2018 the EPA announced it was seeking nominations for its national Environmental Justice Advisory Council to serve a one-year terms. Nominations are due Friday, April 13.

ASSEMBLY BILL

No. 2506

**Introduced by Assembly Member Burke
(Coauthor: Assembly Member O'Donnell)
(Coauthor: Senator Dodd)**

February 14, 2018

An act to amend Section 25722.11 of the Public Resources Code, relating to public resources.

LEGISLATIVE COUNSEL'S DIGEST

AB 2506, as introduced, Burke. State vehicle fleet: near-zero-emission vehicles.

Existing law, except as provided, requires, beginning December 31, 2025, at least 15% of newly purchased vehicles with a gross vehicle weight rating of 19,000 pounds or more purchased by the Department of General Services and other state entities for the state fleet to be zero emission, and beginning December 31, 2030, at least 30% of those vehicles to be zero emission.

This bill would additionally require, beginning January 1, 2020, at least 30% of newly purchased vehicles with a gross vehicle weight rating of 19,000 pounds or more purchased by the department and other state entities for the state fleet to be near-zero emission.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 25722.11 of the Public Resources Code
- 2 is amended to read:

1 25722.11. (a) (1) Beginning December 31, 2025, at least 15
 2 percent of newly purchased vehicles with a gross vehicle weight
 3 rating of 19,000 pounds or more purchased by the Department of
 4 General Services and other state entities for the state fleet shall be
 5 zero emission. Beginning December 31, 2030, at least 30 percent
 6 of newly purchased vehicles with a gross vehicle weight rating of
 7 19,000 pounds or more purchased by the Department of General
 8 Services and other state entities for the state fleet shall be zero
 9 emission.

10 (2) *Beginning January 1, 2020, at least 30 percent of newly*
 11 *purchased vehicles with a gross vehicle weight rating of 19,000*
 12 *pounds or more purchased by the Department of General Services*
 13 *and other state entities for the state fleet shall be near-zero*
 14 *emission.*

15 (b) This section does not apply to vehicles that have special
 16 performance requirements necessary for the protection of public
 17 safety, as defined by the Department of General Services.

18 (c) If, on or after December 31, 2026, the Department of General
 19 Services, in a public hearing, finds that it cannot meet the needs
 20 of the state while meeting the requirements of this section, *whether*
 21 *in whole or in part*, the department shall disclose that finding at
 22 the hearing and shall notify the Legislature of the finding in
 23 compliance with Section 9795 of the Government Code.

24 (d) Upon disclosure of a finding pursuant to subdivision (c), the
 25 Department of General Services shall take the following steps:

26 (1) While meeting the requirements of this section to the
 27 maximum extent practicable, the department, in consultation with
 28 the State Air Resources Board, shall conduct a technological
 29 assessment of zero-emission vehicle technology for vehicles with
 30 a gross vehicle weight rating of 19,000 pounds or more. The
 31 technological assessment shall include a plan to address the issues
 32 preventing the department and other state entities from meeting
 33 the requirements of this section.

34 (2) The department shall implement the plan developed pursuant
 35 to paragraph (1) for a period of at least one year.

36 (3) If, after the one-year period specified in paragraph (2), the
 37 department, in a public hearing, finds that it still cannot meet the
 38 needs of the state while meeting the requirements of this section,
 39 the department shall disclose that finding at the hearing and shall

1 notify the Legislature of the finding in compliance with Section
2 9795 of the Government Code.
3 (e) This section is inoperative on the date on which the
4 Department of General Services notifies the Legislature pursuant
5 to paragraph (3) of subdivision (d) and is repealed on January 1
6 of the following year.

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ATTACHMENT 4

Dr. Joseph Lyou's Proposed Amendments to SCAQMD's 2018 Federal and State Legislative Goals and Objectives

Dr. Joseph Lyou: Would staff support including the additional goal of: “opposing tax laws or other financial incentive legislation that disproportionately benefits those who manufacture, sell, or use products that significantly increase air pollution within the district”?

Response: Staff has concerns that this goal may have too broad of an application and thus be difficult to properly implement. As an alternative, staff suggests:

Clean Air Act, National Ambient Air Quality Standards (NAAQS) and SIP
(Existing Language as modified)

“Oppose legislation that conflicts with the District’s attainment goals.” Further,

Support policies, legislation and/or administrative efforts to:

- Ensure adequate SCAQMD authority under the federal Clean Air Act (CAA);
- Extend or enhance SCAQMD’s subvention funding under CAA Sections 103 and 105;
- Increase funding and incentive programs to help states and local regions meet attainment for clean air standards under the CAA; and
- Protect science-driven and health-based determinations of national ambient air quality standards, and efforts to streamline and provide flexible implementation of SIP requirements, as needed, to ensure feasibility of attainment.

Dr. Joseph Lyou: Would staff support this change to the “Clean Energy” goal? Support legislation that advances the Board’s Energy Policy which promotes energy efficiency, demand reduction and reliable, cost effective and clean energy for all consumers . . .”

Response: Staff is Supportive

Clean Energy (Existing Language as modified)

Support legislation that advances the Board’s Energy Policy which promotes energy efficiency, demand reduction and reliable, cost effective and clean energy for all consumers in the District while facilitating attainment of clean air standards and support for a healthy economy. In particular, support policies and funding that promote the development and deployment of zero and near-zero emission infrastructure, equipment and vehicles.



South Coast Air Quality Management District

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

DRAFT

SCAQMD's Federal Legislative Goals & Objectives for 2018

The following goals and objectives are identified to facilitate attainment of federal clean air standards within the South Coast region by statutory deadlines, while working with Congress, the White House, federal, state and local agencies, business, environmental and community groups, and other stakeholders:

Federal Support

Work to ensure that the federal government does its fair share to reduce air pollution by:

- Providing funding or regulatory authority adequate for nonattainment areas to attain National Ambient Air Quality Standards (NAAQS) for upcoming federal deadlines, and in particular, the South Coast Air Quality Management District (SCAQMD) to implement the 2016 Air Quality Management Plan (AQMP) and attain federal ozone and particulate matter standards by upcoming federal deadlines;
- Reauthorizing and expanding funding for the Diesel Emission Reduction Act (DERA);
- Increasing funding for the Targeted Air Shed Grant program;
- Authorizing and funding new programs which will reduce air pollution through the adoption and deployment of zero and near-zero emission technologies, fuels and recharging/refueling infrastructure;
- Establishing programs or policies that incentivize the federal government to purchase and use advanced clean technologies and eliminate the use of technologies generating NOx and particulate matter emissions; and
- Incentivizing individuals, businesses, states, and local governments to purchase and use advanced clean technologies and eliminate the use of technologies generating NOx and particulate matter emissions.

Technology Advancement

Expand funding opportunities and federal tax incentives for advanced clean technology research, development, demonstration and deployment programs, including those related to:

- Zero and near-zero emission technologies;
- Clean vehicles (such as light-, medium- and heavy-duty vehicles, locomotives, marine vessels, and aircraft technologies);
- Clean fuels and refueling/recharging technologies and infrastructure;
- Clean energy sources;
- Technologies, systems and/or processes which reduce ambient concentrations of air pollutants and/or toxic air emissions; and
- The implementation of the 2016 Air Quality Management Plan (AQMP).

Marine Vessels

Pursue legislative and/or administrative policies that will further reduce marine vessel emissions and will ensure, through regulatory and/or incentive-based policies that the cleanest vessels come to U.S. ports.

SCAQMD's Federal Legislative Goals & Objectives for 2018

Surface Transportation & Goods Movement

Pursue the adoption of legislation and/or policies which will reduce or eliminate air quality impacts from the freight sector (for both medium-duty and heavy duty vehicles), as well as off-road vehicles (such as agricultural vehicles, cargo handling equipment, freight handling equipment, and construction equipment).

Locomotives

Pursue efforts to reduce locomotive emissions, through regulatory and/or incentive-based policies.

Reduction of Toxic Emissions

Pursue efforts through legislative and administrative programs, to reduce toxic emissions, and the public's exposure to toxic emissions, within the South Coast region.

Environmental Justice

Support legislation which promotes environmental justice initiatives that will reduce localized health risks, develop clean air technologies that directly benefit disproportionately impacted communities, and enhance community participation in decision-making.

Business/Jobs Climate

Support legislation, policies or administrative actions that support and assist the regulated community to comply with rules and regulations in the most efficient and cost-effective manner that protects and encourages job retention and creation, and promotes economic growth, while working toward attainment of clean air standards.

Clean Air Act, National Ambient Air Quality Standards (NAAQS) and SIP

"Oppose legislation that conflicts with the District's attainment goals." Further, support policies, legislation and/or administrative efforts to:

- Ensure adequate SCAQMD authority under the federal Clean Air Act (CAA);
- Extend or enhance SCAQMD's subvention funding under CAA Sections 103 and 105;
- Increase funding and incentive programs to help states and local regions meet attainment for clean air standards under the CAA; and
- Protect science-driven and health-based determinations of national ambient air quality standards, and efforts to streamline and provide flexible implementation of SIP requirements, as needed, to ensure feasibility of attainment.

Climate Change

Seek to influence climate change initiatives and facilitate their implementation at local levels, to promote co-benefits with NAAQS and air toxics reduction, consistent with the Board's policy.

New Source Review Offsets

Modernize federal New Source Review offset requirements for areas where the supply of offsets is inadequate, while furthering the pursuit of clean air objectives.



South Coast Air Quality Management District

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DRAFT

SCAQMD's State Legislative Goals & Objectives for 2018

The following goals and objectives are identified to protect public health and facilitate attainment of clean air standards within the South Coast region by statutory deadlines, while working with and serving as a resource to state legislators and the Governor; federal, state, and local agencies; business, environmental and community groups; and other stakeholders:

Air Quality Funding

Increase existing and identify new funding sources for clean air programs that protect public health and ensure attainment of state and federal air quality standards, particularly incentive programs and research and development projects that support the 2016 Air Quality Management Plan (AQMP) and create opportunities to partner with local businesses, communities and residents.

SCAQMD Authority / Policy Implementation

Protect and ensure adequate SCAQMD authority for implementation of the Board's clean air policies and programs, as required by state and federal law, including the 2016 AQMP.

State Support

Work to ensure that the state government does its fair share to reduce air pollution in order for the South Coast region to meet national ambient air quality standards, and provides legislative and administrative support to SCAQMD to implement the 2016 AQMP and attain federal ozone and particulate matter standards by upcoming federal deadlines.

Environmental Justice

Support legislation and funding to promote and sustain environmental justice initiatives that: reduce localized health risks resulting from criteria pollutant and toxic air contaminant emissions, develop and expand access to clean air technology that directly benefits disproportionately impacted communities, enhance community participation in decision-making, and provide the resources necessary to fully implement local air districts' new responsibilities and programs created through Assembly Bill 617 (C. Garcia, Chapter 136, Statutes of 2017).

Climate Change

Seek to influence climate change initiatives and facilitate their implementation consistent with Board policy. In particular, support efforts directing that Greenhouse Gas Reduction Fund investments maximize criteria and toxics emission reduction co-benefits, promote near-zero and zero-emission vehicles, and address air quality and public health impacts.

SCAQMD's State Legislative Goals & Objectives for 2018

Clean Energy

Support legislation that advances the Board's Energy Policy which promotes *energy efficiency, demand reduction and* reliable, cost effective and clean energy for all consumers in the District while facilitating attainment of clean air standards and support for a healthy economy. In particular, support policies and funding that promote the development and deployment of zero and near-zero emission infrastructure, equipment and vehicles.

Business/Jobs Climate

Support legislation, policies and/or administrative actions that protect and encourage job retention and creation and promote economic growth, while working toward attainment of clean air standards; and that support and assist the regulated community in complying with rules and regulations in the most efficient and cost-effective manner.

Surface Transportation & Goods Movement

Support and expand air quality policy and funding considerations relating to the implementation of state and federal surface transportation and goods movement policies and programs, including those relating to the FAST Act.

ATTACHMENT 5

CASSIDY&ASSOCIATES

733 Tenth Street, N.W., Suite 400
Washington, DC 20001-4886

(202) 347-0773
www.cassidy.com

To: South Coast Air Quality Management District

From: Cassidy & Associates

Date: March 1, 2018

Re: Federal Update – U.S. House of Representatives

Issues of Interest to SCAQMD

General Update:

The past month of activity on Capitol Hill has been focused on debating immigration policy, finishing the Fiscal Year 2018 spending bill, confirming a range of judicial nominees, and preparing for the Fiscal Year 2019 spending process. In concert with releasing the Fiscal Year 2019 spending proposal, the Trump Administration also released an infrastructure plan that outlines their view on how to improve our roads, ports, and waterways. The next several weeks are devoted to oversight hearings related to the infrastructure plans and the Fiscal Year 2019 budget, and consideration of banking legislation (S. 2155) authored by Senators Crapo (R-ID) and Tester (D-MT).

Budget and Appropriations Update

On February 11, 2018 the Trump Administration released a budget proposal for government funding for Fiscal Year 2019 in combination with a broad infrastructure package. This funding comes on the heels of Congress enacting legislation which set spending limits for both defense related matters and domestic programs. The Trump budget funds domestic programs levels significantly below the Congressional agreement and Congress will now be under pressure to resist the cuts to the domestic spending programs. The decision to propose cuts to the domestic spending accounts are not entirely unexpected as the Trump Administration's previous spending proposals followed a similar track with Congress rebuffing his proposals for Fiscal Year 2017. We (Cassidy) continue to work to ensure a similar result in Fiscal Year 2018 and 2019.

Below is a short summary of the Trump proposal for spending and infrastructure for Fiscal Year 2019.

Environmental Protection Agency

Overall, the Trump Administration's FY19 budget proposal for the Environmental Protection Agency requests \$6.15 billion—which would be a 23% reduction (\$2.58 billion) over current funding levels. The \$6.15 billion request includes an extra \$724 million (largely split between funding for superfund sites and the State and Tribal

Assistance Grants account for the Clean Water and Drinking Water State Revolving Funds) due to the recent passage of the Bipartisan Budget Act of 2018—but this figure is still below enacted Fiscal Year 2017 levels.

The following provides for a short review of several provisions included within EPA’s Fiscal Year 2019 budget proposal of particular interest to SCAQMD:

Diesel Emissions Reduction Act. The Trump Administration’s budget proposes an appropriation of \$10 million in Fiscal Year 2019—which also matches the request the Trump Administration submitted in Fiscal Year 2018 for DERA. This level is significantly below proposed funding levels in the House Interior Appropriations legislation.

Targeted Airshed Grants. The targeted airshed grant program—used to help localities develop plans and implement project to reduce air pollution in nonattainment areas would not receive any funding in President Trump’s Fiscal Year 2019 budget request.

Geographic Programs. The Environmental Protection Agency’s geographic programs—which fund a variety of clean water and environmental restoration programs in the Great Lakes, Chesapeake Bay, and Puget Sound—are largely targeted for elimination in the budget request. Overall, the Fiscal Year 2019 budget proposes \$39 million for these programs. In contrast, these geographic programs received \$476 million in Fiscal Year 2017.

Vehicle Fuel Economy. The fiscal 2019 proposal would eliminate funding for the EPA’s role in the implementation and compliance with greenhouse gas (GHG) emission standards for light-duty and heavy-duty vehicles developed under EPA’s Federal Vehicle and Fuels Standards and Certification program.

Regional Offices. The President’s budget request does not propose the consolidation and/or elimination of EPA’s regional offices. Furthermore, the budget request does not propose the creation of EPA offices in each state capitol.

Clean Water and Drinking Water State Revolving Funds. The FY19 proposal includes approximately \$2.3 billion for the Clean Water State Revolving Fund and Drinking Water State Revolving Fund—with the Clean Water Fund receiving \$1.39 billion and Drinking Water receiving \$863 million.

Water Infrastructure Finance and Innovation Act. The provision, enacted in the 114th Congress, provides the Environmental Protection Agency with the new ability to make direct loans to regionally or nationally significant water infrastructure projects. The Fiscal Year 2019 budget request supports this new program by requesting \$20 million which helps generate significant amounts of loan authority for the EPA.

Department of Energy

- The President’s FY19 budget recommends a Department of Energy (DOE) total of \$29.2 billion, slightly higher than its FY18 recommendation of \$28.042 billion but lower than the FY17 omnibus levels of \$30.2 billion. Several accounts for nuclear cleanup and basic science saw significant increases in the FY19 request, while the applied energy programs would see deep cuts from FY17 levels: \$696 million for Energy Efficiency and Renewable Energy, versus \$2.209 billion in FY17
- \$757 million for Nuclear Energy, versus \$1.016 billion in FY17
- \$502 million for Fossil Energy, versus \$668 million in FY17
- \$61 million for the Office of Electricity (OE), versus \$230 million in FY17. The FY19 request creates a new Cybersecurity office, cleaving these activities from the rest of OE, and proposes funding it at \$96 million in FY19. Thus for comparison purposes, the OE+Cyber budget would total \$157 million, a 32% cut from FY17 levels.

These recommendations for applied programs are slightly higher than the proposed numbers that the Trump Administration offered in FY18. The President would also eliminate ARPA-E and the various loan programs (Indian Energy, Advanced Technology Vehicle Manufacturing, and Title XVII) entirely.

The Office of Science (SC) would be funded under the FY19 request at \$5.391 billion, almost exactly what it was provided in the FY17 Omnibus. The SC request includes a significant bump for the Office of Advanced Scientific Computing Research (ASCR) from \$619.8m (FY17) to \$899 million, in order to support exascale and quantum computing.

Other notable policy changes include a recommendation to sell off the transmission assets owned by the Power Marketing Administration (PMAs) and would repeal the \$3.25 billion WAPA emergency borrowing authority authorized in 2009. The budget proposal also hints at a new rate-setting structure for the PMAs that would include consideration of current rates versus market rates. The FY19 request includes \$120 million for Yucca Mountain and Interim Storage of nuclear waste, the same as the President's FY18 request.

Comprehensive Energy Bill Update:

Chairman Lisa Murkowski (R-AK) continues to look for opportunities to advance the bipartisan energy package, S. 1460, that largely mirrors the bill that passed the Senate last Congress. The legislation has been pending on the Senate floor for months, but can be brought up at anytime by Majority Leader Mitch McConnell.

We expect that Senator Murkowski will continue to push for this legislation to be brought up as the Senate calendar allows. The prospect of moving energy legislation has been clouded by a recent proposal by the Trump Administration to open coastal areas in California and other states for oil and gas drilling. Immediately following this announcement, Interior Secretary Zinke met with Florida Governor Scott to announce that Florida would be exempted from the drilling proposal. This leaves other states seeking legislative vehicles, like an energy bill, to ban drilling from their coastal areas.

Infrastructure Legislation:

In addition to proposed spending levels for federal agencies, the Trump Administration released an infrastructure plan that outlines policies to promote the development of transportation and water projects. According to press reports, President Trump would later offer support for increasing the gas tax, but it should be noted that proposal was not formally included in the infrastructure plan.

Below is a brief discussion of each new program that is included in the infrastructure proposal. Various committees of jurisdiction are beginning the process of oversight hearings on various aspects of this proposal. We (Cassidy) believe numerous opportunities to look at clean air related provisions in the upcoming months.

Infrastructure Incentives Program -- \$100 billion

An "infrastructure incentives program" which would "provide for targeted Federal investments, encourage innovation, streamline project delivery, and help transform the way infrastructure is designed, built, and maintained." This program would provide funding for surface transportation and airports, passenger rail, ports and waterways, flood control, water supply, hydropower, water resources, drinking water facilities, wastewater facilities, stormwater facilities, and Brownfield and Superfund sites.

"Under this program, States and localities would receive incentives in the form of grants. Project sponsors selected for award would execute an agreement with express progress milestones. Federal incentive funds would be conditioned upon achieving the milestones within identified time frames."

Rural Infrastructure Program -- \$50 billion

This program would provide funding for roads, bridges, public transit, rail, airports, and maritime and inland waterway ports; broadband and other high-speed data and communication conduits); drinking

water, wastewater, stormwater, land revitalization and Brownfields; governmental generation, transmission and distribution facilities; flood risk management, water supply, and waterways.

Transformative Projects Program -- \$20 billion

The purposes of the Transformative Projects Program would include: significantly improving performance, from the perspective of availability, safety, reliability, frequency, and service speed; substantially reducing user costs for services; introducing new types of services; and improving services based on other related metrics.

Environmental Streamlining

The Trump infrastructure proposal dedicates one-third of its content to environmental streamlining. The bulk of the reform proposals focus on reducing timelines for project reviews through the National Environmental Policy Act (NEPA). In addition, the proposal authorizes pilot programs through which agencies can experiment with approval procedures. Finally, the streamlining reforms make significant changes to the judicial review process to avoid project delays related to litigation.

The bulk of the NEPA reforms envisioned in the Infrastructure plan center on how federal agencies seek approval on complicated projects that span multiple regulatory systems. To this end, the specific reforms include:

- Delegating and holding accountable one agency for moving a project to approval in 21 months.
- Requiring one environmental review document and decision for projects that span multiple agencies
- Limiting federal comment on issues within their “expertise”
- Including only “feasible” alternatives in scope of alternatives considered for analysis
- Issuing new regulations related to NEPA implementation
- Clarifying and providing consistent direction across Departments and Agencies on the use of Categorical Exclusions

In addition to these broad reforms related to NEPA, the proposal also includes streamlining for specific infrastructure developments including: design-building highway contractors, developers using rail rights of way acquisitions, mitigation banking, and small telecommunication.

Miscellaneous Items Requiring Legislation and Judicial Review

Finally, several of the streamlining proposal would require congressional authorization. These recommendations for amending current law include:

- Modifying language in the most recent highway bill requiring concurrence from federal agencies on transportation proposals
- Modifying FAST-41 to allow non-highway and transit projects to be eligible for the streamlining provisions provided in that legislation
- Providing blanket authorizations allowing federal agencies to accept funding for environmental and permitting reviews
- Amending Federal Power Act to prevent engagement in FERC proceedings by non-FERC agencies
- Reforming the process of approval for Clean Water Act Section 404 approval

- Changing timelines related to state approval of Section 401 Certification decisions under the Clean Water Act
- Extending tenure on National Pollutant Discharge Elimination System Permits (NPDES)
- Amending timelines in the Magnuson Stevens Act related to fishing habitat
- Amending Clean Air Act on compliance with NAAQS standards
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Also, on February 26, 2018 the EPA announced it was seeking nominations for its national Environmental Justice Advisory Council to serve a one-year terms. Nominations are due Friday, April 13.

SCAQMD
March 2018 Legislative Committee Board Meeting Report covering February 2018
Kadesh & Associates

Overview:

Both the House and Senate were in session for just over two weeks in February. February was dominated with the rollout of the President's FY19 Budget on February 12, a two-year budget and appropriations deal and continued discussion of the infrastructure package.

Infrastructure:

On the last day of the month the leader of the Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) said he hopes to pass a bill before Congress leaves Washington for its August recess, and if not, an option may be to vote after the election.

"We haven't passed anything in a lame-duck recently," Shuster, a Pennsylvania Republican, told reporters after speaking at a conference held by the American Association of State Highway and Transportation Officials. "Nothing is easy in Washington, D.C."

Shuster's comments followed statements by second-ranking Senate Republican John Cornyn of Texas and Senate Commerce Chairman John Thune of South Dakota casting doubt on whether the chamber will have time to pass a bill this year. The legislative process is just beginning as the Senate Environment and Public Works Committee is set to hold a hearing on Trump's plan with Transportation Secretary Elaine Chao.

Shuster said the Highway Trust Fund, which uses mostly federal gas taxes to help pay for road, bridge and transit projects, is set to become insolvent by 2021 without additional money. If no action is taken to increase funding -- Shuster supports raising the gas tax for the first time since 1993 -- he said lawmakers will suffer politically if projects back home are stalled as a result.

Democratic Representative Peter DeFazio of Oregon, the top Democrat on the House transportation panel, said his position is "show me the money" regarding additional federal dollars for projects and that it will take Trump to force the issue. "Unless Trump makes a very strong case and pushes the Republicans there will be no investment, and hence there will be no bill," DeFazio said at the conference.

The White House released Trump's long-awaited infrastructure plan on Feb. 12, a 53-page document meant to be the outline for legislation and the starting point for negotiations with lawmakers on the details. Trump surprised a group of lawmakers on Feb. 14 by saying he would support a 25-cent-per-gallon increase in federal gasoline and diesel taxes. Some Republicans have downplayed those remarks, but White House officials have said the president hasn't ruled out the option.

Budget/Appropriations/Debt:

Congress still has to complete and vote on a FY18 Omnibus budget package by March 23, and the House and Senate have been tied up by debates on immigration and guns without a resolution. Lawmakers

also will be turning attention to their re-election campaigns before the November congressional elections, which will decide control of Congress.

On February 8 the House and Senate cleared a new, two-year budget cap, a one-year resolution of the debt limit and passed another Continuing Resolution (CR) for government funding through March 23 which also extended spending caps would by about \$300 billion over two years.

The measure would also:

Suspend the debt limit for about one year.

Provide \$84 billion for disaster relief and provide tax relief for wildfire victims.

Extend the Children's Health Insurance Program an additional four years.

Repeal a Medicare cost-control panel known as the Independent Payments Advisory Board.

Renew a litany of expired tax provisions.

Increase support for cotton and dairy producers by modifying agriculture programs.

The Congressional Budget Office estimated that the measure's changes to mandatory spending and revenue would reduce the deficit by a net \$38.2 billion through fiscal 2027. Over an initial five-year window from fiscal 2018 through 2022, the measure would increase the deficit by \$24.3 billion, though those effects wouldn't be reflected in pay-as-you-go budget scorecards. The increased spending caps aren't reflected in that estimate because the effects will depend on future appropriations legislation.

The limit on federal borrowing would be suspended through March 1, 2019. Suspending the current limit would enable the U.S. government to continue to borrow money to pay its bills. Once the limit comes back into effect it would reflect all outstanding U.S. debt as of that date.

Disaster Aid:

The measure would provide about \$84.3 billion in emergency supplemental funding for hurricane and wildfire relief efforts.

That would be about twice as much as the White House requested in November and would omit the administration's proposed spending offsets. It would also be \$3.33 billion more than provided in a disaster aid package (H.R. 4667) that the House passed 251-169 on Dec. 21.

The measure would also increase the Medicaid funding cap for Puerto Rico and the U.S. Virgin Islands by as much as \$4.94 billion from Jan. 1, 2018, through Sept. 30, 2019, and waive local cost-sharing requirements. The bill's emergency funding would be the largest standalone total ever appropriated for disaster relief. The measure would provide several forms of tax relief to individuals and businesses affected by the California wildfires, which would be similar to the relief provided to hurricane victims in Florida, Puerto Rico, Texas, and the U.S. Virgin Islands in September under Public Law 115-63. The relief would apply to any area of California where the president had declared a major wildfire disaster from Jan. 1, 2017, through Jan. 18, 2018. The measure would modify several retirement account rules for individuals in areas affected by the California wildfires. It would allow them to:

- Take temporary withdrawals or loans of as much as \$100,000 from their retirement accounts without penalty. Withdrawals would be treated as a tax-free rollover if repaid within three years.

- Pay back loans that were already outstanding over an extra year if the repayment date was from Oct. 8, 2017, through Dec. 31, 2018.
- Recontribute withdrawals they took out for homes in the wildfire areas if they didn't ultimately buy or construct them.

Additionally, the measure would extend:

- A credit for residential fuel cell, small wind, and geothermal property for 2017 through 2021, with a phase out in 2020 and 2021.
- A special depreciation allowance for second generation biofuel plant property placed in service in 2017.
- The renewable energy production credit (Section 45) for closed- and open-loop biomass, geothermal, hydropower, marine and hydrokinetic, and municipal solid waste energy facilities that begin construction in 2017. Those facilities could also elect to claim the investment tax credit (Section 48) instead.
- The renewable energy investment credit (Section 48) for fiber-optic solar, geothermal heating and cooling, fuel cell, microturbine, combined heat and power, and small wind property facilities that begin construction after 2016 and before 2022. Some facilities would have a phase-out schedule and deadline to be placed in service.
- A deduction for as much as \$1.80 per square foot for the cost of energy efficient commercial building property in 2017.
- A special rule that allowed gains from the sale of electric transmission property pursuant to a Federal Energy Regulatory Commission restructuring policy to be realized over eight years for 2017.
- The Oil Spill Liability Trust Fund financing rate of 9 cents per barrel for 2018.

Activities summary:

- Analyzed and shared information on FY19 Budget proposal and FY18-19 budget and appropriations deal.
- In conjunction with SCAQMD staff, continued to pursue Rep. Ken Calvert and EPA Administrator Scott Pruitt for a joint visit to the Port of LA and Long Beach and AQMD in the first or second quarter of 2018.
- In conjunction with SCAQMD staff (and in response to Senate EPW staff), we are finalizing a list of infrastructure-related projects and technologies which can achieve SCAQMD goals and also work within legislative/executive authorizing/appropriating formats and programs.
- Continued to monitor the EPA "Glider" regulatory issue as it relates to the DERA Program and diesel truck retrofit.
- Identify and seek out cosponsors for H.R. 3682, the Blue Whales and Blue Skies Act by Rep. Lowenthal (D-CA) and H.R. 3107, the Diesel Emissions Reduction Act of 2017 by Rep. Poe (R-TX).
- Continued to monitor and pass on relevant legislation of interest to SCAQMD.
- Participated in regular conference call with subsequent follow up assignments.
- Answered specific questions from SCAQMD staff.
- Kept staff updated as to legislative changes, committee assignments and confirmations.
- Monitored and shared updates on Administration regarding budget, appropriations, Interior, EPA, transportation, and environmental policies and personnel.

###



MEMORANDUM

TO: South Coast AQMD Legislative Committee

FROM: Carmen Group

Date: February 22, 2018

Re: Federal Update – Executive Branch

Trump Unveils Infrastructure Plan: In February, the Trump Administration revealed details of its long-awaited Infrastructure initiative, coming in the form of a 53-page narrative proposal – a wish list of ideas and approaches that the President would like to see in a final legislative package that ultimately Congress will have to write and approve. The Trump plan is not set in stone, but is merely an opening pitch in a dynamic legislative process that will take months to complete even under the most optimistic of scenarios. Whether any Infrastructure bill can be passed and signed into law this year will depend largely on political considerations and other variables in advance of the mid-term elections and also possibly on what the landscape might look like in the post-election lame-duck period following the election.

Here are highlights of the Trump plan with some quick analysis:

- The Plan proposes **\$200 billion in new federal spending** on infrastructure over the next ten years, which -- together with a broad expansion of federal credit and loan programs, and a drastic streamlining of the federal permitting process -- is designed in theory to induce and incentivize an additional \$1.3 trillion in local, state and private spending for a total of \$1.5 trillion in new infrastructure investment (federal, state, local and private) over ten years.
- The Plan assumes that the \$200 billion in federal money will be **paid for with unspecified cuts in the federal budget and sales of federal assets** spread across all federal agencies. The President’s proposed FY 2019 budget, also released in February, proposes numerous specific budget cuts and some possible asset sales, all of which are untethered to the Infrastructure Plan and many of which are unlikely to win approval in Congress.
- The Plan defines “infrastructure” very broadly to include: **surface transportation (roads, bridges, public transit, etc.) plus airports, passenger rail, ports and waterways, flood control, water supply, hydropower, water resources, drinking water facilities, wastewater facilities, stormwater facilities, Brownfield sites, Superfund sites,**

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broadband, power and electric facilities, energy-related facilities, and commercial space facilities.

- The Plan breaks down the \$200 billion in direct federal spending in this way:
 - \$100 billion for **Incentive Grants** (DOT, EPA, Corps of Engineers)
 - \$50 billion for **Rural Infrastructure** (Block Grants to States/Governors)
 - \$20 billion for **Transformative Project Grants** (Dept. of Commerce)
 - \$14 billion for expansion of **Credit Programs** (TIFIA, WIFIA, RRIF)
 - \$6 billion for expansion of **Private Activity Bonds**
 - \$10 billion for **Fed. Capital Financing Revolving Fund** (Treasury Dept.)
- The Plan allows states to impose **tolling on Interstate highways** and **commercialization of Interstate Rest Areas**, a major break with longstanding tradition.
- The Plan includes numerous provisions to **streamline NEPA and other federal permitting requirements** with a goal to reduce the average project approval process from 10 years to 2 years.
- The Plan includes a section entitled “**Reducing Inefficiencies in Protecting Clean Air,**” which contains the following provisions:
 - Clarifies MPOs must only conform to the most recent NAAQS Standard.
 - Reduces uncertainty by establishing Motor Vehicle Emissions Budgets before requiring initial transportation conformity determinations.

Here are a few notes of things to keep in mind:

- ✓ Trump Plan is Separate from Highway/Airport Trust Funds: When most people think of infrastructure at the federal level, they think of the Highway and Airways Trust Funds and how funds are collected and distributed under these programs. The Trump Plan does not replace or even touch these programs. They stay in place as is—with the same amounts, formulas and matching fund ratios as exist in current law. All federal spending in the new Trump Plan would be in addition to these existing programs and outside the rules of these programs.
- ✓ Trump officials explaining the Plan emphasized that under current existing arrangements and laws, the Nation’s spending for all infrastructure (federal, state, local and private) breaks down to being only 14 percent federal ...with the remaining 86 percent coming from state, local and private sources. Thus, they argue that the Plan’s emphasis on incentivizing non-federal spending and decision-making -- with minimal federal support -- is in line with current realities and preferences.

- ✓ Federal/Non-Federal Matching Requirements: It is important to note that the Federal/Non-Federal match requirements do not change for projects eligible and funded under the Highway Trust Fund. But for other projects, outside the normal federal funding pipeline, including many projects that are not currently eligible for any federal funds, the Trump Plan would include these matching ratios:
 - Under the Trump Plan’s Incentive Grant program, for which there would be grant project solicitations every six months, key criteria would be that individual federal grants cannot exceed 20 percent of new revenue going to the project. Thus the project must have 80 percent of funding provided through local, state and private non-federal sources.
 - Under the Trump Plan’s Rural Infrastructure program, the ratio would be 50-50.
 - And under the Trump Plan’s Transformative Projects program, for bigger projects like high speed rail, major bridges, tunnels and combination projects, the ratios would be 30-70 (Federal-Non-federal) for the project demonstration phase; 50-50 for the planning phase; and 80-20 for the capital construction phase.
- ✓ Gas Tax Rumblings: While the new Trump Plan would not change the current 18.4-cents-per gallon federal gas tax structure for federal highway and transit projects, the President himself told members of Congress in February he is open to considering as much as a 25-cent-per-gallon gas tax increase if Congress would decide to go that route. This was translated by some as meaning that Trump was all-of-a-sudden supporting and pushing for such an increase, but in reality it was something less than that. If a gas tax increase were to gain favor in Congress, which currently seems unlikely, it would probably be in the context of shoring up the existing deficit-prone Highway Trust Fund, which is going to need some form of bailout in the next scheduled surface transportation bill due in 2020.

Trump FY19 Budget Notes: Also in February, the Trump Administration released its annual federal budget proposal for Fiscal Year 2019. Here are few highlights/lowlights in terms of proposed budget cuts of special interest. In almost every case, Congress is expected to disapprove of these particular proposed cuts.

Environmental Protection Agency

- ✓ DERA Grants: \$10 million -- down from \$30 mil. in 2017
- ✓ Target Airshed Grants: Eliminated -- down from \$20 mil. in 2017
- ✓ Section 103/105 Grants: \$152 million – down from \$227 mil.

Department of Transportation

- ✓ TIGER Grants Eliminated -- down from \$500 mil. in 2017
- ✓ Transit Capital Investments Gradually Eliminated -- no new projects

Department of Energy

- ✓ EERE/VTO/others Cut by 66 percent
- ✓ ARPA-E Program Eliminated

Subcabinet Appointments of Interest:

Environmental Protection Agency

- ✓ In February, **Holly Greaves** was confirmed by the Senate to be **Chief Financial Officer**.
- ✓ **Acting Deputy Administrator Mike Flynn** announced in February that he will retire from the agency on April 3 after a 38-year career at EPA. Meanwhile, **Andrew Wheeler**, President Trump's pick to be Deputy, has been approved in Committee, and is awaiting a confirmation vote on the Senate floor amid Democratic opposition that continues to cause delays.
- ✓ **Steven Cook** has been named to be **deputy director of the Office of Land and Emergency Management** which oversees Superfund and brownfield cleanups among other things. Cook previously was senior counsel at the chemical company LyondellBasell.

White House Council on Environmental Quality:

- ✓ In January, **Kathleen Hartnett White** of Texas, President Trump's nominee to be CEQ Chair, was forced to withdraw after it became clear she did not have the votes to be confirmed in the Senate, with several Republicans joining united Democratic opposition to her appointment. Possible replacement names being considered include **Donald van der Vaart**, a former North Carolina environmental regulator, and **Mary Neumayr**, current CEQ chief of staff and Acting Chair.

###

ATTACHMENT 6



February 22, 2018

TO: South Coast Air Quality Management District

FROM: The Quintana Cruz Company

RE: February 2018 Report

GENERAL UPDATE:

- The deadline for bills to be introduced was Friday, February 16th
- Assembly has introduced nearly 1,600 2nd year bills as of the February 16 deadline.
- Senate has introduced over 700 2nd year bills as of the February 16 deadline.
- This year's Session will wrap up on Friday, August 31st, ending the second year of the two-year Session.
- The General Election is set for November 6, 2018.

POLITICAL ITEMS OF NOTE:

- Gov. Jerry Brown has signed into law whistle blower protections for Capitol staffers. Now, legislative employees in California will have the same protections as all other state employees.
- California Assemblywoman Cristina Garcia (D-Downey) has taken a voluntary unpaid leave until further notice.
- Sen. Tony Mendoza (D-Montebello) resigned from office Thursday February 27 just prior to a Senate vote on whether or not to expel him from the body.
- Toni Atkins (D-San Diego) will become first woman to lead the California Senate as Pro Tem on March 21st.
- Assemblywoman Laura Friedman (D-Glendale), a first-term lawmaker, is among the most prominent figures in the California Capitol working to combat sexual harassment. She's not only become the Legislature's de facto point person on sexual misconduct, but is also responsible for reshaping the current harassment-reporting process that many say has failed victims.

COMMITTEE UPDATES:

Cristina Garcia is no longer Chair of the SA Standing Natural Resources Committee.



CALIFORNIA ADVISORS, LLC

SCAQMD Report
California Advisors, LLC
March 9, 2018 Legislative Committee Hearing

General Update

February 16, 2018 was the bill introduction deadline for the final year of the 2017-18 legislative session. Starting this month, policy and budget committees are beginning to hold public bill hearings.

This year, the Senate introduced over 700 and the Assembly introduced nearly 1,600 new pieces of legislation, bringing the two-year combined total bill introductions by both houses to nearly 5,300. We are monitoring and/or negotiating approximately 30 pieces of legislation in addition to the 2018-19 budget bill, subsequent budget revisions, and pending trailer bills.

Hot topics this year so far include sexual harassment, statewide wildfire impacts, IOU liquidity, and electrification of the transportation sector. Looming in the background is the likelihood that California is entering another protracted drought period after a one-year reprieve. We are working hard to perpetuate the momentum from last year's focus on criteria pollutants and air quality as we seek continuous sources of funding essential to hit South Coast region air quality targets.

Resignation of Senator Tony Mendoza

On February 22, 2018 Senator Tony Mendoza submitted a letter of resignation after a multi-hour Senate floor session comprised mostly of highly contentious Republican and Democratic caucuses. Senate Pro Tem Kevin de Leon introduced SR 85 that, if approved by the Senate, would have expelled Senator Mendoza. This would have been the first expulsion of a Senator since 1905, when four senators were removed for accepting bribes.

Senator Mendoza is not planning to exit quietly. Although the Senate Rules Committee completed an investigation of Senator Mendoza that included fifty-one interviews with forty-seven witnesses, Senator Mendoza wrote in his resignation letter that he refuses to "participate any further in the farcical "investigation" against [him] that ignores the Senate's own rules, invents processes, criteria and standards as needed, ignores due process and constitutional rights to self-defense all for the purpose of playing to election year politicking." He is planning to move forward with a lawsuit against the Senate.

On February 23, 2018, former Assembly Member Rudy Bermudez announced his candidacy for Senator Mendoza's former seat.

Assembly Natural Resources

Assembly Member Cristina Garcia's voluntary leave of absence left the Assembly Natural Resources committee without a chair. Assembly Member Al Muratsuchi has been appointed interim chair. However, the general consensus is that he will not remain as chair of the committee even if Assembly Member Garcia's leaves the Assembly.

2018 Legislative Priorities

2018-19 Budget Items

Senate or Assembly Budget committee hearings have not yet started. We are in ongoing conversations with legislative leadership, the Governor's office, and key members and staff in both the Senate and Assembly regarding multiple budgetary issues. These include ongoing funding for the implementation of AB 617 (Garcia, 2017), the proposed transfer of the tire fee from the Carl Moyer Program to the Department of Fish and Wildlife, continuous appropriations of GGRF funds for incentive programs, and exploring the creation or tapping of other potential funding sources and programs.

Authorization to utilize electronic communications for public notices

The Senate Environmental Quality Committee is assembling a committee bill that is expected to include the authorization for the South Coast Air Quality Management District to utilize electronic communications in lieu of paper mail with regard to public notices for public hearings and workshops.

SB 1 Funding Update: Trade Corridors Enhancement Program (TCEP)

SB 1 provides an ongoing source of state funding dedicated to freight-related projects by establishing the new Trade Corridor Enhancement Account (TCEA). The TCEA will provide approximately \$300 million per year in state funding for projects which more efficiently enhance the movement of goods along corridors that have a high freight volume. The 2017-18 Budget combines the funds in this account with existing federal freight funding for the California Transportation Commission to fund trade corridor improvements.

The Commission adopted guidelines and issued a call for project applications for the Trade Corridor Enhancement Program at its October 18, 2017 meeting. The Commission intends to adopt a Program of Projects in May 2018.



Joe A. Gonsalves & Son

Anthony D. Gonsalves

Jason A. Gonsalves

Paul A. Gonsalves

PROFESSIONAL LEGISLATIVE REPRESENTATION

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Email: gonsalves@gonsalvi.com

TO: South Coast Air Quality Management District

FROM: Anthony, Jason & Paul Gonsalves

SUBJECT: Legislative Update – February 2018

DATE: Thursday, March 1, 2018

As you know, the Legislature reconvened the 2018 Legislative Session on Wednesday, January 3, 2018. During the first month back, the Legislature had more than 1,600 2-year bills to consider from the 2017 legislative session. In addition, the Legislature introduced over 2300 bills (about 1600 in the Assembly and over 700 in the Senate) prior to the February 16, 2018 deadline to introduce new legislation. A vast majority of those bills are currently intent bills (spot bills) that will be amended over the next month. The California Constitution requires all legislation to be in print for 30 days prior to being heard in a Legislative Committee. We will continue to monitor and track all legislation and amendments of interest to the District.

AB 617 IMPLEMENTATION

On February 26, 2018, the California Air Resources Board (CARB) announced the availability of \$5 million in grant funding as part of a new program to support the implementation of Assembly Bill 617. As you know, AB 617 establishes a new community-based framework to improve air quality and reduce exposure to toxic air pollutants in California communities most impacted by air pollution.

As an initial step, the Community Air Grants Program is seeking proposals up to \$500,000 from local groups. Grants are designed to help community-based organizations participate in the AB 617 process and build capacity to become active partners in identifying, evaluating and ultimately reducing exposure to harmful air emissions. Funding may cover a range of activities from holding community events and community data collection to education. Applications will be accepted through April 12.

The Community Air Grants Program is part of California Climate Investments, a statewide initiative that puts billions of cap-and-trade dollars to work, particularly in disadvantaged communities.

In August 2017, CARB established the Office of Community Air Protection (OCAP) to oversee the Community Air Protection Program and prioritize and expedite air quality improvements in California's most polluted communities. The program involves targeted and coordinated efforts by CARB, local air districts and communities to help transform the state's approach to addressing local air pollution.

During the fall and winter, CARB conducted extensive outreach throughout the state to inform the development of a draft framework for the overall program. As part of outreach efforts, CARB convened the AB 617 Consultation Group, which consists of 25 members representing key groups including environmental justice groups, local air districts, academic institutions, health agencies and industry.

Earlier this month, CARB staff released a concept paper outlining key elements of the draft framework:

- Identifying and selecting impacted communities
- Statewide strategies for reducing emissions and exposure
- Criteria for community emissions reduction programs
- Criteria for community air monitoring

This month CARB is inviting the public to participate in technical summits in Oakland, Bakersfield and Riverside to discuss the framework in depth. Following those meetings and additional stakeholder input, CARB plans to issue a draft framework later this spring. A final framework is expected to be considered by the Board in September.

We will continue to keep the SCAQMD Board and staff apprised as the issue progresses.

VW ENVIRONMENTAL MITIGATION

The Volkswagen (VW) Environmental Mitigation Trust provides about \$423 million for California to mitigate the excess nitrogen oxide (NOx) emissions caused by VW's use of illegal defeat devices in certain diesel vehicles. The Trust is a component of partial settlements with VW and is enumerated in the first of two Partial Consent Decrees. The Trust provides funding opportunities for specified eligible actions that are focused mostly on "scrap and replace" projects for the heavy-duty sector, including on-road freight trucks, transit and shuttle buses, school buses, forklifts and port cargo handling equipment, commercial marine vessels, and freight switcher locomotives.

California must develop and submit to the Trustee, Wilmington Trust, N.A., a Beneficiary Mitigation Plan before the State can expend any funds from its allocation of the Trust. The Plan will describe the eligible mitigation actions from the list specified in the Consent Decree that will be funded from the Trust. SB 92, passed in June 2017, further directs how California's Mitigation Trust funds are to be spent. The legislation directs the designated Lead Agency for the Mitigation Trust to ensure that at least 35% of

California's allocation benefit low-income or disadvantaged communities that are disproportionately impacted by air pollution. It also requires the Lead Agency to strive to ensure that the expenditures align with the state's priorities and provide for public transparency before approval. CARB has been designated as Lead Agency to act on the State's behalf in implementing California's allocation of the VW Environmental Mitigation Trust.

The Beneficiary Mitigation Plan will be developed through a public process. CARB is holding public workshops between February 26 and March 8, 2018, in 6 different locations throughout the State. One of the upcoming workshops will be held at SCAQMD headquarters on Wednesday, March 7, 2018.

At the workshops, CARB staff will discuss and seek input on the following:

- Recommended eligible mitigation action categories to be funded.
- Recommended allocation ranges for each proposed category.
- Emission reduction quantification and estimates.
- Administrative process for implementation.

We will continue to keep the SCAQMD Board and staff apprised as the issue progresses.

Governor Brown Meets with Canada Prime Minister Trudeau

On February 9, 2018, Governor Brown Jr met with Prime Minister of Canada, Justin Trudeau, where the two leaders pledged to expand cooperation on climate action, trade and criminal justice reform.

The Governor and Prime Minister discussed the importance of getting more zero-emission vehicles on the road, increasing cooperation between U.S. states and Canadian provinces ahead of this year's UN Climate Change Conference (COP24) and Canada's participation in the Global Climate Action Summit, which will be held in San Francisco this September.

The meeting builds on the long-standing cooperation between California, Canada and a number of Canadian provinces to combat climate change. Additionally, last year, Governor Brown met with the Premiers of Quebec and Ontario and signed an agreement officially integrating their cap-and-trade programs. California along with the states of Oregon and Washington and the province of British Columbia are members of the Pacific Coast Collaborative, a pact formed to strategically align policies to reduce greenhouse gases and promote clean energy.

GOVERNOR'S APPOINTMENTS

On February 1, 2018, The California High-Speed Rail Authority announced it has hired Brian Kelly as their new CEO, replacing Jeff Morales who left the post in June 2017. Kelly was the Secretary of the California State Transportation Agency since its inception in 2013.

With Kelly's departure at the California State Transportation Agency, the governor has appointed Brian Annis as Secretary of the State Transportation agency. Annis has served as undersecretary at the agency since 2013.

On February 20, 2018, Governor Brown reappointed Frances Inman to the California Transportation Commission where she has served since 2010.

Lastly, on February 27, 2018, Governor Brown reappointed John Capitman to the San Joaquin Valley Unified Air Pollution Control District Governing Board, where he has served since 2014.

2018 LEGISLATIVE DEADLINES

Jan. 3 Legislature reconvenes.

Jan. 10 Budget must be submitted by Governor.

Jan. 12 Last day for **policy committees** to hear and report to **fiscal committees** fiscal bills introduced in their house in the odd-numbered year.

Jan. 19 Last day for any committee to hear and report to the **Floor** bills introduced in that house in the odd-numbered year. Last day to submit **bill requests** to the Office of Legislative Counsel.

Jan. 31 Last day for each house to pass **bills** introduced in that house in the odd-numbered year.

Feb. 16 Last day for bills to be introduced.

Apr. 27 Last day for **policy committees** to hear and report to fiscal committees **fiscal bills** introduced in their house.

May 11 Last day for **policy committees** to hear and report to the Floor **nonfiscal** bills introduced in their house.

May 18 Last day for **policy committees** to meet prior to June 4.

May 25 Last day for **fiscal committees** to hear and report to the **Floor** bills introduced in their house. Last day for **fiscal committees** to meet prior to June 4.

May 29-June 1 Floor session only. No committee may meet for any purpose except for Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees.

June 1 Last day for each house to pass bills introduced in that house.

June 4 Committee meetings may resume.

June 15 Budget Bill must be passed by midnight.

June 28 Last day for a legislative measure to qualify for the Nov. 6 General Election ballot.

June 29 Last day for **policy committees** to hear and report **fiscal bills** to fiscal committees.

July 6 Last day for **policy committees** to meet and report bills.

Aug. 17 Last day for **fiscal committees** to meet and report bills.

Aug. 20-31 Floor session only. No committee may meet for any purpose except Rules Committee.

Aug. 24 Last day to **amend** on Floor.

Aug. 31 Last day for each house to pass bills. **Final Recess** begins on adjournment.



South Coast
Air Quality Management District

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ATTACHMENT 7

HOME RULE ADVISORY GROUP

Wednesday, January 10, 2018

MEETING MINUTES

CHAIR:

Dr. Joseph Lyou, Governing Board member

MEMBERS PRESENT:

Nan Harrold (Orange County Waste & Recycling); Bill La Marr (California Small Business Alliance); Dan McGivney (Southern California Gas); Terry Roberts (American Lung Association of California); David Rothbart (Los Angeles County Sanitation District); Patty Senecal (Western States Petroleum Association); Larry Smith (Cal Portland Cement); and Susan Stark (Andeavor).

The following members participated by conference call: Rongsheng Luo (SCAG); Bill Quinn (California Council for Environmental & Economic Balance); and Amy Zimpfer (EPA).

MEMBERS ABSENT:

Mike Carroll (Regulatory Flexibility Group); Michael Downs (Downs Energy);-Jaclyn Ferlita (Air Quality Consultants); Art Montez (AMA International); Penny Newman (Center for Community Action and Environmental Justice); Larry Rubio (Riverside Transit Agency); Kristen Torres Pawling (County of Los Angeles, Chief Sustainability Office); and TyRon Turner (Dakota Communications).

OTHER ATTENDEES:

Mark Abramowitz (Board Consultant to Dr. Lyou) and Johnny Raymond (CARB).

SCAQMD STAFF:

Philip Fine	Deputy Executive Officer
William Wong	Principal Deputy District Counsel
Philip Crabbe	Community Relations Manager
Pedro Piqueras	Air Quality Specialist
Ann Scagliola	Administrative Secretary

OPENING COMMENTS AND SELF-INTRODUCTIONS

The meeting was called to order at 10:00 a.m. by Dr. Joseph Lyou (Chairman).

APPROVAL OF NOVEMBER 2018 MEETING MINUTES

Dr. Lyou asked for comments on the November 8, 2017 meeting minutes. Bill La Marr noted a minor correction needed on page five, Clean Community Program should be Clean Communities Program. With the correction noted, the meeting minutes were approved and finalized.

EPA AND FEDERAL ACTIVITIES

Amy Zimpfer provided an update on recent U.S. Environmental Protection Agency (EPA) and federal activities.

SCAQMD Related Actions

- In December 2017, EPA completed the distribution of the ozone designation letters to state governors to begin the 120-day notification process on designated nonattainment areas for the 2015 ozone standards. For California, EPA concurred with the state recommendation and South Coast Air Quality Management District (SCAQMD) will be included as a nonattainment area. Comment letters are due by February 5, 2018.
- In December 2017, a third round of State designation recommendations was completed for the 2010 Sulfur Dioxide (SO₂) National Ambient Air Quality Standard (NAAQS). For California, EPA agreed with the state recommendation to be designated as attainment/unclassifiable for the 2010 1-hour Sulfur Dioxide Standard.
- In December 2017, a letter was submitted to approve the adequacy of the motor vehicle emissions budgets in the 2016 PM_{2.5} South Coast Serious Area Plan and a Federal Register notice was also published on January 5, 2018. This action will allow transportation planning to move forward with budgets outlined in the South Coast Air Quality Management Plan (AQMP).
- Other components of the SCAQMD AQMP under review are the 2016 PM_{2.5} Plan, for possible action in the spring of 2018, and the Ozone plan for possible action before the end of the fiscal year.
- There were no challenges received for the recently approved reasonably available control technology (RACT), with RECLAIM components, so the approval stands.
- There have been ongoing meetings with SCAQMD as changes are being made to RECLAIM rules 2001 and 2002, and EPA expects these meetings to continue.
- EPA is working with CARB to withdraw SCAQMD Rule 1420.2 as a contingency measure.
- EPA continues to work with the Ports of Los Angeles and Long Beach and community members to develop a contract for a case study on the Clean Air Action Plan. They expect the study to be completed by fall 2018.

Federal Update

- On October 16, 2017, the Administration proposed the repeal of the Clean Power Plan (CPP) and, in accordance with the Executive Order, there has been a review to determine if it exceeds the authority delegated to EPA by Congress. There will be three additional CPP repeal public listening sessions in 2018. The formal notice will be released in the next couple of weeks.
- On December 28, 2017, the Administration released an advance notice of proposed rulemaking for a Clean Power Plan replacement guidelines. This notice does not propose any regulations but asks for input. Comments are due by February 26, 2018.
- Carbon pollution standards for new electric generating units are under review and no action has been taken to propose any revisions.
- The Administration has announced its review of the 2016 standards for the Oil and Gas New Source Performance Standards (NSPS).
- In 2017, EPA granted reconsideration of certain aspects of the 2016 landfill methane rules for new and existing landfills.
- The 2014 National Air Toxics Assessment (NATA) comprehensive review is ongoing, with the anticipated public release in the summer of 2018.
- The Federal Government continues to operate under a continuing resolution, which expires January 19, 2019. Funding is beginning to flow for Section 103 grants allocations, Diesel

Emission Reduction Act (DERA) grant awardees are expected to be announced in the next couple of weeks and some additional funding is expected in the next six months.

Discussion

Dr. Lyou indicated that he would be willing to provide comments to EPA on the Port of Los Angeles and Long Beach case study. Ms. Zimpfer replied she would make sure that he was part of this.

Rongsheng Luo inquired if there was a federal register notice for the 2015 Ozone NAAQS. Ms. Zimpfer replied that a notice was issued and that she could provide the link to the site.

<https://www.regulations.gov/document?D=EPA-HQ-OAR-2017-0548-0065>

Dr. Philip Fine inquired about the timing of when California's Ozone designation would be effective. Ms. Zimpfer indicated that EPA concurred with the State's recommendation, but there is a public comment period where additional data can be presented. Dr. Fine inquired if the effective date would be in the spring of 2018. Ms. Zimpfer answered yes. Dr. Lyou asked about the significance of this. Dr. Fine indicated that this would start the clock for the next AQMP and will also establish the attainment deadline.

Dan McGivney inquired if the anticipated funding is for DERA or EPA. Ms. Zimpfer replied that it would be for DERA, but they would not know for sure until they get a budget.

Bill La Marr inquired about a political appointee for Region IX. Ms. Zimpfer replied that Region IX is the only Region without a Regional Administrator, and Alexis Strauss continues to serve as the Acting Regional Administrator.

CARB REGULATORY ACTIVITIES

Johnnie Raymond provided an update on recent CARB regulatory activities.

- There is no Board Meeting scheduled for January 2018, but it sets the stage for the 50th anniversary celebration at the February 8, 2018 Board hearing.
- CARB's February Meeting will include the following items:
 - Presentation by the Executive Office to identify priorities for the agency; and
 - Phase 2 Greenhouse Gas Regulations (GHG) for medium- and heavy-duty engines and vehicles.
- Recent updates to activities from 2017:
 - December 2017 Board Meeting:
 - Approved \$663M in clean transportation incentives for clean cars, trucks, and buses with monies from the Cap-and-Trade auction proceeds, the Volkswagen settlement, the Air Quality Incentive Program and the Zero/Near Zero Emission Warehouse Program; and
 - Approved the 2017 Climate Change Scoping Plan, the strategy for achieving California's 2030 greenhouse gas target, and also the ongoing work to include AB 617.
 - Updated the Pollution Mapping Tool to include toxics.

Discussion

David Rothbart inquired if there is a process to follow with the local District to get the pollution mapping tool information updated, since his staff has seen some discrepancies. Mr. Raymond requested that his staff work directly with the inventory staff at each of the District's and David Edwards (917.323.4887) at CARB is spearheading the updating of the inventory. Dr. Fine indicated that if SCAQMD staff could be advised of discrepancies, we can help to sort out discrepancies.

Bill Quinn commented that over the past year they have worked closely with David Edwards on the mapping tool, and wanted to acknowledge him and his team's willingness to identify and fix problems.

Dr. Lyou indicated that an item to add to CARB's list of accomplishments is the certification of the Cummins Westport 12-liter natural gas engine. He offered congratulations on getting that done.

LEGISLATIVE UPDATE

Philip Crabbe provided a recap of the December 8, 2017 Legislative Committee meeting.

Federal Legislative Issues

SCAQMD's federal legislative consultants each provided a written report on various key Washington, D.C. issues, and they also provided verbal updates as well.

It was reported that a continuing budget resolution was passed by Congress that lasted through December 22, 2017, and that tax reform appeared to be on its way to completion. *UPDATE: We know the tax bill passed and the government has still been operating under a short-term budget extension, with the current continuing resolution is set to expire on January 19, 2018.*

The U.S. EPA proposal to repeal provisions that apply to the heavy-duty truck phase 2 emissions standards to the glider industry was discussed. A public hearing was held to receive public comment on this issue, during which SCAQMD staff, including our Executive Officer, Wayne Nastri, participated and testified. It was noted that an estimated 60 other individuals and groups testified, mostly in opposition to the U.S. EPA proposal, due to the negative impact on emissions that it would have.

SCAQMD staff met with the new U.S. EPA Assistant Administrator for Air and Radiation, Bill Wehrum in Washington. Also, Susan Bodine was just recently confirmed by the U.S. Senate as the U.S. EPA's Assistant Administrator for Enforcement and Compliance Assurance.

U.S. EPA on November 30, 2017 issued a final rule on the renewable fuel standard, which sets the volume requirements for ethanol, biofuel, biodiesel and how much of those should be blended into the fuel supply. This issue draws strong interest because it pits the farm states against the oil states. Through the rulemaking, U.S. EPA split the difference and neither side appeared fully happy with the result.

An update relating to the EPA Administrator, Scott Pruitt's testimony before the U.S. House Energy and Commerce Committee was provided. Two California congressional members raised questions relating to issues of interest to SCAQMD during the hearing. It was noted that Administrator Pruitt did not commit to maintaining the California waiver, and when asked about states' rights, he commented that one state cannot dictate to the rest of the country.

It was reported that the U.S. House is preparing a \$4.4 billion wildfire relief package for Northern California, so it is possible that there may be a future effort to help Southern California on this same issue through similar funding. And since air pollution is such a big consequence of these wildfires, SCAQMD will look for opportunities to help address related air quality issues within the South Coast region.

State Legislative Issues

SCAQMD's state legislative consultants provided written reports on various key issues in Sacramento and gave verbal updates as well.

It was noted that the Legislature returned from recess on January 3, 2018 and that former Speaker of the Assembly, Senator Toni Atkins will be the next President Pro Tem of the State Senate. It was noted that she will be the first female Pro Tem in the state's history. It was recently determined that Senator Atkins will be sworn in on March 21, 2018. Consequently, some changes in the Senate leadership team and in committees is expected, but many of the committee chairs will likely stay the same.

The expectation is that everything will start shifting over to Senator Atkins, due to current Senate President Pro Tem Kevin de Leon's focus on running for U.S. Senate.

Finally it was reported that the ongoing conversation about sexual harassment would likely continue for the next year or so, and that it will continue to be a hot topic and at the forefront in the Legislature. Assembly Members Raul Bocanegra and Matt Dababneh have already resigned, and Senator Tony Mendoza has taken a leave of absence pending an investigation. Assembly Member Sebastian Ridley-Thomas also resigned.

Action Item

The only action item taken up at the Legislative Committee was the recommendation of 2018 State and Federal Legislative Goals and Objectives.

It was stated that both the State and federal legislative goals and objectives focus on:

- Seeking increased funding sources for clean air programs that protect public health and ensure attainment of state and federal air quality standards, particularly incentive programs that support the 2016 AQMP;
- Working to ensure that the state and federal governments do their fair share to reduce air pollution by providing legislative funding, and regulatory support to the SCAQMD to implement the 2016 AQMP and meet national air quality standards by upcoming deadlines;
- Supporting policies and funding that promote the development and deployment of zero and near-zero emission infrastructure, equipment and vehicles;
- Protecting and ensuring adequate SCAQMD authority for implementation of the Governing Board's clean air policies and programs, as required by state and federal law, including the 2016 AQMP;
- Supporting legislation, policies and administrative actions that encourage job retention and creation, and promote economic growth, while working toward attainment of clean air standards; and
- Supporting legislation and funding to promote environmental justice initiatives to reduce localized health risks from criteria pollutant and toxic air emissions, while developing and expanding access to clean air technology that directly benefits disproportionately impacted communities. In particular, this includes securing the necessary resources to fully implement local air districts responsibilities created by AB 617.

Overall, the Legislative Committee adopted staff's recommended position to APPROVE this item. The next Legislative Committee meeting will be January 12, 2018.

Discussion

Bill Quinn reported that the Governor just released the proposed state budget, and noted that he will make his recommendation for the use of the Greenhouse Gas Reduction Fund (GGRF) monies in the 2018 State of the State Address.

UPDATE REGARDING LITIGATION ITEMS AND RELATED EPA ACTIONS

William Wong proved an update to the litigation status report meeting handout.

- New Case – A demurrer was filed and a demurrer hearing is scheduled for January 12, 2018.
- Case #10 – The court has found that there was no evidence of a Board consideration of the changes made in the rule and the Board approved taking the appeal on that decision.
- Case #12 – The hearing was continued to January 31, 2018.

SUBCOMMITTEE STATUS REPORTS

A. Freight Sustainability (Dan McGivney)

An update was provided on the following items:

- To add to Dr. Lyou's report about CARB's certification of the Cummins Westport 12-liter natural gas engine, in addition to meeting the 0.02 standard it was also certified at 0.01; and
- CARB has released their proposal for the Innovative Clean Transit Rule.

Dr. Lyou added that the Annual State of the Port of Los Angeles is January 11, 2018 and the Annual State of the Port of Long Beach is January 19, 2018. In addition, the SCAQMD is expected to provide an update on Facility-Based Measures in March 2018. Dr. Fine added that there are working group meetings in mid-January and it is going to Mobile Source Committee in February 2018.

B. Small Business Considerations (Bill La Marr)

An update was provided on the following item.

- Mr. La Marr indicated in 2017 he was approached by CARB's Chairman's office to serve on their Small Business Opportunities Advisory Panel, and last week he was notified that he been approved as a Small Business Advisor to the Panel.

Dr. Lyou commented that at the January 2018 SCAQMD Governing Board meeting, the Board approved the release of a Request for Proposals for emissions mitigation, and encouraged Mr. La Marr to provide a copy of the RFP to the members of CARB's Small Business Opportunities Advisory Panel and other small businesses.

C. Environmental Justice (Curt Coleman)

Susan Stark indicated that the AB 617 implementation, community selection and emission reduction plans is an ongoing SCAQMD effort.

Dr. Phil Fine indicated that the first big task for SCAQMD is community identification and a nomination report that will be provided to CARB by August 2018. SCAQMD is currently working on the technical analysis to define communities and the related criteria to be considered for prioritization. An outreach plan is also being developed, including meetings within communities for input on the selection process.

Discussion

Bill La Marr inquired if staff is looking at the census track data such as MATES, or at political boundaries. Dr. Fine responded that staff is looking at a variety of factors, such as CalEnviroScreen, the grid-based environmental justice and MATES modeling data, as well as other

data sources. When SCAQMD goes out to the communities, preliminary assessments will be provided for their feedback, along with other factors for their consideration and prioritization.

Dan McGivney inquired if the District, in the initial nomination round, is looking to nominate certain areas or environmental justice communities. Dr. Fine indicated SCAQMD will look to nominate a list of communities with prioritization for the next few years. Dan McGivney also inquired if it was a two-fold process to develop the community selection criteria and then to identify the communities that match up. Dr. Fine indicated that technical data is being evaluated for a possible rank or score, but there is also a subjective component that needs to be considered. Dan McGivney further inquired if this information will go to CARB and asked about the criteria at other Air Districts. Dr. Fine indicated Air Districts will have their own evaluation criteria because they will not have the same data sets and priorities.

David Rothbart asked about the possibility of a competition between the Districts for CARB's community selections. Dr. Fine indicated this is an active discussion at CAPCOA, but it is difficult to determine at this point what the priorities will be. David Rothbart further inquired if the District felt strongly about a community, would they be an advocate for that particular community or would the community need to go to CARB. Dr. Fine replied that he could see this happening, because of the difficulty to get 100 percent consensus on all aspects and that communities will have the option to nominate themselves. Dr. Lyou added that CARB is creating an Advisory Group, where communities can go to CARB directly.

Susan Stark asked if mobile source emissions and railroads are also being folded into the process. Dr. Fine explained how the MATES studies cover these areas.

Bill La Marr inquired if an Air Quality Management Plan (AQMP) will be developed for communities that need emission reductions. Dr. Fine indicated that a community emission reduction plan will need to be developed, and the state will provide guidance on what these plans must contain. Bill La Marr also inquired if these plans have to be in place before anything goes forward. Dr. Fine replied no, and provided an outline of the associated tasks and when a community emissions reduction plan might be needed. Mr. La Marr further inquired if there was a sunset on the funding from CARB. Dr. Lyou replied yes and indicated that the funds need to be spent or encumbered by June 30, 2019. Bill La Marr further inquired if SCAQMD and a community elected to go forward with a community emission reduction plan, would this decision be based on the number of stationary sources within the community or boundaries and would the sources of the emissions be identified. Dr. Fine indicated that SCAQMD is moving quickly on community identification, using the information that we have. Once communities are prioritized, there will be monitoring or a plan developed, or possibly both. Emissions data from the community or area will be used to determine where emissions reductions are needed and a community emissions reduction plan will be designed based on this information. This information will then go to the SCAQMD Governing Board for their approval. Dr. Lyou added that there will also be guidance from CARB on what should be in the plans.

Patty Senecal asked for additional information on the CARB Advisory Board, the selection process, who is on it and when it will start. Dr. Lyou indicated that there is a preliminary list but was unsure if it was made public. Bill Quinn indicated that Janet Whittick/CCEEB is on this Committee and the information was sent to their membership. Dr. Lyou asked for the list to be sent to Ann Scagliola, to be circulated to the Home Rule members.

***ACTION ITEM** – AB 617 Consultation Group Members List provided by Bill Quinn and forwarded to the Home Rule Advisory Group membership on January 16, 2018.*

Larry Smith inquired about the separation of money for staff and the program enforcement. Dr. Lyou indicated that there was additional money set aside for needed AB 617 implementation staffing. Dr. Fine outlined the anticipated SCAQMD program staffing impacts.

Dan McGivney asked about the possibility of continued data evaluations, and for a community emissions reduction plan that revealed that the emissions came from a source outside of the selected community. Dr. Fine responded that CARB would have guidance on these situations.

D. Climate Change (David Rothbart)

It was reported that the latest Scoping Plan was approved in December 2017 by CARB.

REPORT FROM AND TO THE STATIONARY SOURCE COMMITTEE

Dr. Philip Fine provided a recap of items on the January 2018 agenda.

- Concurrence requested from the committee on the addition of Dr. Clark E. Parker, Sr. to the Home Rule Advisory Group membership. *(After the meeting it was decided that this request should go to the Administrative Committee for approval instead);*
- Presentation on new BACT guidelines;
- Contract to implement the Consumer Rebate Program for compliant furnaces;
- Updates on proposed amendments to Rules 1111 and 408;
- Updates on proposed Rule 120; and
- Update on tBac.

Discussion

Susan Stark asked what the decision was on tBac. Dr. Fine indicated that OEHHA finalized their cancer potency factor and direction is needed from the committee on how to proceed. Mark Abramowitz added that it was determined that it was toxic, and that they made some minor modifications.

DRAFT 2017 ACCOMPLISHMENTS AND 2018 GOALS & OBJECTIVES

Dr. Lyou asked for comments on the provided Home Rule Advisory Group 2017 Accomplishments and the 2018 Goals and Objectives. Hearing none, the reports were approved.

There was also a discussion of topics of interest for future 2018 meetings.

- AB 617 – will become a standing item under the Environmental Justice update, with specific areas of interest on the following items:
 - CARB versus SCAQMD roles
 - Local agencies interaction and engagement with implementation
 - Emission reporting requirements at the state and local levels
- Facility-Based Measures – SCAQMD and CARB approaches
- Enforcement Issues (Federal Regulations, Title V)
- Portable Low-Cost Air Quality Sensors
- Alternative Technology Infrastructure
 - Charging and Fueling Station Developments and Activity
 - Small Business Implementation
- Local Government Initiatives

- Update on the Port of Los Angeles/Long Beach case study on the Clean Air Action Plan
(possibly at the September or November meeting)

OTHER BUSINESS

There were no comments.

PUBLIC COMMENT

There were no comments.

ADJOURNMENT

The meeting was adjourned at 11:28 a.m. The next meeting of the Home Rule Advisory Group is scheduled for 10:00 a.m. on March 14, 2018, and will be held at SCAQMD in Conference Room CC-8.

BOARD MEETING DATE: April 6, 2018

AGENDA NO. 19

REPORT: Stationary Source Committee

SYNOPSIS: The Stationary Source Committee held a meeting on Friday, March 16, 2018. 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 Ben Benoit/Chair, Dr. Joseph Lyou/Vice Chair, Mayor Pro Tem Judith Mitchell, and Supervisor Hilda L. Solis

Call to Order

Chair Benoit called the meeting to order at 10:30 a.m.

INFORMATIONAL ITEMS:

1. RECLAIM Quarterly Report – 2nd Update

Susan Nakamura, Assistant Deputy Executive Officer/Planning, Rule Development, and Area Sources, provided the quarterly update regarding transitioning the NOx RECLAIM program to a command-and-control regulatory structure, highlighting recent activities.

David Rothbart (Southern California Alliance of Publicly Owned Treatment Works), stated that his members were concerned with Proposed Amended Rule 1118.1 because there are no current RECLAIM facilities covered in Rule 1118.1. His other concerns were regarding the timing of the rule and BACT/LAER replacement requirements for existing flares. Ms. Nakamura responded that Rule 1118.1 would apply to both RECLAIM and non-RECLAIM facilities and there are RECLAIM facilities that operate flares, in addition to other equipment covered by other rules. Facilities will only transition out of RECLAIM if there is a command-and-control rule to cover all of their equipment. Regarding the BACT/LAER replacement as

compared to retrofits under BARCT, Ms. Nakamura responded that is not unusual for a source-specific rule to have a requirement for existing and replacement equipment. Rules 1146.2, 1111, 1121, and 1147 were cited as examples.

Cody Rosenfield (Coalition for Clean Air) stated that they support the transition of RECLAIM to command-and-control because it is the best way to protect public health and bring these facilities into the 21st century. He has heard a lot of concerns about RECLAIM Trading Credits (RTCs), but commented that some might be delay tactics. Mr. Rosenfield supports staff reviewing and making the RTC market data available to identify possible deficiencies and to address any problems.

Mayor Pro Tem Mitchell asked for an update on RTC trading. Dr. Laki Tisopulos, Deputy Executive Officer/Engineering and Permitting, responded that the most recent RECLAIM audit shows that the short-term/annual credit market is still robust because facilities are using these credits for quarterly and annual compliance purposes. However, the trading of long-term RTCs has declined sharply because facilities do not want to invest in these credits with the sunset of RECLAIM. Ms. Mitchell asked if the short-term RTCs expire. Dr. Tisopulos responded that RTCs expire at the end of each compliance year.

Harvey Eder (Public Solar Power Coalition) stated that there are solar power generators near the District that have been operating for 20 to 35 years which can be used to meet emission reduction needs. In addition, he commented that solar generation needs to be put into the Plan as an overall conversion as soon as possible. Ms. Mitchell mentioned that she read a March 5 news report stating that 50 percent of the power that comes to California is from renewables, including solar, and even with the shut-down of three natural gas power plants, California is selling power outside of the state. She added that we are moving in the direction that Mr. Eder is advocating. Mr. Eder agreed, and added that he is currently involved in litigation with SCAQMD and the state regarding this issue.

Dr. Lyou stated there has been tremendous progress since the last RECLAIM update in getting the Transition Plan done. The Transition Plan states that 50 percent of the NOx sources are not at BARCT. Ms. Nakamura stated that the figure is more than 50 percent. Dr. Lyou asked how much emission reductions are expected from BARCT rule updates. Ms. Nakamura stated that staff will assess the BARCT limit for each rule prior to estimating the reductions. Dr. Lyou asked if staff can provide a general estimate of what the emission reductions would be for each rule. Ms. Nakamura stated the largest emission reductions would likely be from refineries under an amended Rule 1109.1 because of the size of the equipment. Dr. Lyou would like to see the estimated breakdown of emission reductions that are expected per rule.

2. Summary of Proposed Amended Rule (PAR) 408

Michael Krause, Planning and Rules Manager/Planning, Rule Development and Area Sources, presented a summary of PAR 408 – Circumvention, and stakeholders’ comments and concerns. He highlighted the public process, the main amendments to the rule, and how AB 617 monitoring may impact future rule implementation.

Dr. Lyou inquired about the reception of the proposal at the Public Consultation Meeting to which staff informed him it went well and the one comment received was subsequently addressed in the staff report.

Mr. Curt Coleman of Southern California Air Quality Alliance suggested developing guidelines containing various circumvention scenarios that could be updated periodically and made available to the regulated community. Bill LaMarr of the California Small Business Alliance commented that he had initial concerns, but appreciates staffs’ effort to modify the language to satisfy stakeholders’ concerns, and he thus supports the current proposal. Ms. Florence Gharibian of the Del Amo Action Committee supported an enforcement rule based on intentional circumvention adding that this rule is not meant to address every possible scenario. Mr. John Heintz of Latham and Watkins LLP appreciated the public process and supports the current proposal.

Supervisor Solis inquired about the ways in which staff responds to complaints and informs the public, especially in unincorporated areas, about compliance issues, odors, and emissions. She suggested mapping geographic areas of sources that could be contributing to the complaint. Ms. Yvonne Watson of the Sierra Club added that enforcement staff needs to improve the response to, and follow up with, complainants. Supervisor Solis recommended compliance staff contact city offices or her office to assist in providing air quality information to the public. Executive Officer Wayne Nastri discussed the current enforcement practices and agency goals in which compliance staff respond to complaints, and he supports Supervisor Solis’ suggestions. He noted that there may be some ongoing enforcement cases in which staff cannot disclose certain information until the case is settled.

3. Update on Proposed Amended Rule (PAR) 1469 – Hexavalent Chromium Emissions from Chromium Electroplating and Chromic Acid Anodizing Operations

Susan Nakamura provided a staff presentation that focused on the background and need for PAR 1469 and stakeholder issues raised at the March Board meeting.

In total, 14 speakers provided oral comments and 1 written comment was read into the record.

Florence Gharibirian of the Del Amo Action Committee commented that the SCAQMD MATES IV identified hexavalent chromium as the seventh largest cancer

risk in the Basin, and that hexavalent chromium levels may be much higher near facilities than what was monitored in the ambient air. She believes that dangerous chemicals should be banned if an alternative is available for use. Small businesses should not be buffered from requirements as they have contributed to ground and soil contamination. She questioned whether SCAQMD can enforce the rule, which is complicated, and if there is adequate staffing. She stated that facilities located 100 feet from a school are the wrong thing. She believes that fines should be increased for facilities located near sensitive receptors, particularly when multiple violations occur. Based on her knowledge and experience, the facilities are committing Class I hazardous waste violations, such as throwing away a piece of carpet saturated with hexavalent chromium.

Executive Officer Wayne Nastri read an email from Felipe Aguirre, former mayor of Maywood who was representing himself, into the record requesting that SCAQMD place monitors at all schools that are 1,500 feet from a source of hexavalent chromium such as Heliotrope Elementary School in Maywood, that is located across the street from Cook's Induction Heating. Ms. Nakamura commented that Cook's Induction Heating is not a Rule 1469 facility, but is a heat treating facility that would be subject to a future rule (PR 1435) for heat treating.

Robina Suwol of California Safe Schools appreciated the work done by staff. She commented that there are at least 50 schools within 1,500 feet of PAR 1469 facilities, with half of those being within 1,000 feet, and one of them being within 200 feet. She commented on the lack of monitoring and the limitations on inspections. She provided an example of a chrome plater in San Fernando Valley near a preschool that had open windows and doors, which took 14 years to get under control by the Department of Toxic Substances Control. She stated that the rule should be protective of communities and students.

Brian Ward of AAA Plating commented that they have been working with staff and appreciates their professionalism. He commented that there is a fundamental disagreement with the science and studies of hexavalent chromium. Although this is an OEHHA issue, the studies that he has looked at indicate a much higher actual exposure level is tolerable. He stated that every proposed rule requirement does not have a quantification of its effect. He also commented that since the last rule amendment in 2008, 23 metal finishers/platers, which provided an estimated 640 jobs, closed their doors within two years. He also commented that the rule is complicated. The Metal Finishing Association of California (MFASC) needs to evaluate the feasibility of this provision to have opening requirements for facilities located within 1,000 feet of a school.

Brian Leiker of MFASC and a family metal finishing business spoke on behalf of small businesses that are essential to many large industries. He commented that workers are threatened with loss of income by unfair tactics and bullying. He stated that the industry represents 9,000 jobs and \$380 million in wages for working class people. Mr. Leiker commented that the monitoring equipment is not being used for the purpose that it was intended and manufacturers would not honor a warranty. He requested that the committee look at the nine months of monitoring done in Compton, which shows less than 1 ng/m³ prior to any rule amendment.

Laurie Guillen, a Council Member from the City of Paramount, appreciated the delay of the hearing for the proposed amended rule. She commented that there were other health impacts besides cancer. Ms. Guillen commented that there is a facility in Paramount that has been shut down five times. She thanked Supervisor Solis for acknowledging that SCAQMD should be more accommodating to the community, and questioned the SCAQMD complaint investigation procedure for odors.

John Lopez Jr., who is with a large anodizing facility, commented that the rulemaking and enforcement have been comingled for the last 12 months. He questioned the reliability of the survey conducted upwind of facilities and if they identified all the unpermitted operations that have no emission controls. He asked if the inspectors are trained to gather samples, use the correct filter media, and calibrate the machines. Mr. Lopez expressed concern with multi-agency inspections.

Wesley Turnbow, president of the MFASC, commented that questions asked by Mr. Lopez are based on information obtained via a public records request. He questioned what is driving this rulemaking process and concluded that it is driven by politics. He commented that there is no smell from hexavalent chromium. He acknowledged that hexavalent chromium is dangerous and that the industry knows it. He also commented that good companies put controls on sources that are a problem. When it was discovered that high temperatures created emissions from chrome 6 solutions, those tanks should have been controlled. He stated that this is a low-emitting industry and could be non-emitting with controls on sources. Mr. Turnbow requested additional examination of controls and economics. He commented that the requirements are not based on science, and that the proposed rule would destroy half of the shops in ten years.

Lisa Lappin, a teacher at Paramount Unified School District, commented that there are 18 children in Paramount who have cancer. She commented that this rule is not about politics and that it is about saving lives and is not asking to put this small industry out of business, just for them to be careful. She commented that if air monitors show there is no problem, then companies would not need to install controls. She commented that a petition has been signed by over a 1,000 people calling for continuous outdoor air monitoring and installation of state-of-the art

pollution control, if needed. She asked SCAQMD to consider incentives for facilities to use alternatives to hexavalent chromium as is being done in Europe. She requested that monitoring be done immediately by the schools and if the source testing shows no problem, air monitoring would not be required.

Yvonne Martinez Watson of the Sierra Club commented that two out of five water companies serving her city report hexavalent chromium in the water according to the environmental justice working group. She commented that companies will not protect public health until they are forced to do so. She also commented that members of environmental justice communities are impacted by multiple contaminants all at once. She urged taking more time on this rule.

Jane Williams of California Communities Against Toxics submitted handouts to the committee on toxicity profiles. She commented that the industry is moving into C6 chemicals, which are more toxic and more stable than C8 and gets into the ground and air. She also commented that there are a number studies that indicate atmospheric emissions where these chemicals are used and manufactured. Ms. Williams commented that the regulatory efforts for hexavalent chromium have been a failure. She also commented that the chemicals used to keep hexavalent chromium in the tanks are more toxic than hexavalent chromium. She stated that she agreed with the industry that the rule does not make sense and to look at alternatives to move into a green industry.

Bill Pearce of the Boeing Company commented that staff has been willing to work with clarifications. He expressed concern that the allowable openings for permanent total enclosures is being reduced from 5 percent to 3 percent. He also commented that aerospace primes and companies that use the products have "Authorizations" under the regulation to continue the use of the banned materials in Europe. Under the EU REACH program "Authorizations" of 12 years were requested, but the recommendation came back at 7 years. He also commented that he would provide additional information to the SCAQMD regarding the process.

Ted Ventresca, President and Chief Operating Officer of Chemeon Surface Technology submitted handouts and discussed their alternative product to dichromate seals that can be used in the anodizing seal process. He also commented on a recent study that shows the safety of the product and that it is non-carcinogenic.

Ms. Nakamura commented that staff was aware of the Chemeon process and that PAR 1469 includes a provision that provides a process for companies to go to a hexavalent chromium-free process. Dr. Philip Fine, Deputy Executive Officer/Planning, Rule Development and Area Sources, stated that it is used only for dichromate seal and that it would not replace chromic acid anodizing, to which Mr. Ventresca confirmed. Mr. Ward commented that the product could be used in conjunction with a hexavalent chrome free process. Mayor Pro Tem Mitchell asked

what was the cost differential. Mr. Ventresca replied that there is a cost savings due to energy savings from not using heaters. Dr. Lyou asked if the product required hazardous waste permits, to which Mr. Ventresca replied no and stated that it does not contain fume suppressants. Dr. Lyou requested that Mr. Ventresca send the report to staff to be forwarded to the committee; and he would like staff to go with Mr. Ventresca to Sacramento to continue the conversation with CARB.

Mayor Pro Tem Mitchell asked if this company was the only company that has this process, to which Mr. Ventresca replied that there are other companies that have this process.

Lidia Ursag of the Los Angeles Mayor's Office provided an update on what the City of Los Angeles is doing regarding wastewater. She provided an example of Valley Chrome, which switched from hexavalent chromium to trivalent chromium. She commented that they would continue to be a partner with SCAQMD, especially in the Clean Up Green Up communities (Boyle Heights, Wilmington, Pacoima) in order to identify the new technologies that are causing cumulative impacts in these highly impacted areas.

Charlene Contreras from the Los Angeles County Department of Public Health commented that hexavalent chromium should be closely regulated. She commented about gaps in the proposal, including exemptions from building enclosure requirements, the schedule for fume suppressants and the lack of fence line monitoring. She commented that they want to encourage alternatives and technology to replace hexavalent chromium, and that their department is conducting a study looking at alternatives and technologies and will report their findings in a couple of months.

Due to time constraints, Mayor Benoit recommended concluding public comments on this item and have further updates from staff, if there are any, and Board Member comments at the next Stationary Source Committee meeting. Dr. Lyou explained that the intent was not to delay the rulemaking by two months, but agreed to come back to the next Stationary Source Committee. He also commented that he would like to talk to staff about what he would like to propose regarding resolution language to explore alternatives.

Mr. Nastri asked for clarification regarding the committee's recommendation. Mayor Benoit clarified that the recommendation is for staff to first come back to the Stationary Source Committee in 30 days and then to the Board.

Supervisor Solis thanked the public for coming. She commented that she is very concerned, and wants to talk to staff regarding what was discussed today to better understand the implications.

Mayor Pro Tem Mitchell proposed an acceleration to convert to the new technology (Chemeon) if available and commercially in use, rather than the installation of controls. She expressed concern that there is no risk assessment for the fume suppressants and requested a risk assessment comparison between the fume suppressant and hexavalent chromium in order not to replace something bad with something that is worse. She commented that she did not want to delay the rulemaking too long, as it is important to get the controls and prevent uncontrolled emissions.

WRITTEN REPORTS:

4. Notice of Violation Penalty Summary

The report was acknowledged by the Committee.

5. Home Rule Advisory Group – January 2018 Meeting Minutes

The report was acknowledged by the Committee.

OTHER MATTERS:

6. Other Business

There was no other business.

7. Public Comment Period

There were no public comments.

8. Next Meeting Date

The next regular Stationary Source Committee meeting is scheduled for Friday, April 20, 2018.

Adjournment

The meeting was adjourned at 12:20 p.m.

Attachments

1. Attendance Record
2. Notice of Violation Penalty Summary
3. Home Rule Advisory Group – January 2018 Meeting Minutes

ATTACHMENT 1

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
STATIONARY SOURCE COMMITTEE
Attendance Record – March 16, 2018**

Mayor Ben Benoit	SCAQMD Governing Board
Dr. Joseph Lyou.....	SCAQMD Governing Board
Mayor Pro Tem Judith Mitchell	SCAQMD Governing Board
Supervisor Hilda L. Solis	SCAQMD Governing Board
David Czamanske.....	Board Consultant (Cacciotti)
Ron Ketcham	Board Consultant (McCallon)
Charlene Contreras	L.A. County Department of Public Health
Curt Coleman.....	Southern California Air Quality Alliance
Harvey Eder.....	Public Solar Power Coalition
Florence Gharibian	Del Amo Action Committee
Laurie Guillen.....	City of Paramount Council Member
John Heintz.....	Latham and Watkins LLP
Bill LaMarr	California Small Business Alliance
Lisa Lappin.....	Paramount Unified School District
Brian Leiker.....	Metal Finishing Association of Southern California
Rita Loof.....	RadTech
John Lopez Jr.....	an anodizing facility
Cody Rosenfield	Coalition for Clean Air
David Rothbart	L.A. County Sanitation Districts
Bill Pearce	Boeing
Robina Suwol	California Safe Schools
Wesley Turnbow	Metal Finishing Association of Southern California
Lidia Ursag	Los Angeles Mayor’s Office
Ted Ventresca.....	Chemeon Surface Technology
Brian Ward	AAA Plating
Yvonne Watson	Sierra Club
Jane Williams	California Communities Against Toxics
Barbara Baird.....	SCAQMD staff
Philip Fine	SCAQMD staff
Bayron Gilchrist	SCAQMD staff
Michael Krause.....	SCAQMD staff
Susan Nakamura.....	SCAQMD staff
Wayne Nastri	SCAQMD staff
Laki Tisopulos	SCAQMD staff
Jill Whynot	SCAQMD staff

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

General Counsel's Office

DRAFT

February 2018 Settlement Penalty Report

Total Penalties

Civil Settlements: \$5,252,100.00

MSPAP Settlements: \$25,825.00

Total Cash Settlements: \$5,277,925.00

Total SEP Value: \$0.00

Fiscal Year through 2 / 2018 Cash Total: \$9,645,181.81

Fiscal Year through 2 / 2018 SEP Value Only Total: \$2,120,000.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
Civil Settlements						
180945	ALLTECH, INC.	202(a) 402 41700	2/6/2018	SMP	P59539	\$6,000.00
138568	CALIFORNIA DROP FORGE, INC	2004	2/23/2018	SH	P64400	\$2,500.00
800030	CHEVRON U.S.A. INC	1118 2004 2004(f)(1) 203 203 (b) 3002 3002(c)(1) 401 41700	2/2/2018	TRB	P48747 P57247 P57248	\$5,137,250.00
69598	DELGADO BROTHERS CO	3003 3002(c)(1)	2/15/2018	SH	P62378	\$750.00
169170	EMERITUS OF YORBA LINDA	1146.2	2/15/2018	WBW	P60673 P60674	\$2,500.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
11818	HIXSON METAL FINISHING	1402	2/7/2018	NSF	P63556	\$25,000.00
46874	HOLLY STREET, LLC	1173 203 (b)	2/6/2018	SH	P60719	\$10,000.00
181997	JOHN KA WAH KWONG, BETTY LOK	1403 40 CFR	2/23/2018	BST	P64701	\$25,000.00
125015	LOS ANGELES TIMES COMMUNICATIONS LLC	2012	2/8/2018	BST	P64356	\$9,000.00
5887	NEXGEN PHARMA INC	3002(c)(1)	2/15/2018	SH	P60416	\$2,500.00
183415	ONTARIO INTERNATIONAL AIRPORT AUTHORITY	461 (e) (2)	2/6/2018	BST	P64762	\$1,700.00
800183	PARAMOUNT PETR CORP	1173 1176(e)(1) 2004 2004(d)	2/7/2018	VKT	P53753 P61513 P61518 P61519 P61520 P64416	\$20,000.00
120948	PHILLIPS INDUSTRIES	1145	2/23/2018	KCM	P63917	\$2,800.00
53729	TREND OFFSET PRINTING SERVICES, INC	2004(f)(1) 2012 3002(c)(1)	2/6/2018	WBW	P54985	\$3,000.00
13990	US GOVT, VETERANS AFFAIRS MEDICAL CENTER	2202	2/23/2018	SH	P60347	\$3,000.00
118015	VILLAGE AUTO SPA,GALEN MOGTADERI	41954 41960.2 461(c)	2/23/2018	SH	P61267	\$1,100.00

Total Civil Settlements: \$5,252,100.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
MSPAP Settlements						
7776	3-D POLYMERS	203 (a)	2/21/2018	TF	P66801	\$1,000.00
141000	GURUAAN LA II, LP	461	2/7/2018	GC	P64665	\$630.00
185373	LAGUNA BEACH COUNTY WATER DISTRICT	203 (a)	2/15/2018	TF	P64079	\$100.00
137767	MADISON MATERIALS INC	403	2/20/2018	TF	P63162	\$1,000.00
56547	MARCEL ELECTRONICS	203 (b)	2/6/2018	TF	P64083	\$2,695.00
118488	METROPOLITAN CLEANERS, G. GORODETSKY, DBA	1146.2	2/21/2018	TF	P63674	\$175.00
183029	MG OIL, INC	41960.2 461	2/21/2018	TF	P65737	\$700.00
154429	N. B. OIL CO., INC. #2	461	2/28/2018	TF	P65736	\$375.00
71791	SAFEWAY INC	1146.1 203 (b)	2/21/2018	GV	P64465	\$3,200.00
92495	SANTANA CYCLES INC	1107	2/22/2018	GV	P65366	\$2,000.00
16947	SERV-RITE MEAT COMPANY	1146 201 203 (a)	2/20/2018	GV	P64136	\$6,400.00
176964	ST. JOSEPH HEALTH	2202	2/20/2018	GV	P59486	\$800.00
184818	STATEN SOLAR	403	2/22/2018	GV	P63137	\$1,000.00
178085	WEST TO EAST COLLISION CENTER	109 203 (a)	2/21/2018	GV	P65151	\$1,600.00
145023	WHITE MEMORIAL MEDICAL CENTER	203 (b)	2/22/2018	GV	P64130	\$2,300.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
13613	WHITE MEMORIAL MEDICAL CENTER	1146 203 (b)	2/22/2018	GV	P64131	\$600.00
28165	WORLD AUTO SERVICE	201	2/22/2018	GV	P59398	\$250.00
161230	Z GAS, LLC	203 (b) 461(c)(2)(B)	2/22/2018	GV	P65024	\$1,000.00

Total MSPAP Settlements: \$25,825.00

DRAFT
DISTRICT'S RULES AND REGULATIONS INDEX
FOR FEBRUARY 2018 PENALTY REPORT

REGULATION I - GENERAL PROVISIONS

Rule 109 Recordkeeping for Volatile Organic Compound Emissions (*Amended 8/18/00*)

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*)

REGULATION IV – PROHIBITIONS

Rule 401 Visible Emissions (*Amended 9/11/98*)
Rule 402 Nuisance (*Adopted 5/7/76*)
Rule 403 Fugitive Dust (*Amended 12/11/98*) *Pertains to solid particulate matter emitted from man-made activities.*
Rule 461 Gasoline Transfer and Dispensing (*Amended 6/15/01*)

REGULATION XI - SOURCE SPECIFIC STANDARDS

Rule 1107 Coating of Metal Parts and Products (*Amended 11/17/00*)
Rule 1118 Emissions From Refinery Flares (*Adopted 2/13/98*)
Rule 1145 Plastic, Rubber and Glass Coatings (*Amended 2/14/97*)
Rule 1146 Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters (*Amended 11/17/00*)
Rule 1146.1 Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters (*Amended 5/13/94*)
Rule 1146.2 Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers (*Adopted 1/9/98*)
Rule 1173 Fugitive Emissions of Volatile Organic Compounds (*Amended 5/13/94*)
Rule 1176 Sumps and Wastewater Separators (*Amended 9/13/96*)

DRAFT

REGULATION XIV - TOXICS

- Rule 1402 Control of Toxic Air Contaminants from Existing Sources *(Amended 3/17/00)*
- Rule 1403 Asbestos Emissions from Demolition/Renovation Activities *(Amended 4/8/94)*

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 XXII ON-ROAD MOTOR VEHICLE MITIGATION

- Rule 2202 On-Road Motor Vehicle Mitigation Options *(Amended 10/9/98)*

REGULATION XXX TITLE V PERMITS

- Rule 3002 Requirements *(Amended 11/14/97)*
- Rule 3003 Applications *(Amended 3/16/01)*

CODE OF FEDERAL REGULATIONS

40 CFR – Protection of the Environment

CALIFORNIA HEALTH AND SAFETY CODE § 41700

- 41700 Violation of General Limitations
- 41954 Compliance for Control of Gasoline Vapor Emissions
- 41960.2 Gasoline Vapor Recovery



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

HOME RULE ADVISORY GROUP

Wednesday, January 10, 2018

MEETING MINUTES

CHAIR:

Dr. Joseph Lyou, Governing Board member

MEMBERS PRESENT:

Nan Harrold (Orange County Waste & Recycling); Bill La Marr (California Small Business Alliance); Dan McGivney (Southern California Gas); Terry Roberts (American Lung Association of California); David Rothbart (Los Angeles County Sanitation District); Patty Senecal (Western States Petroleum Association); Larry Smith (Cal Portland Cement); and Susan Stark (Andeavor).

The following members participated by conference call: Rongsheng Luo (SCAG); Bill Quinn (California Council for Environmental & Economic Balance); and Amy Zimpfer (EPA).

MEMBERS ABSENT:

Mike Carroll (Regulatory Flexibility Group); Michael Downs (Downs Energy);-Jaclyn Ferlita (Air Quality Consultants); Art Montez (AMA International); Penny Newman (Center for Community Action and Environmental Justice); Larry Rubio (Riverside Transit Agency); Kristen Torres Pawling (County of Los Angeles, Chief Sustainability Office); and TyRon Turner (Dakota Communications).

OTHER ATTENDEES:

Mark Abramowitz (Board Consultant to Dr. Lyou) and Johnny Raymond (CARB).

SCAQMD STAFF:

Philip Fine	Deputy Executive Officer
William Wong	Principal Deputy District Counsel
Philip Crabbe	Community Relations Manager
Pedro Piqueras	Air Quality Specialist
Ann Scagliola	Administrative Secretary

OPENING COMMENTS AND SELF-INTRODUCTIONS

The meeting was called to order at 10:00 a.m. by Dr. Joseph Lyou (Chairman).

APPROVAL OF NOVEMBER 2018 MEETING MINUTES

Dr. Lyou asked for comments on the November 8, 2017 meeting minutes. Bill La Marr noted a minor correction needed on page five, Clean Community Program should be Clean Communities Program. With the correction noted, the meeting minutes were approved and finalized.

EPA AND FEDERAL ACTIVITIES

Amy Zimpfer provided an update on recent U.S. Environmental Protection Agency (EPA) and federal activities.

SCAQMD Related Actions

- In December 2017, EPA completed the distribution of the ozone designation letters to state governors to begin the 120-day notification process on designated nonattainment areas for the 2015 ozone standards. For California, EPA concurred with the state recommendation and South Coast Air Quality Management District (SCAQMD) will be included as a nonattainment area. Comment letters are due by February 5, 2018.
- In December 2017, a third round of State designation recommendations was completed for the 2010 Sulfur Dioxide (SO₂) National Ambient Air Quality Standard (NAAQS). For California, EPA agreed with the state recommendation to be designated as attainment/unclassifiable for the 2010 1-hour Sulfur Dioxide Standard.
- In December 2017, a letter was submitted to approve the adequacy of the motor vehicle emissions budgets in the 2016 PM_{2.5} South Coast Serious Area Plan and a Federal Register notice was also published on January 5, 2018. This action will allow transportation planning to move forward with budgets outlined in the South Coast Air Quality Management Plan (AQMP).
- Other components of the SCAQMD AQMP under review are the 2016 PM_{2.5} Plan, for possible action in the spring of 2018, and the Ozone plan for possible action before the end of the fiscal year.
- There were no challenges received for the recently approved reasonably available control technology (RACT), with RECLAIM components, so the approval stands.
- There have been ongoing meetings with SCAQMD as changes are being made to RECLAIM rules 2001 and 2002, and EPA expects these meetings to continue.
- EPA is working with CARB to withdraw SCAQMD Rule 1420.2 as a contingency measure.
- EPA continues to work with the Ports of Los Angeles and Long Beach and community members to develop a contract for a case study on the Clean Air Action Plan. They expect the study to be completed by fall 2018.

Federal Update

- On October 16, 2017, the Administration proposed the repeal of the Clean Power Plan (CPP) and, in accordance with the Executive Order, there has been a review to determine if it exceeds the authority delegated to EPA by Congress. There will be three additional CPP repeal public listening sessions in 2018. The formal notice will be released in the next couple of weeks.
- On December 28, 2017, the Administration released an advance notice of proposed rulemaking for a Clean Power Plan replacement guidelines. This notice does not propose any regulations but asks for input. Comments are due by February 26, 2018.
- Carbon pollution standards for new electric generating units are under review and no action has been taken to propose any revisions.
- The Administration has announced its review of the 2016 standards for the Oil and Gas New Source Performance Standards (NSPS).
- In 2017, EPA granted reconsideration of certain aspects of the 2016 landfill methane rules for new and existing landfills.
- The 2014 National Air Toxics Assessment (NATA) comprehensive review is ongoing, with the anticipated public release in the summer of 2018.
- The Federal Government continues to operate under a continuing resolution, which expires January 19, 2019. Funding is beginning to flow for Section 103 grants allocations, Diesel

Emission Reduction Act (DERA) grant awardees are expected to be announced in the next couple of weeks and some additional funding is expected in the next six months.

Discussion

Dr. Lyou indicated that he would be willing to provide comments to EPA on the Port of Los Angeles and Long Beach case study. Ms. Zimpfer replied she would make sure that he was part of this.

Rongsheng Luo inquired if there was a federal register notice for the 2015 Ozone NAAQS. Ms. Zimpfer replied that a notice was issued and that she could provide the link to the site.

<https://www.regulations.gov/document?D=EPA-HQ-OAR-2017-0548-0065>

Dr. Philip Fine inquired about the timing of when California's Ozone designation would be effective. Ms. Zimpfer indicated that EPA concurred with the State's recommendation, but there is a public comment period where additional data can be presented. Dr. Fine inquired if the effective date would be in the spring of 2018. Ms. Zimpfer answered yes. Dr. Lyou asked about the significance of this. Dr. Fine indicated that this would start the clock for the next AQMP and will also establish the attainment deadline.

Dan McGivney inquired if the anticipated funding is for DERA or EPA. Ms. Zimpfer replied that it would be for DERA, but they would not know for sure until they get a budget.

Bill La Marr inquired about a political appointee for Region IX. Ms. Zimpfer replied that Region IX is the only Region without a Regional Administrator, and Alexis Strauss continues to serve as the Acting Regional Administrator.

CARB REGULATORY ACTIVITIES

Johnnie Raymond provided an update on recent CARB regulatory activities.

- There is no Board Meeting scheduled for January 2018, but it sets the stage for the 50th anniversary celebration at the February 8, 2018 Board hearing.
- CARB's February Meeting will include the following items:
 - Presentation by the Executive Office to identify priorities for the agency; and
 - Phase 2 Greenhouse Gas Regulations (GHG) for medium- and heavy-duty engines and vehicles.
- Recent updates to activities from 2017:
 - December 2017 Board Meeting:
 - Approved \$663M in clean transportation incentives for clean cars, trucks, and buses with monies from the Cap-and-Trade auction proceeds, the Volkswagen settlement, the Air Quality Incentive Program and the Zero/Near Zero Emission Warehouse Program; and
 - Approved the 2017 Climate Change Scoping Plan, the strategy for achieving California's 2030 greenhouse gas target, and also the ongoing work to include AB 617.
 - Updated the Pollution Mapping Tool to include toxics.

Discussion

David Rothbart inquired if there is a process to follow with the local District to get the pollution mapping tool information updated, since his staff has seen some discrepancies. Mr. Raymond requested that his staff work directly with the inventory staff at each of the District's and David Edwards (917.323.4887) at CARB is spearheading the updating of the inventory. Dr. Fine indicated that if SCAQMD staff could be advised of discrepancies, we can help to sort out discrepancies.

Bill Quinn commented that over the past year they have worked closely with David Edwards on the mapping tool, and wanted to acknowledge him and his team's willingness to identify and fix problems.

Dr. Lyou indicated that an item to add to CARB's list of accomplishments is the certification of the Cummins Westport 12-liter natural gas engine. He offered congratulations on getting that done.

LEGISLATIVE UPDATE

Philip Crabbe provided a recap of the December 8, 2017 Legislative Committee meeting.

Federal Legislative Issues

SCAQMD's federal legislative consultants each provided a written report on various key Washington, D.C. issues, and they also provided verbal updates as well.

It was reported that a continuing budget resolution was passed by Congress that lasted through December 22, 2017, and that tax reform appeared to be on its way to completion. *UPDATE: We know the tax bill passed and the government has still been operating under a short-term budget extension, with the current continuing resolution is set to expire on January 19, 2018.*

The U.S. EPA proposal to repeal provisions that apply to the heavy-duty truck phase 2 emissions standards to the glider industry was discussed. A public hearing was held to receive public comment on this issue, during which SCAQMD staff, including our Executive Officer, Wayne Nastri, participated and testified. It was noted that an estimated 60 other individuals and groups testified, mostly in opposition to the U.S. EPA proposal, due to the negative impact on emissions that it would have.

SCAQMD staff met with the new U.S. EPA Assistant Administrator for Air and Radiation, Bill Wehrum in Washington. Also, Susan Bodine was just recently confirmed by the U.S. Senate as the U.S. EPA's Assistant Administrator for Enforcement and Compliance Assurance.

U.S. EPA on November 30, 2017 issued a final rule on the renewable fuel standard, which sets the volume requirements for ethanol, biofuel, biodiesel and how much of those should be blended into the fuel supply. This issue draws strong interest because it pits the farm states against the oil states. Through the rulemaking, U.S. EPA split the difference and neither side appeared fully happy with the result.

An update relating to the EPA Administrator, Scott Pruitt's testimony before the U.S. House Energy and Commerce Committee was provided. Two California congressional members raised questions relating to issues of interest to SCAQMD during the hearing. It was noted that Administrator Pruitt did not commit to maintaining the California waiver, and when asked about states' rights, he commented that one state cannot dictate to the rest of the country.

It was reported that the U.S. House is preparing a \$4.4 billion wildfire relief package for Northern California, so it is possible that there may be a future effort to help Southern California on this same issue through similar funding. And since air pollution is such a big consequence of these wildfires, SCAQMD will look for opportunities to help address related air quality issues within the South Coast region.

State Legislative Issues

SCAQMD's state legislative consultants provided written reports on various key issues in Sacramento and gave verbal updates as well.

It was noted that the Legislature returned from recess on January 3, 2018 and that former Speaker of the Assembly, Senator Toni Atkins will be the next President Pro Tem of the State Senate. It was noted that she will be the first female Pro Tem in the state's history. It was recently determined that Senator Atkins will be sworn in on March 21, 2018. Consequently, some changes in the Senate leadership team and in committees is expected, but many of the committee chairs will likely stay the same.

The expectation is that everything will start shifting over to Senator Atkins, due to current Senate President Pro Tem Kevin de Leon's focus on running for U.S. Senate.

Finally it was reported that the ongoing conversation about sexual harassment would likely continue for the next year or so, and that it will continue to be a hot topic and at the forefront in the Legislature. Assembly Members Raul Bocanegra and Matt Dababneh have already resigned, and Senator Tony Mendoza has taken a leave of absence pending an investigation. Assembly Member Sebastian Ridley-Thomas also resigned.

Action Item

The only action item taken up at the Legislative Committee was the recommendation of 2018 State and Federal Legislative Goals and Objectives.

It was stated that both the State and federal legislative goals and objectives focus on:

- Seeking increased funding sources for clean air programs that protect public health and ensure attainment of state and federal air quality standards, particularly incentive programs that support the 2016 AQMP;
- Working to ensure that the state and federal governments do their fair share to reduce air pollution by providing legislative funding, and regulatory support to the SCAQMD to implement the 2016 AQMP and meet national air quality standards by upcoming deadlines;
- Supporting policies and funding that promote the development and deployment of zero and near-zero emission infrastructure, equipment and vehicles;
- Protecting and ensuring adequate SCAQMD authority for implementation of the Governing Board's clean air policies and programs, as required by state and federal law, including the 2016 AQMP;
- Supporting legislation, policies and administrative actions that encourage job retention and creation, and promote economic growth, while working toward attainment of clean air standards; and
- Supporting legislation and funding to promote environmental justice initiatives to reduce localized health risks from criteria pollutant and toxic air emissions, while developing and expanding access to clean air technology that directly benefits disproportionately impacted communities. In particular, this includes securing the necessary resources to fully implement local air districts responsibilities created by AB 617.

Overall, the Legislative Committee adopted staff's recommended position to APPROVE this item. The next Legislative Committee meeting will be January 12, 2018.

Discussion

Bill Quinn reported that the Governor just released the proposed state budget, and noted that he will make his recommendation for the use of the Greenhouse Gas Reduction Fund (GGRF) monies in the 2018 State of the State Address.

UPDATE REGARDING LITIGATION ITEMS AND RELATED EPA ACTIONS

William Wong provided an update to the litigation status report meeting handout.

- New Case – A demurrer was filed and a demurrer hearing is scheduled for January 12, 2018.
- Case #10 – The court has found that there was no evidence of a Board consideration of the changes made in the rule and the Board approved taking the appeal on that decision.
- Case #12 – The hearing was continued to January 31, 2018.

SUBCOMMITTEE STATUS REPORTS

A. Freight Sustainability (Dan McGivney)

An update was provided on the following items:

- To add to Dr. Lyou's report about CARB's certification of the Cummins Westport 12-liter natural gas engine, in addition to meeting the 0.02 standard it was also certified at 0.01; and
- CARB has released their proposal for the Innovative Clean Transit Rule.

Dr. Lyou added that the Annual State of the Port of Los Angeles is January 11, 2018 and the Annual State of the Port of Long Beach is January 19, 2018. In addition, the SCAQMD is expected to provide an update on Facility-Based Measures in March 2018. Dr. Fine added that there are working group meetings in mid-January and it is going to Mobile Source Committee in February 2018.

B. Small Business Considerations (Bill La Marr)

An update was provided on the following item.

- Mr. La Marr indicated in 2017 he was approached by CARB's Chairman's office to serve on their Small Business Opportunities Advisory Panel, and last week he was notified that he been approved as a Small Business Advisor to the Panel.

Dr. Lyou commented that at the January 2018 SCAQMD Governing Board meeting, the Board approved the release of a Request for Proposals for emissions mitigation, and encouraged Mr. La Marr to provide a copy of the RFP to the members of CARB's Small Business Opportunities Advisory Panel and other small businesses.

C. Environmental Justice (Curt Coleman)

Susan Stark indicated that the AB 617 implementation, community selection and emission reduction plans is an ongoing SCAQMD effort.

Dr. Phil Fine indicated that the first big task for SCAQMD is community identification and a nomination report that will be provided to CARB by August 2018. SCAQMD is currently working on the technical analysis to define communities and the related criteria to be considered for prioritization. An outreach plan is also being developed, including meetings within communities for input on the selection process.

Discussion

Bill La Marr inquired if staff is looking at the census track data such as MATES, or at political boundaries. Dr. Fine responded that staff is looking at a variety of factors, such as CalEnviroScreen, the grid-based environmental justice and MATES modeling data, as well as other

data sources. When SCAQMD goes out to the communities, preliminary assessments will be provided for their feedback, along with other factors for their consideration and prioritization.

Dan McGivney inquired if the District, in the initial nomination round, is looking to nominate certain areas or environmental justice communities. Dr. Fine indicated SCAQMD will look to nominate a list of communities with prioritization for the next few years. Dan McGivney also inquired if it was a two-fold process to develop the community selection criteria and then to identify the communities that match up. Dr. Fine indicated that technical data is being evaluated for a possible rank or score, but there is also a subjective component that needs to be considered. Dan McGivney further inquired if this information will go to CARB and asked about the criteria at other Air Districts. Dr. Fine indicated Air Districts will have their own evaluation criteria because they will not have the same data sets and priorities.

David Rothbart asked about the possibility of a competition between the Districts for CARB's community selections. Dr. Fine indicated this is an active discussion at CAPCOA, but it is difficult to determine at this point what the priorities will be. David Rothbart further inquired if the District felt strongly about a community, would they be an advocate for that particular community or would the community need to go to CARB. Dr. Fine replied that he could see this happening, because of the difficulty to get 100 percent consensus on all aspects and that communities will have the option to nominate themselves. Dr. Lyou added that CARB is creating an Advisory Group, where communities can go to CARB directly.

Susan Stark asked if mobile source emissions and railroads are also being folded into the process. Dr. Fine explained how the MATES studies cover these areas.

Bill La Marr inquired if an Air Quality Management Plan (AQMP) will be developed for communities that need emission reductions. Dr. Fine indicated that a community emission reduction plan will need to be developed, and the state will provide guidance on what these plans must contain. Bill La Marr also inquired if these plans have to be in place before anything goes forward. Dr. Fine replied no, and provided an outline of the associated tasks and when a community emissions reduction plan might be needed. Mr. La Marr further inquired if there was a sunset on the funding from CARB. Dr. Lyou replied yes and indicated that the funds need to be spent or encumbered by June 30, 2019. Bill La Marr further inquired if SCAQMD and a community elected to go forward with a community emission reduction plan, would this decision be based on the number of stationary sources within the community or boundaries and would the sources of the emissions be identified. Dr. Fine indicated that SCAQMD is moving quickly on community identification, using the information that we have. Once communities are prioritized, there will be monitoring or a plan developed, or possibly both. Emissions data from the community or area will be used to determine where emissions reductions are needed and a community emissions reduction plan will be designed based on this information. This information will then go to the SCAQMD Governing Board for their approval. Dr. Lyou added that there will also be guidance from CARB on what should be in the plans.

Patty Senecal asked for additional information on the CARB Advisory Board, the selection process, who is on it and when it will start. Dr. Lyou indicated that there is a preliminary list but was unsure if it was made public. Bill Quinn indicated that Janet Whittick/CCEEB is on this Committee and the information was sent to their membership. Dr. Lyou asked for the list to be sent to Ann Scagliola, to be circulated to the Home Rule members.

***ACTION ITEM** – AB 617 Consultation Group Members List provided by Bill Quinn and forwarded to the Home Rule Advisory Group membership on January 16, 2018.*

Larry Smith inquired about the separation of money for staff and the program enforcement. Dr. Lyou indicated that there was additional money set aside for needed AB 617 implementation staffing. Dr. Fine outlined the anticipated SCAQMD program staffing impacts.

Dan McGivney asked about the possibility of continued data evaluations, and for a community emissions reduction plan that revealed that the emissions came from a source outside of the selected community. Dr. Fine responded that CARB would have guidance on these situations.

D. Climate Change (David Rothbart)

It was reported that the latest Scoping Plan was approved in December 2017 by CARB.

REPORT FROM AND TO THE STATIONARY SOURCE COMMITTEE

Dr. Philip Fine provided a recap of items on the January 2018 agenda.

- Concurrence requested from the committee on the addition of Dr. Clark E. Parker, Sr. to the Home Rule Advisory Group membership. *(After the meeting it was decided that this request should go to the Administrative Committee for approval instead);*
- Presentation on new BACT guidelines;
- Contract to implement the Consumer Rebate Program for compliant furnaces;
- Updates on proposed amendments to Rules 1111 and 408;
- Updates on proposed Rule 120; and
- Update on tBac.

Discussion

Susan Stark asked what the decision was on tBac. Dr. Fine indicated that OEHHA finalized their cancer potency factor and direction is needed from the committee on how to proceed. Mark Abramowitz added that it was determined that it was toxic, and that they made some minor modifications.

DRAFT 2017 ACCOMPLISHMENTS AND 2018 GOALS & OBJECTIVES

Dr. Lyou asked for comments on the provided Home Rule Advisory Group 2017 Accomplishments and the 2018 Goals and Objectives. Hearing none, the reports were approved.

There was also a discussion of topics of interest for future 2018 meetings.

- AB 617 – will become a standing item under the Environmental Justice update, with specific areas of interest on the following items:
 - CARB versus SCAQMD roles
 - Local agencies interaction and engagement with implementation
 - Emission reporting requirements at the state and local levels
- Facility-Based Measures – SCAQMD and CARB approaches
- Enforcement Issues (Federal Regulations, Title V)
- Portable Low-Cost Air Quality Sensors
- Alternative Technology Infrastructure
 - Charging and Fueling Station Developments and Activity
 - Small Business Implementation
- Local Government Initiatives

- Update on the Port of Los Angeles/Long Beach case study on the Clean Air Action Plan
(possibly at the September or November meeting)

OTHER BUSINESS

There were no comments.

PUBLIC COMMENT

There were no comments.

ADJOURNMENT

The meeting was adjourned at 11:28 a.m. The next meeting of the Home Rule Advisory Group is scheduled for 10:00 a.m. on March 14, 2018, and will be held at SCAQMD in Conference Room CC-8.

BOARD MEETING DATE: April 6, 2018

AGENDA NO. 20

REPORT: Technology Committee

SYNOPSIS: The Technology Committee held a meeting on Friday, March 16, 2018. 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), Mayor Larry McCallon, Mayor Pro Tem Judith Mitchell and Supervisor Hilda L. Solis

Absent: Council Member Dwight Robinson and Supervisor Janice Rutherford

Call to Order

Chair Buscaino called the meeting to order at 12:23 p.m.

ACTION ITEMS:

1. Execute Contracts to Conduct Commercial Electric Lawn and Garden Equipment Incentive and Exchange Program in Environmental Justice Areas and Reimburse General Fund for Administrative Costs

At its October 6, 2017 meeting, the Board recognized \$2,477,250 from U.S. EPA's 2016 Targeted Air Shed Grant Program and issued a Program Announcement to solicit competitive bids from manufacturers and/or suppliers of commercial-grade, battery-electric lawn and garden equipment. This action is to execute contracts with qualified manufacturers and suppliers of commercial grade, electric lawn and garden equipment for participation in SCAQMD's electric lawn and garden incentive and exchange program in environmental justice areas in an amount not to exceed \$2,955,327, comprised of \$2,327,250 from the U.S. EPA Targeted Air Shed Grant in the Advanced Technology, Outreach and Education Fund (17) and \$628,077 from the Rule 2202 AQIP Special Revenue Fund (27). This action is to also authorize the

Executive Officer to amend amounts awarded to each contractor based on the demand for the equipment that will be offered through this program. Finally, this action is to reimburse the General Fund for administrative costs up to \$150,000 for implementation of a commercial lawn and garden equipment program.

Staff explained that one of the seven contractors has withdrawn their proposal. Staff will update the Board letter for the Board meeting and will redistribute the funds from this contractor proportionately among the other awardees. The Board item will show six contractors with different funding amounts. After Board approval, the Executive Officer will be able to distribute the funds as needed based on demand.

Supervisor Solis asked if this program will be available to public government entities. Staff responded the program will be available to local governments, counties and special districts. Supervisor Solis asked what outreach methods will be used for Hispanic and other minority groups. Staff will promote this program to local governments. Brochures will be developed in multiple languages to be distributed at sales centers and to public and private entities that operate commercial lawn and garden equipment. Supervisor Solis suggested using public access TV since many councils have their own channel and it would be free advertising in whatever languages are necessary. Paid radio advertising was also recommended.

Mayor McCallon asked if the commercial gardeners will be required to be licensed. Staff responded that commercial gardeners will be required to have a license. Mayor McCallon also asked if staff knows the return on investment in terms of NOx reductions from this program. Staff explained that CARB has contracted with California State University, Fullerton to collect and evaluate data from this program, and this evaluation will include the amount of NOx emission reductions achieved. Next week, staff will provide the Committee an estimate of this program's NOx reductions.

Al Rodriguez, a representative of Makita U.S.A., Inc., commented that they are excited to participate in this program, and Makita will be reaching out to the communities providing bilingual language support.

Moved by Solis; seconded by McCallon; unanimously approved.

Ayes: Buscaino, McCallon, Mitchell and Solis

Noes: None

Absent: Robinson, Rutherford

The motion was unanimously recommended for approval with the condition that, due to one of the seven companies withdrawing their proposal, the funds would be redistributed among the remaining six companies.

2. Recognize Revenue to Replace School and Shuttle Buses and Execute Contract for Battery Electric Shuttle Bus Replacement Project and Reimburse General Fund for Administrative Costs

In January 2018, U.S. EPA notified SCAQMD that two awards had been approved under a FY 2017 Targeted Air Shed Grant solicitation in the amount of \$3,184,875 each to replace diesel school buses with near-zero emission CNG buses and to replace diesel and gasoline airport shuttle buses with zero emission battery electric buses. Additionally, Phoenix Motorcars, an electric vehicle manufacturer, is committed to providing significant cost-share and securing additional funds from CARB's Hybrid and Zero Emission Truck and Bus Voucher Incentive Project to cofund the shuttle bus replacement project. This action is to recognize revenue up to \$6,369,750 from U.S. EPA into the Clean Fuels Program Fund (31). These actions are to also execute a contract with Phoenix Motorcars for battery electric shuttle bus replacements in an amount not to exceed \$3,122,426 and reimburse the General Fund for administrative costs up to \$62,449 to implement the shuttle bus replacement project. School bus replacement awards under the school bus replacement project will be considered by the Board separately.

Mayor Pro Tem Mitchell disclosed that she does not have a financial interest but is required to identify for the record that she is a Board Member of the California Air Resources Board which is involved in Item #2.

Mayor McCallon asked which airports the shuttle buses will be serving. Staff responded that the shuttle buses will be serving most of the key airports in Los Angeles, Orange, and San Bernardino counties.

Supervisor Solis asked about the location of Phoenix Motorcars. Staff responded that Phoenix Motorcars is a local company with production and research facilities in Ontario and Chino. Supervisor Solis supported working with local companies and further inquired about the criteria for selecting school districts to participate in the project. Staff informed the committee that the criteria for selecting school districts to participate in the replacement projects will be presented to the committee in April and to the full Board in May.

Harvey Eder, as a member of the public, supported the battery electric shuttle project if solar and renewables are the energy source, but expressed concerns about natural gas school buses.

Moved by Solis; seconded by McCallon; unanimously approved.

Ayes: Buscaino, McCallon, Mitchell and Solis

Noes: None

Absent: Robinson and Rutherford

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

CARB is executing Supplemental Environmental Project (SEP) agreements with Western Power Sports, Inc., C.J.J. Farming, JEGS Foundation and Tesoro Companies, Inc., to install and maintain air filtration systems in the South Coast region, with SCAQMD acting as the SEP Implementer. These actions are to recognize up to \$551,875 into the Air Filtration Fund (75), transfer up to \$462,625 as a temporary loan from Clean Fuels Fund (31) to the Air Filtration Fund (75) for the SEP revenue not yet received and execute agreements with the four entities. These actions are to also execute one or more contracts with IQAir North America for installation of air filtration systems in an amount cumulatively not to exceed \$524,282, reimburse the General Fund for administrative costs up to \$27,593 and amend contract(s) with IQAir to provide funding from unspent administrative fees for the purchase of replacement filters. Finally, this action is to authorize the Executive Officer to execute or amend agreements with local school districts, providing access to schools for the purpose of implementing SEP agreements.

Mayor Pro Tem Mitchell disclosed that she does not have a financial interest but is required to identify for the record that she is a Board Member of the California Air Resources Board which is involved in Item #3.

Supervisor Solis inquired how the schools are selected and suggested adding schools located in southeastern Los Angeles County, along the 710 corridor such as in Cudahy, Huntington Park and South Gate. Staff explained that the current projects are a result of SEPs from CARB, which require that schools receiving air filtration should be adjacent to the local ports area, and that staff will continue to identify mechanisms to fund filtration systems at additional schools.

Council Member Buscaino asked if there was a list and map of schools. Staff responded that a list and map of schools exists and would be provided. Supervisor Solis suggested that the map identify the school names.

Mayor McCallon said that EJ communities in San Bernardino or the Coachella Valley should not be forgotten in the selection of schools. Staff responded that they would work with CARB and others to identify additional areas for future SEPs.

Moved by McCallon; seconded by Solis; unanimously approved.

Ayes: Buscaino, McCallon, Mitchell and Solis
Noes: None
Absent: Robinson, Rutherford

The motion was unanimously recommended for approval with the condition that full approval for the Western Power Sports, Inc. portion is contingent upon a Campaign Contribution Form being received before the April 6, 2018 Board meeting.

OTHER MATTERS:

4. Other Business:

There was no other business.

5. Public Comment Period:

Harvey Eder, Public Solar Power Coalition, expressed concern about the lack of solar incentives/programs in the AQMP and that solar should be best available control technology (BACT) and best available retrofit control technology (BARCT).

Florence Gharibian, Del Amo Action Committee, submitted a letter and expressed support for air filtration at schools and homes, and proposed strategic and scientifically based tree planting and landscaping in communities to reduce air pollution.

6. Next Meeting Date

The next regular Technology Committee meeting is scheduled for Friday, April 20, 2018 at noon.

Adjournment

The meeting adjourned at 1:05 p.m.

Attachment

Attendance Record

ATTACHMENT

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
TECHNOLOGY COMMITTEE MEETING
Attendance – March 16, 2018**

Council Member Joe Buscaino (videoconference)	SCAQMD Board Member
Mayor Larry McCallon	SCAQMD Board Member
Mayor Pro Tem Judith Mitchell	SCAQMD Board Member
Supervisor Hilda L. Solis	SCAQMD Board Member
David Czamanske	Board Consultant (Cacciotti)
Ron Ketcham	Board Consultant (McCallon)
Andrew Silva	Board Consultant (Rutherford)
Anna Solis	Board Consultant (Solis)
Harvey Eder	Public Solar Power Coalition
Emad Fakhoury	Phoenix Motorcars
Jose Paul	Phoenix Motorcars
Al Rodriguez	Makita, U.S.A,
Judith Vasquez	County of Los Angeles
Theresa Villegas	County of Los Angeles
Naveen Berry	SCAQMD Staff
Marjorie Eaton	SCAQMD Staff
Drue Hargis	SCAQMD Staff
Pat Krayser	SCAQMD Staff
Patricia Kwon	SCAQMD Staff
Fred Minassian	SCAQMD Staff
Lisa Mirisola	SCAQMD Staff
Matt Miyasato	SCAQMD Staff
Wayne Nastri	SCAQMD Staff
Adewale Oshinuga	SCAQMD Staff
Gregory Rowley	SCAQMD Staff
Veera Tyagi	SCAQMD Staff
Mei Wang	SCAQMD Staff
Vicki White	SCAQMD Staff
Jill Whynot	SCAQMD Staff
Vasken Yardemian	SCAQMD Staff

BOARD MEETING DATE: April 6, 2018

AGENDA NO. 21

REPORT: Mobile Source Air Pollution Reduction Review Committee

SYNOPSIS: Below is a summary of key issues addressed at the MSRC's meeting on March 15, 2018. The next meeting is scheduled for Thursday, April 19, 2018, at 2:00 p.m., in Conference Room CC8.

RECOMMENDED ACTION:
Receive and file.

Veera Tyagi
Principal Deputy District Counsel

MMM:FM:psc

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, 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. The MSRC has previously approved awards totaling \$866,500 under this Program. The MSRC has received an additional application in response to this solicitation. The MSRC approved a contract award to Irvine Ranch Water District in an amount not to exceed \$190,000 for installation of a new limited access CNG station and technician training as part of the FYs 2016-18 Work Program. This contract award will be considered by the SCAQMD Board at its April 6, 2018 meeting.

FYs 2016-18 Local Government Partnership Program

The MSRC approved the release of Local Government Partnership PON2018-01 under the FYs 2016-18 Work Program. The Invitation to Negotiate (ITN), with a targeted funding level of \$21,180,650, focuses on providing funds for projects to support SCAQMD's 2016 AQMP. Cities and counties which have opted into the AB 2766 motor vehicle registration surcharge fee program are eligible to participate. The majority of participants would be allocated maximum funding equivalent to their annual AB 2766 Subvention Fund allocation; however, those whose annual Subvention Fund allocation is less than \$50,000 would be eligible to receive a maximum of \$50,000, and the maximum allocation for any single city or county would be \$3,000,000. MSRC funding could be used for light-duty zero emission vehicle purchases and leases; medium- and heavy-duty zero emission vehicle purchases, near-zero emission heavy-duty alternative fuel vehicle purchases and repower, electric vehicle charging station installation, and construction or expansion of alternative fuel refueling infrastructure, subject to match funding requirements as outlined in the ITN. Additionally, those jurisdictions eligible for a maximum contribution of \$50,000 would have the option to pursue traffic signal synchronization, bicycle active transportation, and first mile/last mile strategies. The ITN includes an open application period commencing with its release on September 1, 2017, and closing August 2, 2018. The MSRC previously approved awards totaling \$267,541 in response to this solicitation. The MSRC approved eight additional awards as part of the FYs 2016-18 Work Program:

- a. A contract with the City of Grand Terrace in an amount not to exceed \$45,000 to install electric vehicle charging infrastructure;
- b. A contract with the City of Diamond Bar in an amount not to exceed \$73,930 to install electric vehicle charging infrastructure, procure up to two light-duty electric vehicles, and purchase one heavy-duty near-zero-emission vehicle;
- c. A contract with the City of Arcadia in an amount not to exceed \$74,650 to procure one heavy-duty zero-emission vehicle and procure one heavy-duty near-zero-emission vehicle;
- d. A contract with the City of Duarte in an amount not to exceed \$50,000 to procure one heavy-duty zero-emission vehicle;
- e. A contract with the City of Calabasas in an amount not to exceed \$50,000 to install electric vehicle charging infrastructure;
- f. A contract with the City of Westlake Village in an amount not to exceed \$50,000 to install electric vehicle charging infrastructure;
- g. A contract with the city of Indian Wells in an amount not to exceed \$50,000 to install electric vehicle charging infrastructure; and
- h. A contract with the City of Westminster in an amount not to exceed \$120,900 to install electric vehicle charging infrastructure, procure up to three light-duty zero-emission vehicles, and procure one medium/heavy-duty zero-emission vehicle.

These contract awards will be considered by the SCAQMD Board at its April 6, 2018 meeting.

FYs 2016-18 Hydrogen Infrastructure Partnership Program

Previously, the MSRC approved a sole-source contract award to the California Energy Commission (CEC) in an amount not to exceed \$3,000,000 to fund hydrogen infrastructure projects. CEC had offered to provide assistance in the selection and administration of MSRC-funded hydrogen projects. However, during discussions with CEC during the contract negotiation process, it was determined that in some cases the CEC procurement processes might not dovetail well with MSRC needs. A modified approach was developed by which the MSRC would retain more direct control over program implementation and administration through the issuance of a Program Opportunity Notice (PON). The PON process would not only retain partnership with CEC, but also encourage partnership with other regulatory agencies such as SCAQMD and CARB as well as participation by other public and private stakeholders. The PON, with an initial targeted funding level of \$3,000,000, would provide flexibility to the MSRC while reducing the upfront proposal preparation burden on prospective project partners. The PON includes an open application period commencing with its release on April 6, 2018, and closing April 10, 2020. Upon receipt of a hydrogen station concept, the MSRC could a) request a more detailed proposal for possible sole-source award; b) notify entities that an RFP will be issued at a later date; or c) decline the funding request. The MSRC approved the rescission of the previous award to CEC and release of PON2018-02 under the FYs 2016-18 Work Program. This solicitation will be considered by the SCAQMD Board at its April 6, 2018 meeting.

Contract Modification Requests

The MSRC considered two contract modification requests and took the following actions:

1. For County of Los Angeles, Department of Public Works, Contract #ML05014, which provides \$204,221 to implement various signal synchronization projects, a three-month contract term extension; and
2. For City of Bellflower, Contract #ML12051, which provides \$100,000 to install electric vehicle charging infrastructure, a nineteen-month contract term 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 January 25 through February 21, 2018 is attached (Attachment 1) for your information.

Attachment

Attachment 1 – January 25 through February 21, 2018 Contracts Administrator's Report

MSRC Agenda Item No. 2

DATE: March 15, 2018

FROM: Cynthia Ravenstein

SUBJECT: AB 2766 Contracts Administrator's Report

SYNOPSIS: This report covers key issues addressed by MSRC staff, status of open contracts, and administrative scope changes from January 25 to February 21, 2018.

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 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 executed.

On July 7, 2017, the SCAQMD Governing Board approved an award under the Event Center Transportation Program. This contract is executed.

On September 1, 2017, the SCAQMD Governing Board approved one award under the Event Center Transportation Program and one award under the Natural Gas Infrastructure Program. These contracts are with the prospective contractor for signature or executed.

On October 6, 2017, the SCAQMD Governing Board approved two awards under the Event Center Transportation Program and one award under the Natural Gas Infrastructure Program. These contracts are with the SCAQMD Board Chair for signature or executed.

On December 1, 2017, the SCAQMD Governing Board approved sole source awards for a Hydrogen Infrastructure Partnership Program, for a Southern California Future Communities Partnership Program, and for electric vehicle charging infrastructure planning analysis. These contracts are undergoing internal review or 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 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. The City of South El Monte has now declined their award, reverting \$73,329 to the AB 2766 Discretionary Fund.

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.

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.

Work Program Status

Contract Status Reports for work program years with open (including “Open/Complete”) and/or pending contracts are attached.

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 one is 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 3 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 5 are in “Open/Complete” status.

FY 2008-09 Invoices Paid

One invoice in the amount of \$325,000.00 was paid during this period.

FY 2010-11 Work Program Contracts

6 contracts from this work program year are open; and 37 are in “Open/Complete” status. One contract moved into “Open/Complete” status during this period: County of Los Angeles, Department of Public Works, Contract #ML11024 – Purchase Three Heavy-Duty Natural Gas Vehicles.

FY 2010-11 Invoices Paid

No invoices were paid during this period.

FY 2011-12 Work Program Contracts

15 contracts from this work program year are open, and 33 are in “Open/Complete” status.

FY 2011-12 Invoices Paid

2 invoices totaling \$60,360.27 were paid during this period.

FYs 2012-14 Work Program Contracts

38 contracts from this work program year are open, and 23 are in “Open/Complete” status. One contract was cancelled during this period: American Honda Motor Company, Contract #MS14078 – Install New Public Access CNG Station.

FYs 2012-14 Invoices Paid

One invoice in the amount of \$450,000.00 was paid during this period.

FYs 2014-16 Work Program Contracts

77 contracts from this work program year are open, and 16 are in “Open/Complete” status. 2 contracts moved into “Open/Complete” status during this period: City of Palm Desert, Contract #ML16072 – Installation of EV Charging Infrastructure; and Transit Systems Unlimited, Contract #MS16088 – Expand Existing CNG Station. Two contracts closed during this period: City of Azusa, Contract #ML16028 – Enhance Existing Class 1 Bikeway; and Mineral LLC, Contract #MS16004 – Design, Develop, Host and Maintain MSRC Website.

FYs 2014-16 Invoices Paid

One invoice in the amount of \$290,000.00 was paid during this period.

FYs 2016-18 Work Program Contracts

8 contracts from this work program year are open.

FYs 2016-18 Invoices Paid

One invoice in the amount of \$373.00 was paid during this period.

Administrative Scope Changes

3 administrative scope changes were initiated during the period of January 25 through February 21, 2018:

- San Bernardino Associated Governments, Contract #MS16096 (EV Charging Infrastructure) – Increase number of ADA stations from two to six with no change to budget and change contractor name to San Bernardino County Transportation Authority
- City of Bellflower, Contract #ML12051 (EV Charging Infrastructure) – Three-month no-cost term extension to allow time for the MSRC to consider the remainder of the City’s request
- County of Los Angeles, Department of Public Works, Contract #ML05014 (Florence/Mills Avenue Signal Synchronization Project) – Three-month no-cost term extension to allow time for the MSRC to consider the remainder of the County’s request

Attachments

- FY 2004-05 through FYs 2016-18 (except FY 2005-06 and FY 2009-10) Contract Status Reports



AB2766 Discretionary Fund Program Invoices

January 25, 2018 to February 21, 2018

Contract Admin.	MSRC Chair	MSRC Liaison	Finance	Contract #	Contractor	Invoice #	Amount
<i>2008-2009 Work Program</i>							
2/6/2018	2/16/2018	2/16/2018	2/20/2018	ML09036	City of Long Beach Fleet Services Bureau	18-002	\$325,000.00
Total: \$325,000.00							
<i>2011-2012 Work Program</i>							
2/14/2018	2/16/2018	2/16/2018	2/20/2018	MS12060	City of Santa Monica	4	\$21,618.11
2/6/2018	2/16/2018	2/16/2018	2/20/2018	ML12041	City of Anaheim Public Utilities Department	FINAL	\$38,742.16
Total: \$60,360.27							
<i>2012-2014 Work Program</i>							
2/16/2018				ML14051	City of Brea	1-FINAL	\$450,000.00
Total: \$450,000.00							
<i>2014-2016 Work Program</i>							
2/7/2018	2/16/2018	2/16/2018	2/20/2018	MS16001	Los Angeles County MTA	10068261-Fin	\$290,000.00
Total: \$290,000.00							
<i>2016-2018 Work Program</i>							
2/7/2018	2/16/2018	2/16/2018	2/20/2018	MS18003	Geographics	18-20653	\$373.00

Total: \$373.00

Total This Period: \$1,125,733.27



FYs 2004-05 Through 2014-16 AB2766 Contract Status Report

3/8/2018

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<i>FY 2004-2005 Contracts</i>									
<i>Open Contracts</i>									
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									
<i>Declined/Cancelled Contracts</i>									
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									
<i>Closed Contracts</i>									
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
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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
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
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS07058	The Better World Group	11/17/2007	11/16/2009	11/16/2011	\$247,690.00	\$201,946.21	MSRC Programmatic Outreach Services	\$45,743.79	Yes
MS07059	County Sanitation Districts of L.A. Co	9/5/2008	9/4/2010	7/14/2012	\$231,500.00	\$231,500.00	Off-Road Diesel Equipment Retrofit Program	\$0.00	Yes
MS07060	Community Recycling & Resource R	3/7/2008	1/6/2010	7/6/2011	\$177,460.00	\$98,471.00	Off-Road Diesel Equipment Retrofit Program	\$78,989.00	Yes
MS07061	City of Los Angeles, Department of	10/31/2008	8/30/2010	2/28/2013	\$40,626.00	\$40,626.00	Off-Road Diesel Equipment Retrofit Program	\$0.00	Yes
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: 60

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

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
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Total: 1

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
ML08024	City of Anaheim	7/9/2010	7/8/2017	1/8/2018	\$425,000.00	\$425,000.00	9 LPG Buses and 8 CNG Buses	\$0.00	Yes
ML08026	Los Angeles County Department of P	7/20/2009	7/19/2016		\$250,000.00	\$250,000.00	10 LPG Heavy-Duty Vehicles	\$0.00	Yes
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML08035	City of La Verne	3/6/2009	11/5/2009		\$11,925.00	\$11,925.00	53 Vehicles (Diagnostic)	\$0.00	Yes
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS08069	Perris Union High School District	6/5/2009	8/4/2015	8/4/2016	\$225,000.00	\$225,000.00	New CNG Station	\$0.00	Yes
MS08070	Clean Energy Fuels Corp.	11/26/2009	2/25/2015		\$400,000.00	\$400,000.00	New CNG Station - Paramount	\$0.00	Yes
MS08071	ABC Unified School District	1/16/2009	1/15/2015		\$63,000.00	\$63,000.00	New CNG Station	\$0.00	Yes
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: 57

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

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: 3

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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FY 2008-2009 Contracts

Open Contracts

ML09033	City of Beverly Hills	3/4/2011	5/3/2017	1/3/2019	\$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	5/6/2022	\$875,000.00	\$850,000.00	Purchase 35 Natural Gas Refuse Trucks	\$25,000.00	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
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
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
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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
ML09038	City of Chino	9/27/2010	5/26/2017		\$250,000.00	\$250,000.00	Upgrade Existing CNG Station	\$0.00	Yes
ML09041	City of Los Angeles, Bureau of Sanit	10/1/2010	9/30/2017		\$875,000.00	\$875,000.00	Purchase 35 H.D. Nat. Gas Vehicles	\$0.00	Yes
ML09042	Los Angeles Department of Water an	12/10/2010	12/9/2017		\$1,400,000.00	\$1,400,000.00	Purchase 56 Dump Trucks	\$0.00	Yes
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: 26

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
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
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
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: 5

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

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	Purchase Heavy-Duty CNG Vehicle, Install S	\$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	3/2/2021	\$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

Total: 6

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

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 General	5/4/2012	7/3/2015	1/3/2016	\$300,000.00	\$300,000.00	Maintenance Facility Modifications	\$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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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 Aut	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
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: 21

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

ML11020	City of Indio	2/1/2013	3/31/2019	9/30/2020	\$15,000.00	\$9,749.50	Retrofit one H.D. Vehicles w/DECS, repower	\$5,250.50	Yes
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
ML11024	County of Los Angeles, Dept of Publi	12/5/2014	6/4/2022		\$90,000.00	\$90,000.00	Purchase 3 Nat. Gas H.D. Vehicles	\$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
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: 36

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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FY 2011-2012 Contracts

Open Contracts

ML12014	City of Santa Ana	11/8/2013	8/7/2020		\$384,000.00	\$4,709.00	9 H.D. Nat. Gas & LPG Trucks, EV Charging	\$379,291.00	No
ML12018	City of West Covina	10/18/2013	10/17/2020	8/17/2023	\$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	\$38,742.16	EV Charging Infrastructure	\$30,234.84	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	2/7/2014	2/6/2016	5/6/2018	\$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	\$40,375.80	Purchase One Nat. Gas H.D. Vehicle/Street	\$17,080.20	No
ML12090	City of Palm Springs	10/9/2015	10/8/2021		\$21,163.00	\$0.00	EV Charging Infrastructure	\$21,163.00	No
MS12008	Bonita Unified School District	7/12/2013	12/11/2019	4/11/2021	\$175,000.00	\$0.00	Construct New Limited-Access CNG Station	\$175,000.00	No
MS12060	City of Santa Monica	4/4/2014	8/3/2017	8/3/2018	\$500,000.00	\$434,202.57	Implement Westside Bikeshare Program	\$65,797.43	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: 15

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-Access CNG Station	\$100,000.00	No
MS12027	C.V. Ice Company, Inc.	5/17/2013	11/16/2019		\$75,000.00	\$0.00	Purchase 3 Medium-Heavy Duty Vehicles	\$75,000.00	No
MS12030	Complete Landscape Care, Inc.				\$150,000.00	\$0.00	Purchase 6 Medium-Heavy Duty Vehicles	\$150,000.00	No
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
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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 Stadium	\$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 Stadium	\$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 Aut	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
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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
MS12033	Mike Diamond/Phace Management	12/22/2012	12/21/2018	6/21/2021	\$148,900.00	\$148,900.00	Purchase 20 Medium-Heavy Duty Vehicles	\$0.00	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
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/VSP	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
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
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: 33

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
ML14016	City of Anaheim	4/3/2015	9/2/2021		\$380,000.00	\$380,000.00	Purchase 2 H.D. Vehicles, Expansion of Exi	\$0.00	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	3/6/2023	\$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
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	\$450,000.00	Installation of Bicycle Trail	\$0.00	No
ML14055	City of Highland	10/10/2014	3/9/2018	3/9/2019	\$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
ML14060	County of Los Angeles Internal Servi	10/6/2017	1/5/2019		\$104,400.00	\$0.00	Electric Vehicle Charging Infrastructure	\$104,400.00	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	6/3/2024	\$60,000.00	\$0.00	Purchase Two Electric Buses	\$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	\$1,199,512.68	Clean Fuel Transit Service to Dodger Stadiu	\$17,124.32	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
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	4/4/2020	\$1,250,000.00	\$0.00	Implement Various Signal Synchronization P	\$1,250,000.00	No
MS14072	San Bernardino County Transportatio	3/27/2015	3/26/2018		\$1,250,000.00	\$0.00	Implement Various Signal Synchronization P	\$1,250,000.00	No
MS14075	Fullerton Joint Union High School Di	7/22/2016	11/21/2023		\$300,000.00	\$0.00	Expansion of Existing CNG Infrastructure/Ma	\$300,000.00	No
MS14076	Rialto Unified School District	6/17/2015	2/16/2022		\$225,000.00	\$225,000.00	New Public Access CNG Station	\$0.00	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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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: 38

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
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
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: 9

Closed Contracts

ML14010	City of Cathedral City	8/13/2014	10/12/2015		\$25,000.00	\$25,000.00	Street Sweeping Operations	\$0.00	Yes
ML14011	City of Palm Springs	6/13/2014	1/12/2016		\$79,000.00	\$78,627.00	Bicycle Racks, Bicycle Outreach & Educatio	\$373.00	Yes
ML14015	Coachella Valley Association of Gov	6/6/2014	9/5/2015		\$250,000.00	\$250,000.00	Street Sweeping Operations	\$0.00	Yes
ML14020	County of Los Angeles Dept of Publi	8/13/2014	1/12/2018		\$150,000.00	\$0.00	San Gabriel BikeTrail Underpass Improveme	\$150,000.00	No
ML14029	City of Irvine	7/11/2014	6/10/2017		\$90,500.00	\$71,056.78	Bicycle Trail Improvements	\$19,443.22	Yes
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
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 Aut	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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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 Aut	5/7/2015	9/30/2015		\$79,660.00	\$66,351.44	Special Metrolink Service to Autoclub Speed	\$13,308.56	Yes

Total: 22

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

ML14013	City of Los Angeles, Bureau of Sanit	10/7/2016	2/6/2025		\$400,000.00	\$400,000.00	Purchase 14 H.D. Nat. Gas Vehicles	\$0.00	Yes
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
ML14028	City of Fullerton	9/5/2014	1/4/2022		\$126,950.00	\$126,950.00	Expansion of Existing CNG Infrastructure	\$0.00	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 Infrast., 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
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
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
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
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: 23

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	11/19/2023	\$60,000.00	\$0.00	Purchase 4 Medium-Duty and 9 Heavy-Duty	\$60,000.00	No
ML16009	City of Fountain Valley	10/6/2015	2/5/2018	2/5/2019	\$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
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	8/1/2018	\$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
ML16032	City of Azusa	9/9/2016	4/8/2019	4/8/2020	\$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
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	1/2/2022	\$20,000.00	\$0.00	Install EV Charging Infrastructure	\$20,000.00	No
ML16042	City of San Dimas	4/1/2016	12/31/2019	12/31/2020	\$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	5/31/2023	\$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
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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
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	\$84,106.00	Implement an "Open Streets" Events with V	\$87,542.00	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
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	5/5/2018	\$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	4/30/2023	\$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	\$1,332,039.84	Clean Fuel Transit Service to Dodger Stadiu	\$17,960.16	No
MS16029	Orange County Transportation Autho	1/12/2018	6/11/2020		\$851,883.00	\$0.00	Transportation Control Measure Partnership	\$851,883.00	No
MS16030	The Better World Group	12/19/2015	12/31/2017	12/31/2019	\$256,619.00	\$104,648.69	Programmic Outreach Services to the MSR	\$151,970.31	No
MS16082	Riverside County Transportation Co	9/3/2016	8/2/2018		\$590,759.00	\$209,537.94	Extended Freeway Service Patrols	\$381,221.06	No
MS16084	Transit Systems Unlimited, Inc.	5/6/2016	2/28/2018		\$565,600.00	\$396,930.00	Implement Special Shuttle Service from Uni	\$168,670.00	No
MS16086	San Bernardino County Transportatio	9/3/2016	10/2/2021		\$800,625.00	\$105,038.28	Freeway Service Patrols	\$695,586.72	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
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
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	\$90,000.00	Construct a Limited-Access CNG Station	\$10,000.00	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
MS16110	City of Riverside	10/6/2017	2/5/2025		\$300,000.00	\$0.00	Expansion of Existing CNG Station and Mai	\$300,000.00	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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS16117	Omnitrans	4/21/2017	6/20/2023		\$175,000.00	\$166,250.00	Expansion of Existing CNG Infrastructure	\$8,750.00	No
MS16118	Omnitrans	4/21/2017	6/20/2023		\$175,000.00	\$166,250.00	Expansion of Existing CNG Infrastructure	\$8,750.00	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
MS16121	Long Beach Transit	11/3/2017	4/2/2024		\$600,000.00	\$0.00	Purchase 40 New Transit Buses with Near-Z	\$600,000.00	No

Total: 76

Pending Execution Contracts

ML16077	City of Rialto				\$463,216.00	\$0.00	Pedestrian Access Improvements, Bicycle L	\$463,216.00	No
ML16122	City of Wildomar				\$500,000.00	\$0.00	Install Bicycle Lanes	\$500,000.00	No
MS16106	City of Lawndale				\$175,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$175,000.00	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
MS16111	VNG 5703 Gage Avenue, LLC				\$150,000.00	\$0.00	Construct Public Access CNG Station in Pla	\$150,000.00	No

Total: 6

Declined/Cancelled Contracts

ML16014	City of Dana Point				\$153,818.00	\$0.00	Extend an Existing Class 1 Bikeway	\$153,818.00	No
ML16065	City of Temple City				\$500,000.00	\$0.00	Implement a "Complete Streets" Pedestrian	\$500,000.00	No
ML16067	City of South El Monte				\$73,329.00	\$0.00	Implement an "Open Streets" Event	\$73,329.00	No
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
MS16104	City of Perris				\$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

Total: 8

Closed Contracts

ML16015	City of Yorba Linda	3/4/2016	11/3/2017		\$85,000.00	\$85,000.00	Install Bicycle Lanes	\$0.00	No
ML16026	City of Downey	5/6/2016	9/5/2017		\$40,000.00	\$40,000.00	Install EV Charging Infrastructure	\$0.00	No
ML16028	City of Azusa	9/9/2016	4/8/2018		\$25,000.00	\$25,000.00	Enhance Existing Class 1 Bikeway	\$0.00	Yes
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
ML16035	City of Wildomar	4/1/2016	11/1/2017		\$500,000.00	\$0.00	Install Bicycle Lanes	\$500,000.00	No
ML16051	City of South Pasadena	2/12/2016	1/11/2017	12/11/2017	\$320,000.00	\$258,691.25	Implement "Open Streets" Event with Variou	\$61,308.75	Yes
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
MS16004	Mineral LLC	9/4/2015	7/3/2017	1/3/2018	\$27,690.00	\$9,300.00	Design, Develop, Host and Maintain MSRC	\$18,390.00	Yes
MS16085	Southern California Regional Rail Aut	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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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
MS16100	Southern California Regional Rail Aut	5/5/2017	9/30/2017		\$80,455.00	\$66,169.43	Provide Metrolink Service to Autoclub Speed	\$14,285.57	Yes

Total: 14

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
ML16050	City of Westminster	5/6/2016	7/5/2020	5/5/2022	\$115,000.00	\$93,925.19	Installation of EV Charging Infrastructure	\$21,074.81	No
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
ML16062	City of Colton	6/3/2016	7/2/2020		\$25,000.00	\$21,003.82	Installation of EV Charging Infrastructure	\$3,996.18	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
ML16072	City of Palm Desert	3/4/2016	1/4/2020	1/3/2022	\$56,000.00	\$56,000.00	Installation of EV Charging Infrastructure	\$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
MS16088	Transit Systems Unlimited, Inc.	5/12/2017	1/11/2023		\$17,000.00	\$17,000.00	Expansion of Existing CNG Station	\$0.00	Yes
MS16116	Riverside Transit Agency	3/3/2017	1/2/2023		\$10,000.00	\$9,793.00	Repower One Transit Bus	\$207.00	No

Total: 16

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	\$468,050.00	Provide Clean Fuel Transit Service to Dodge	\$339,895.00	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	\$45,061.00	Design, Host and Maintain MSRC Website	\$11,892.00	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
MS18005	Orange County Transportation Autho	1/5/2018	4/30/2019		\$834,222.00	\$0.00	Clean Fuel Bus Service to OC Fair	\$834,222.00	No
MS18006	Anaheim Transportation Network	10/6/2017	2/28/2020		\$219,564.00	\$0.00	Implement Anaheim Circulator Service	\$219,564.00	No
MS18008	Foothill Transit	1/12/2018	3/31/2019		\$100,000.00	\$0.00	Special Transit Service to LA County Fair	\$100,000.00	No
MS18010	Southern California Regional Rail Aut	12/28/2017	7/31/2019		\$351,186.00	\$0.00	Implement Special Metrolink Service to Unio	\$351,186.00	No

Total: 8

Pending Execution Contracts

ML18019	City of Hidden Hills				\$49,999.00	\$0.00	Purchase Two Light-Duty ZEVs and EVSE	\$49,999.00	No
ML18020	City of Colton				\$67,881.00	\$0.00	Purchase One Medium-Duty and One Heavy	\$67,881.00	No
ML18021	City of Signal Hill				\$49,661.00	\$0.00	Install EVSE	\$49,661.00	No
ML18022	City of Desert Hot Springs				\$50,000.00	\$0.00	Traffic Signal and Synchronization Project	\$50,000.00	No
ML18028	City of Artesia				\$50,000.00	\$0.00	Install EVSE	\$50,000.00	No
MS18009	Penske Truck Leasing Co., L.P.				\$82,500.00	\$0.00	Modify Maintenance Facility & Train Technici	\$82,500.00	No
MS18011	Southern California Regional Rail Aut				\$239,565.00	\$0.00	Special Train Service to Festival of Lights	\$239,565.00	No
MS18012	City of Hermosa Beach				\$36,000.00	\$0.00	Construct New Limited-Access CNG Station	\$36,000.00	No
MS18013	California Energy Commission				\$3,000,000.00	\$0.00	Advise MSRC and Administer Hydrogen Infr	\$3,000,000.00	No
MS18014	Regents of the University of Californi				\$254,795.00	\$0.00	Planning for EV Charging Infrastructure Inve	\$254,795.00	No
MS18015	Southern California Association of G				\$2,000,000.00	\$0.00	Southern California Future Communities Par	\$2,000,000.00	No
MS18016	Southern California Regional Rail Aut				\$87,764.00	\$0.00	Special Train Service to Auto Club Speedwa	\$87,764.00	No
MS18017	City of Banning				\$225,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$225,000.00	No
MS18018	City of Norwalk				\$75,000.00	\$0.00	Vehicle Maintenance Facility Modifications	\$75,000.00	No
MS18023	Riverside County Transportation Co				\$500,000.00	\$0.00	Implement New Weekend Freeway Service	\$500,000.00	No
MS18024	Riverside County Transportation Co				\$1,500,000.00	\$0.00	Implement New Vanpool Subsidy Program	\$1,500,000.00	No
MS18025	Los Angeles County MTA				\$1,324,560.00	\$0.00	Special Bus and Train Service to Dodger Sta	\$1,324,560.00	No
MS18026	Omnitrans				\$83,000.00	\$0.00	Modify Vehicles Maintenance Facility and Tr	\$83,000.00	No

Total: 18

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BOARD MEETING DATE: April 6, 2018

AGENDA NO. 22

REPORT: California Air Resources Board Monthly Meeting

SYNOPSIS: The California Air Resources Board held a meeting on March 22 and 23, 2018, in Riverside, CA. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Judith Mitchell, Member
SCAQMD Governing Board

dg

The California Air Resources Board (CARB or Board) held a meeting on March 22 and 23, 2018 in Riverside at the Riverside County Administrative Center. Key items presented are summarized below.

CONSENT ITEMS

18-2-1: Public Meeting to Consider the South Coast Air Quality Management District's On-Road Heavy Duty Vehicle Incentive Measure

The Board adopted the South Coast Air Quality Management District's On-Road Heavy-Duty Vehicle Incentive Measure for submission to United States Environmental Protection Agency (U.S. EPA) as a revision to the California State Implementation Plan (SIP). The measure meets U.S. EPA requirements to achieve SIP credit and fulfills CARB's commitment to propose an on-road heavy-duty vehicle incentive program to achieve creditable emissions reductions in the South Coast Air Basin.

18-2-2: Public Hearing to Consider Proposed Amendments to the California Cap On Greenhouse Gas Emissions and Market-Based Compliance Mechanisms Regulation

The Board approved amendments to the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms Regulation. These amendments clarify successor liability for a compliance obligation after a change in ownership, and allow the Auction Reserve Price for a joint auction to be set by the Ontario Auction Reserve Price in certain cases.

18-2-3: Public Hearing to Consider Seven Research Proposals

The Board approved seven research proposals developed in response to the Board-approved Fiscal Year 2017-2018 Annual Research Plan; the proposals are:

1. “Measuring Emissions from the On-Road Vehicle Fleet in West Los Angeles,” University of Denver.
2. “Identify Outlier Makes and Models of Light-Duty Vehicles Using Remote Sensing Device Data,” Eastern Research Group.
3. “Brake and Tire Wear Emissions,” Eastern Research Group.
4. “Design and Development of an Instrument for Toxic-Metal Aerosol Real-Time Analysis (TARTA),” University of California, Davis (UCD).
5. “Benchmarking of Post-AMMP (Alternative Manure Management Practices) Dairy Emissions and Prediction of Related Long-term Airshed Effects,” UCD.
6. “Strategies to Reduce Methane Emissions from Enteric and Lagoon Sources,” UCD.
7. “Zero-Carbon Buildings in California: A Feasibility Study,” UC, Berkeley.

DISCUSSION ITEMS

18-2-4: Public Meeting to Consider Proposed Updates to Senate Bill 375 Greenhouse Gas Emissions Reduction Targets

The Board approved updates to the regional greenhouse gas emissions reduction targets for California's Metropolitan Planning Organizations as required by the Sustainable

Communities and Climate Protection Act of 2008 (SB 375). In addition to increasing the stringency of the targets, the update includes a new Sustainable Communities Strategies (SCS) tracking and implementation component. This new component will provide transparency and accountability by including a demonstration of compliance with past SCSs, an analysis of the effectiveness of the strategies, and reporting on incremental progress from one SCS to the next.

18-2-5: Public Meeting to Hear an Update on Implementation of the State Strategy for the State Implementation Plan and the South Coast Air Quality Management Plan

The Board heard an update on implementation of the 2016 State Strategy for the State Implementation Plan (State SIP Strategy) and the South Coast Air Quality Management Plan (AQMP). In March 2017, the Board adopted the State SIP Strategy and AQMP to meet federal air quality standards in the South Coast. CARB staff updated the Board on the substantial effort over the past year in meeting the commitments made in 2017. Of the 14 regulatory measures in the State SIP Strategy, two of the measures have been adopted by the Board and CARB staff has begun development of nine of the other measures. Other activity to fulfill the State SIP Strategy commitments include securing over \$1 billion in incentive funds this year. CARB staff also summarized South Coast Air Quality Management District actions over the past year, including work to sunset their RECLAIM program, securing additional funding for equipment turnover, and developing facility-based emissions reduction measures.

18-2-6: Public Meeting to Hear an Informational Update on Concepts to Minimize the Community Health Impacts from Freight Facilities

In March 2017, the Board directed CARB staff to return within one year with concepts for an indirect source review rule and alternatives to reduce pollution from large freight facilities. In response to the Board's direction, CARB staff identified 9 new actions (5 of which are regulatory) that will reduce emissions and community exposure to freight pollution, in addition to fulfilling commitments in the State SIP Strategy. CARB staff described that the most effective approach for achieving significant, enforceable reductions is to develop freight rules targeting both equipment and facilities. The additional actions will transition equipment to zero-emission technology, supplemented with near-zero equipment when appropriate, along with facility requirements for cleaner equipment and the infrastructure needed to support the equipment.

18-2-7: Public Meeting to Hear an Update on Implementation of Assembly Bill 617 (The Community Air Protection Program)

The Board heard an informational update on efforts underway to implement the mandates of Assembly Bill 617 to reduce exposure in communities most impacted by air pollution. CARB's new Community Air Protection Program (CAPP) will implement

a new community focused planning framework to identify impacted communities, establish criteria for community air monitoring and local emissions reduction programs, and develop strategies for reducing emissions. Key implementation principles in CAPP include identifying near-term actions to provide immediate emission reductions, possible regulations by CARB and local air districts to benefit communities, addressing land use planning issues, and ongoing community engagement with continued reports back to the Board.

SCAQMD Staff Comments/Testimony: Wayne Nastri, Executive Officer, was one of several Air District Executive Officers that provided testimony, emphasizing the strong collaboration between air districts and CARB, and stressing the need for sustained funding for this important program.

18-2-8: Public Meeting to Consider Funding Agricultural Replacement Measures for Emission Reductions Program Guidelines

The Board approved the Funding Agricultural Replacement Measures for Emission Reductions Program Guidelines (Guidelines). The Guidelines describe proposed investments from three related funding sources: \$85 million from the Greenhouse Gas Reduction Fund in Assembly Bill (AB) 134; \$15 million from the Air Quality Improvement Fund in AB 109; and \$35 million from the Alternative and Renewable Fuel and Vehicle Technology Fund in AB 109. Both budget bills list agricultural harvesting equipment, heavy-duty trucks, agricultural pump engines, tractors, and other equipment used in agricultural operations as being eligible for funding. The proposed Guidelines outline CARB's plans for expending these funds in a manner consistent with the legislative direction from the two bills, existing statutes, and regulations. The Guidelines describe district funding allocations, eligible project categories and criteria, program implementation details, and the justification for these investments.

18-2-9: Public Hearing to Consider the Proposed Regulation for Prohibitions on Use of Certain Hydrofluorocarbons in Stationary Refrigeration and Foam End-Uses

The Board adopted a regulation for prohibitions on the use of certain high-global warming potential hydrofluorocarbons (HFC) in stationary refrigeration and foam end-uses. The objective is to preserve HFC emissions reductions expected from the federal Significant New Alternatives Policy (SNAP) Rules for certain end-uses for which compliance dates have either already passed or are imminent. A recent United States Court of Appeals, District of Columbia Circuit decision jeopardizes the federal SNAP Rules to meet Senate Bill 1383 HFC emissions reduction goals.

Attachment

CARB March 22-23, 2018 Meeting Agenda



PUBLIC MEETING AGENDA

**Thursday, March 22, 2018
and
Friday, March 23, 2018**

LOCATION:

Riverside County Administrative Center
4080 Lemon St., 1st Floor
Riverside, California 92501

This facility is accessible by public transit. For transit information, call (951) 565-5002, website:

<http://www.riversidetransit.com/home/>

(This facility is accessible to persons with disabilities.)
TO SUBMIT WRITTEN COMMENTS ON AN AGENDA

ITEM IN ADVANCE OF THE MEETING GO TO:

<http://www.arb.ca.gov/lispub/comm/bclist.php>

**Thursday
March 22, 2018
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 #

- 18-2-1: Public Meeting to Consider the South Coast Air Quality Management District's On-Road Heavy Duty Vehicle Incentive Measure**
- The Board will consider adopting the South Coast Air Quality Management District's On-Road Heavy-Duty Vehicle Incentive Measure for submission to United States Environmental Protection Agency (U.S. EPA) as a revision to the California State Implementation Plan (SIP). The measure meets U.S. EPA requirements to achieve SIP credit and fulfills the California Air Resources Board's commitment to propose an on-road heavy-duty vehicle incentive program to achieve creditable emission reductions in the South Coast Air Basin.*
- 18-2-2: Public Hearing to Consider Proposed Amendments to the California Cap On Greenhouse Gas Emissions and Market-Based Compliance Mechanisms Regulation**
- The Board will consider proposed amendments to the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms Regulation, specifically those that clarify successor liability for a compliance obligation after a change in ownership, and those that allow the Auction Reserve Price for a joint auction to be set by the Ontario Auction Reserve Price in certain cases.*
- 18-2-3: Public Hearing to Consider Seven Research Proposals**
- The Board will consider approving seven research proposals that were developed in response to the Board-approved Fiscal Year 2017-2018 Annual Research Plan.*
- 1) "Measuring Emissions from the On-Road Vehicle Fleet in West Los Angeles," University of Denver, RFP No. 17RD015.
 - 2) "Identify Outlier Makes and Models of Light-Duty Vehicles Using Remote Sensing Device Data," Eastern Research Group, RFP No. 17RD014.

- 3) "Brake and Tire Wear Emissions," Eastern Research Group, RFP No. 17RD016.
- 4) "Design and Development of an Instrument for Toxic-metal Aerosol Real-Time Analysis (TARTA)," University of California, Davis, Proposal No. 2814-288.
- 5) "Benchmarking of Post-AMMP (Alternative Manure Management Practices) Dairy Emissions and Prediction of Related Long-term Airshed Effects," University of California, Davis, Proposal No. 2815-288.
- 6) "Strategies to Reduce Methane Emissions from Enteric and Lagoon Sources," University of California, Davis, Proposal No. 2816-288.
- 7) "Zero-Carbon Buildings in California: A Feasibility Study," University of California, Berkeley, Contract No. 16RD004.

DISCUSSION ITEMS:

Note: The following agenda items may be heard in a different order at the Board meeting.

Spanish translation will be provided at the Thursday Board Meeting for items 18-2-4, 18-2-5, 18-2-6, and 18-2-7.

Agenda Item #

18-2-4: Public Meeting to Consider Proposed Updates to Senate Bill 375 Greenhouse Gas Emission Reduction Targets

The Board will consider approving updates to regional greenhouse gas emissions reduction targets for California's Metropolitan Planning Organizations as required by the Sustainable Communities and Climate Protection Act of 2008 (SB 375). The Board will also consider certifying the Final Environmental Analysis and approving the written responses to comments received on the Draft Environmental Analysis.

18-2-5: Public Meeting to Hear an Update on Implementation of the State Strategy for the State Implementation Plan and the South Coast Air Quality Management Plan

The Board will hear an update on the implementation of the 2016 State Strategy for the State Implementation Plan (State SIP Strategy) and the South Coast Air Quality Management Plan (AQMP). In March 2017, the Board adopted the State SIP Strategy and AQMP to meet federal air quality standards in the South Coast. The Board also directed staff to provide an annual status report on progress in implementing the strategy.

18-2-6: Public Meeting to Hear an Informational Update on Concepts to Minimize the Community Health Impacts from Freight Facilities

The Board will hear an informational update on potential concepts for reducing emissions and community health impacts from large freight facilities, including seaports, railyards, warehouses, and distribution centers. Staff is providing the update, per Board direction from the March 2017 meeting and the addendum to Resolutions 17-7 and 17-8.

18-2-7 Public Meeting to Hear an Update on Implementation of Assembly Bill 617 (The Community Air Protection Program)

The Board will hear an update on efforts underway to implement the mandates of Assembly Bill 617. The California Air Resources Board's new Community Air Protection Program will implement a new community focused planning framework to identify impacted communities, establish criteria for air monitoring and local emissions reduction programs, and develop strategies for reducing emissions.

Friday
March 23, 2018
8:30 a.m.

18-2-8 Public Meeting to Consider Funding Agricultural Replacement Measures for Emission Reductions Program Guidelines

The Board will consider approving the Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program Guidelines (Guidelines). The Guidelines describe proposed investments from three related funding sources: \$85 million from the Greenhouse Gas Reduction Fund in Assembly Bill (AB) 134; \$15 million from the Air Quality Improvement Fund in AB 109; and \$35 million from the Alternative and Renewable Fuel and Vehicle Technology Fund in AB 109. In both budget bills agricultural harvesting equipment, heavy-duty trucks, agricultural pump engines, tractors, and other equipment used in agricultural operations are all listed as eligible for funding. The proposed Guidelines outline the California Air Resources Board's plans for expending these funds in a manner consistent with the legislative direction from the two bills, existing statutes, and regulations. The Guidelines describe district funding allocations, eligible project categories and criteria, program implementation details, and the justification for these investments.

18-2-9 Public Hearing to Consider the Proposed Regulation for Prohibitions on Use of Certain Hydrofluorocarbons in Stationary Refrigeration and Foam End-Uses

The Board will consider adopting a proposed regulation for prohibitions on the use of certain high-global warming potential hydrofluorocarbons (HFC) in stationary refrigeration and foam end-uses. The objective is to preserve HFC emissions reductions expected from the federal Significant New Alternatives Policy (SNAP) Rules for certain end-uses for which compliance dates have either already passed or are imminent. A recent United States Court of Appeals, District of Columbia Circuit decision jeopardizes CARB's partial reliance on the federal SNAP Rules to meet Senate Bill 1383 HFC emissions reduction goals. This proposed regulation is necessary to preserve progress towards these important goals.

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 et al. v. U.S. Department of Transportation et al., United States District Court, Northern District of California, Case No. 4:17-CV-05439.

Electric Power Supply Association, et al. v. Star, et al., U.S. Court of Appeals, Seventh Circuit, Case No. 17-2445.

Friends of Oceano Dunes, Inc. v. California Coastal Commission, et al., Superior Court of California, San Luis Obispo County, Case No. 17CV-0576.

In re La Paloma Generating Company, LLC, U.S. Bankruptcy Court, District of Delaware, Case No. 16-bk-12700.

Mexichem Fluor Inc. v. United States Environmental Protection Agency et al., U.S. Court of Appeals, District of Columbia Circuit, Case Nos. 15-1328 and 15-1329.

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 California, et al. v. United States Environmental Protection Agency et al., U.S. District Court, Northern District of California, Oakland Division, Case No. 4:17-cv-6936-HSG.

State of New York, et al. v. United States Environmental Protection Agency et al., U.S. Court of Appeals, District of Columbia Circuit, Case No. 17-1185.

States of New York, California, Vermont, and Maryland, and the Commonwealth of Pennsylvania v. National Highway Traffic Safety Administration, U.S. Court of Appeals, Second Circuit, Case Nos. 17-2780(L) and 17-2806.

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.

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.

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.

California Air Resources Board v. Adam Brothers Farming Inc., Santa Barbara County Superior Court, Case No. 16CV01758.

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 alterno u otro idioma
- Una acomodación razonable relacionados con una incapacidad

Para solicitar estas comodidades especiales o necesidades de otro idioma, por favor llame a la oficina del Consejo al (916) 322-5594 o envíe un fax a (916) 322-3928 lo más pronto posible, pero no menos de 7 días de trabajo antes del día programado para la audiencia del Consejo. TTY/TDD/Personas que necesiten este servicio pueden marcar el 711 para el Servicio de Retransmisión de Mensajes de California.

SMOKING IS NOT PERMITTED AT MEETINGS OF THE CALIFORNIA AIR RESOURCES BOARD

Attachment C regarding SCAQMD's authority to adopt an indirect source rule for railyards is being provided in response to a Board Member inquiry. No other changes, other than format and date on the Board Letter, have been made to the previous materials provided at the March 2, 2018 Board Meeting.

[↑ Back to Agenda](#)

BOARD MEETING DATE: April 6, 2018

AGENDA NO. 23

PROPOSAL: Potential Strategies for Facility-Based Mobile Source Measures Adopted in 2016 AQMP (***Continued from the March 2, 2018 Board Meeting for Board Deliberation and Action Only***)

SYNOPSIS: Following the commitment made in the 2016 AQMP, staff has conducted significant public outreach over the past year to identify potential voluntary and, if needed, regulatory emission reduction strategies for sources covered by Facility-Based Mobile Source Measures. After reviewing the feedback received during this process, staff has developed a recommended approach tailored to each of the five facility sectors including airports, marine ports, new and redevelopment projects, rail yards, and warehouses. This recommendation includes a spectrum of potential voluntary and regulatory approaches that show the most promise for achieving emission reductions. Any potential rule or agreements included in this approach would be subject to a full public process, including further public outreach, environmental and economic analysis, and subsequent Board consideration. This action is to seek Board direction for next steps in the development of Facility-Based Mobile Source Measures.

COMMITTEE: Mobile Source, February 16, 2018, Reviewed

RECOMMENDED ACTIONS:

1. Direct staff to pursue the approach for developing Facility-Based emission reduction strategies for New Development and Redevelopment Projects described in the attached Staff Update and Recommendations, including any Board amendments,
2. Direct staff to pursue the approach for developing Facility-Based emission reduction strategies for Marine Ports described in the attached Staff Update and Recommendations, including any Board amendments,
3. Direct staff to pursue the approach for developing Facility-Based emission reduction strategies for Rail Yards described in the attached Staff Update and Recommendations, including any Board amendments,

4. Direct staff to pursue the approach for developing Facility-Based emission reduction strategies for Warehouses and Distribution Centers described in the attached Staff Update and Recommendations, including any Board amendments,
5. Direct staff to pursue the approach for developing Facility-Based emission reduction strategies for Commercial Airports described in the attached Staff Update and Recommendations, including any Board amendments.

Wayne Nastri
Executive Officer

PF:SR:IM:DG

Background

The 2016 AQMP adopted by the Board in March 2017 included a wide array of control measures to meet federal air quality standards. In particular, the 2023 and 2031 attainment dates for meeting the respective 80 ppb and 75 ppb 8-hour ozone standards require significant NO_x emission reductions in a short time. In order to meet these air quality standards, the total South Coast Air Basin (Basin) NO_x emissions must be reduced by approximately 45% beyond baseline 2023 levels, and 55% beyond baseline 2031 levels. The control strategies outlined in the 2016 AQMP and in CARB's Mobile Source Strategy focus on reducing emissions from mobile sources as they make up about 80% of the Basin's NO_x emissions and are the largest contributor to the region's ozone problem.

Most of the emission reduction measures in CARB's Mobile Source Strategy were categorized as Further Deployment Measures that seek to accelerate the introduction of cleaner vehicles, such as zero emission and near-zero emission technologies. These Further Deployment Measures have not yet been fully defined by CARB, but can include a combination of incentives, regulations, efficiency improvements, and local measures. With the adoption of the 2016 AQMP, SCAQMD committed to assisting CARB to develop and implement the Further Deployment Measures. One critical SCAQMD strategy included the development of Facility-Based Mobile Source Measures (FBMSMs) that would reduce emissions from indirect sources (i.e. the emissions from mobile sources generated by, or attracted to facilities). Five FBMSMs were included in the Final 2016 AQMP, including New Development and Redevelopment Projects, Marine Ports, Rail Yards, Warehouses and Distribution Centers, and Commercial Airports.

In addition to these measures, when the CARB Board approved the Mobile Source Strategy, CARB staff was directed to return in March of 2018 to report on concepts for an indirect source rule for large freight facilities, or other alternatives capable of achieving similar levels of emission reductions. SCAQMD and CARB staff have continued to coordinate with each other extensively over the past year. CARB staff

have presented potential new freight-related strategies in a series of workshops and a draft report¹, and are expecting to report to their Board on March 22, 2018.

Finally, the 2016 AQMP estimated that in order to meet air quality standards, approximately \$1 billion per year would be needed to help offset the increased costs of lower emitting vehicles and equipment. This past year, the state legislature and CARB have provided hundreds of millions of dollars in new incentive funding for use throughout the state² from funding sources such as the state Greenhouse Gas Reduction Fund, the VW Settlement, and modifications to the smog check program. While this new funding is rapidly being put to use to reduce emissions, much work is still needed to increase and sustain the funding levels needed to achieve air quality standards.

Public Process

The 2016 AQMP described a year-long process for staff to evaluate potential emission reduction strategies for the FBMSMs and to report back to the Board on the most promising approaches. Following this process, staff has met many times with stakeholders, including 17 working group meetings and has presented updates to the Mobile Source Committee three times. For most of the past year the working groups have discussed potential voluntary strategies to reduce emissions, such as through Memoranda of Understanding (MOUs), and the potential methods for obtaining SIP credit for these measures. Preliminary discussions about potential regulatory strategies for each facility sector were also initiated. Any strategies that staff would be directed to pursue by the Board would include additional public outreach, including the public participation processes mandated for any SCAQMD rulemaking activity.

Proposal

Staff is recommending a comprehensive approach to implementing the FBMSMs that includes a combination of new voluntary programs supplemented with regulations where voluntary programs are not sufficient to meet the air quality goals of the 2016 AQMP. A summary of the recommended voluntary and regulatory emission reduction strategies for each facility sector is presented below, with additional details included in the attached Staff Update and Recommendations report, and a detailed summary included in the attached slides from staff's presentation to the Mobile Source Committee. Any rulemaking that staff would be directed to pursue would include socioeconomic and feasibility analyses, California Environmental Quality Act (CEQA) review and the Board would consider this information to determine the level of control in any proposed Indirect Source Rule (ISR). All regulatory proposals would also seek to allow vehicle owners the ability to use any incentive funds that may be available.

¹ <https://www.arb.ca.gov/gmp/sfti/FreightFacility.htm>

² <https://www.arb.ca.gov/msprog/aqip/fundplan/fundplan.htm>

New Development and Redevelopment Projects

Voluntary Emission Reduction Strategies

Staff proposes to further explore the following voluntary emission reduction strategies:

- Development of a new SCAQMD-administered CEQA air quality mitigation fund that projects could contribute to as a means of mitigating regional air quality impacts. Projects would pay a fee into the fund, and SCAQMD would use these funds for emission reduction projects.
- Development of new SCAQMD CEQA guidance that provides specific strategies projects could use to include lower emission technologies (e.g., vehicles, lawn and garden equipment, construction equipment, net-zero development, etc.). This guidance will be developed in cooperation with CARB's proposed efforts to develop a freight handbook that identifies best practices guidance for siting, design, construction, and operation of freight facilities.
- Continued collaboration with local utilities, local governments, and the state Energy and Public Utility Commissions to encourage more rapid growth of alternative fuel and/or electric vehicle charging infrastructure.

Regulatory Emission Reduction Strategies

Construction equipment is the most significant source of NO_x emissions that a measure on New Development and Redevelopment Projects could affect. Although voluntary emission reduction strategies for this facility sector outlined above could provide important air quality benefits, they are unlikely to substantially reduce NO_x emissions from construction equipment. As a result, voluntary emission reduction strategies alone are not sufficient to meet the needs of the 2016 AQMP. Therefore, in addition to pursuing voluntary emission reduction strategies staff is recommending the development of an ISR focused on reducing construction emissions. The ISR would be brought to the Board for its consideration by 2020 with a full phase-in of the ISR requirements by 2023 if adopted. The ISR would likely focus on projects with the largest NO_x emissions, would include several compliance options, and could include exemptions for certain types of projects (e.g., affordable housing). One option could include a voluntary fleet certification program for construction fleet owners to certify that their fleet is cleaner than required by CARB regulations – coupled with a requirement for new/redevelopment projects to use fleets that on average are cleaner than required by CARB regulations. The facility requirement for this and any other options would be set during rulemaking, and would be substantiated with evaluations of cost-effectiveness, the level of incentive funding, feasibility, air quality need, etc.

Marine Ports

Voluntary Emission Reduction Strategies for Commercial Marine Ports

SCAQMD staff is proposing to build off of the significant work that went into the development of the recent Clean Air Action Plan (CAAP) Update that was adopted in November 2017. Staff is recommending the development of MOUs on specific CAAP measures, such as the Clean Truck Program. These MOUs would be brought to the

Board and the Los Angeles and Long Beach Boards of Harbor Commissioners for consideration in the 2019 timeframe to coincide with significant milestones already established in the CAAP. In addition, staff is recommending to continue exploring new incentive strategies to address emissions from ocean-going vessels which make up about 64% of marine port-related NOx emissions.

Regulatory Emission Reduction Strategies for Commercial Marine Ports

Staff is not recommending a regulatory approach for marine ports at this time. If voluntary strategies for marine ports are not successful, staff is recommending to return to the Board in the 2019-2020 timeframe to seek direction regarding the pursuit of a regulatory approach that could potentially apply to port terminal operators.

Rail Yards

Voluntary Emission Reduction Strategies

No substantive voluntary emission reduction strategies have been identified for rail yards through the working group process, however previous voluntary agreements between the railroads and CARB have resulted in meaningful air quality benefits (e.g., the 1998 Tier 2 Agreement). Absent any additional voluntary approach, staff is recommending a regulatory approach to reduce emissions from this facility sector.

Regulatory Emission Reduction Strategies

Staff recommends initiating rulemaking for an ISR for rail yards that would include multiple compliance options to allow the most flexibility. An initial discussion on regulatory concepts with the working group explored a clean air action plan approach due to the limited number of facilities and railroads the rule would apply to. While locomotives are the most significant source of NOx emissions that could be affected by a facility-based rail yard measure, a plan-based approach would allow the railroads to craft the emission reduction strategies considering all emissions sources in a way that makes the most sense for each rail yard's unique operations. Any indirect source rule that the Board may approve in the future would also likely require harmonization at the federal level with the Interstate Commerce Commission Termination Act.

Warehouses and Distribution Centers

Voluntary Emission Reduction Strategies

Staff proposes to further explore the following voluntary emission reduction strategies:

- Similar to the potential voluntary measures described for the new development/redevelopment facility sector, new measures could include development of a SCAQMD-administered CEQA air quality mitigation fund for warehouse projects to opt into, development of updated guidance for warehouse siting and operations, and continued work with utilities and regulatory agencies on developing the necessary fueling/charging infrastructure
- Working with e-commerce providers to develop "Green Delivery Options". This proposal could involve a small, voluntary opt-in surcharge for consumers when

purchasing goods online and funds generated would be used towards reducing truck fleet emissions.

With the limited emission reductions that would be expected from the recommended voluntary measures, staff is recommending supplementing this voluntary approach with a regulatory approach.

Regulatory Emission Reduction Strategies

Similar to the approach described for new/redevelopment projects, the warehouse ISR would provide several compliance options that facilities could follow, except that the focus would be on reducing trucking emissions which make up a majority of emissions from this sector. One option could include a voluntary fleet certification program for truck fleet owners to certify that their fleet is cleaner than required by CARB regulations – coupled with a requirement for warehouses to ensure that fleets that serve their facility on average are cleaner than required by CARB regulations. The facility requirement for this and any other options would be set during rulemaking, and would be substantiated with evaluations of cost-effectiveness, the level of incentive funding, feasibility, air quality need, etc. As each of these factors change through time, the Board could modify the facility requirements. Examples of other options include a mitigation fee, crediting options for other activities like installation of charging/fueling infrastructure for cleaner trucks and transportation refrigeration units, conversion of cargo handling equipment to ZE technology, or other options developed during rulemaking.

Commercial Airports

Voluntary Emission Reduction Strategies

In an amendment to the 2016 AQMP adopted by the Board, staff was directed to return to the Board by February 2019 with an ISR covering non-aircraft emission sources at airports. During the Board discussion of this item, further direction was provided to ensure that the rulemaking process would not inhibit the ability of airports to develop their own airport-specific Clean Air Action Plans (AirCAAPs). Commercial airports are estimated to only emit about 8 tons per day of NOx (absent aircraft emissions) that is primarily from trucks, a lower value in comparison to the other facility sectors. Airports have also generally expressed a willingness to voluntarily develop their own clean air action plans in lieu of a regulation. Taking all of this into consideration, staff is recommending a voluntary approach with airports, where the District would enter into separate MOUs with each airport after they develop their AirCAAPs. With the cooperation of the airports, this approach is expected to provide the quickest and most certain emission reductions.

Regulatory Emission Reduction Strategies

For the reasons stated above, SCAQMD staff is not recommending initially pursuing an ISR for airports at this time. Staff is recommending coming back to the Board no later than summer 2018 to report on the airports commitment to develop an AirCAAP. In the

event that not all commercial airports agree to the AirCAAP and MOU approach, SCAQMD staff could develop for the Board’s consideration an airport ISR by February 1, 2019. One potential ISR concept could include a requirement for airports to develop an AirCAAP.

Summary of Staff Recommendation

Proposed voluntary and regulatory emission reduction strategies for each FBMSM adopted in the 2016 AQMP, and discussed above and in the attachment, are summarized in the table below.

FBMSM Sector	Pursue <u>Voluntary</u> Measures Now?	Also Pursue <u>Regulatory</u> Measures Now?
Ports	Yes	No
Airports	Yes	No
Warehouses	Yes	Yes
New/Redevelopment	Yes	Yes
Rail Yards	Yes	Yes

The presentation to the February 16, 2018 Mobile Source Committee meeting provides a comprehensive summary about the FBMSM strategies discussed above and can be accessed at this link: <http://www.aqmd.gov/docs/default-source/Agendas/Mobile-Source/msc-agenda-feb2018.pdf?sfvrsn=12>.

Attachments

- A. Staff Update and Recommendations – Facility-Based Mobile Source Measures
- B. Board Meeting Presentation
- C. *Office of General Counsel Memorandum – Authority to Adopt Indirect Source Rule for Railyards*

ATTACHMENT A

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Staff Update and Recommendations Facility-Based Mobile Source Measures

March 2018

Deputy Executive Officer

Planning, Rule Development, and Area Sources
Philip M. Fine, Ph.D.

Assistant Deputy Executive Officer

Planning, Rule Development, and Area Sources
Sarah Rees, Ph.D.

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Maryam Hajbabaee, Ph.D. – AQ Specialist
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Contributors: Zorik Pirveysian – Planning and Rules Manager

Reviewed by: Ian MacMillan – Planning and Rules Manager
Megan Lorenz – Principal Deputy District Counsel
Veera Tyagi – Principal Deputy District Counsel
William Wong – Principal Deputy District Counsel
Barbara Baird – Chief Deputy Counsel

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

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CHAPTER 1: INTRODUCTION

BACKGROUND

RECENT STAFF ACTIVITIES

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BACKGROUND

The Final 2016 Air Quality Management Plan (AQMP) was adopted by the South Coast Air Quality Management District (SCAQMD) Board on March 3, 2017. The 2016 AQMP is a regional blueprint for achieving federal and state air quality standards and healthful air in the South Coast Air Basin (Basin). The Basin still exceeds federal and state public health standards for both ozone and particulate matter (PM) and experiences some of the worst air pollution in the nation. In particular, the Basin is designated as an extreme non-attainment area for the 1-hour and 8-hour federal ozone National Ambient Air Quality Standards (NAAQS), serious non-attainment for the 24-hour PM_{2.5} NAAQS, and non-attainment for the state AAQS for ozone, PM₁₀, and PM_{2.5}.

The key strategy to meet this air quality challenge is to reduce nitrogen oxide (NO_x) emissions sufficiently to meet the 8-hour ozone NAAQS deadlines (80 ppb in 2023 and 75 ppb in 2031). If these standards are met then all other federal ozone and PM standards should be achieved. Based on analysis in the 2016 AQMP, in order to meet the ozone NAAQS deadline, the total Basin emissions of NO_x must be reduced to approximately 141 tons per day in 2023 and 96 tons per day in 2031 to attain the 8-hour ozone standards. This represents an additional 45% reduction in NO_x beyond baseline 2023 levels, and an additional 55% NO_x reduction beyond baseline 2031 levels. As seen in Figure 1-1, approximately 80% of NO_x emissions in 2023 and 2031 will be from mobile sources.

Figure 1-1: NO_x Emission Reductions Needed to Achieve Federal 8-Hour Ozone NAAQS

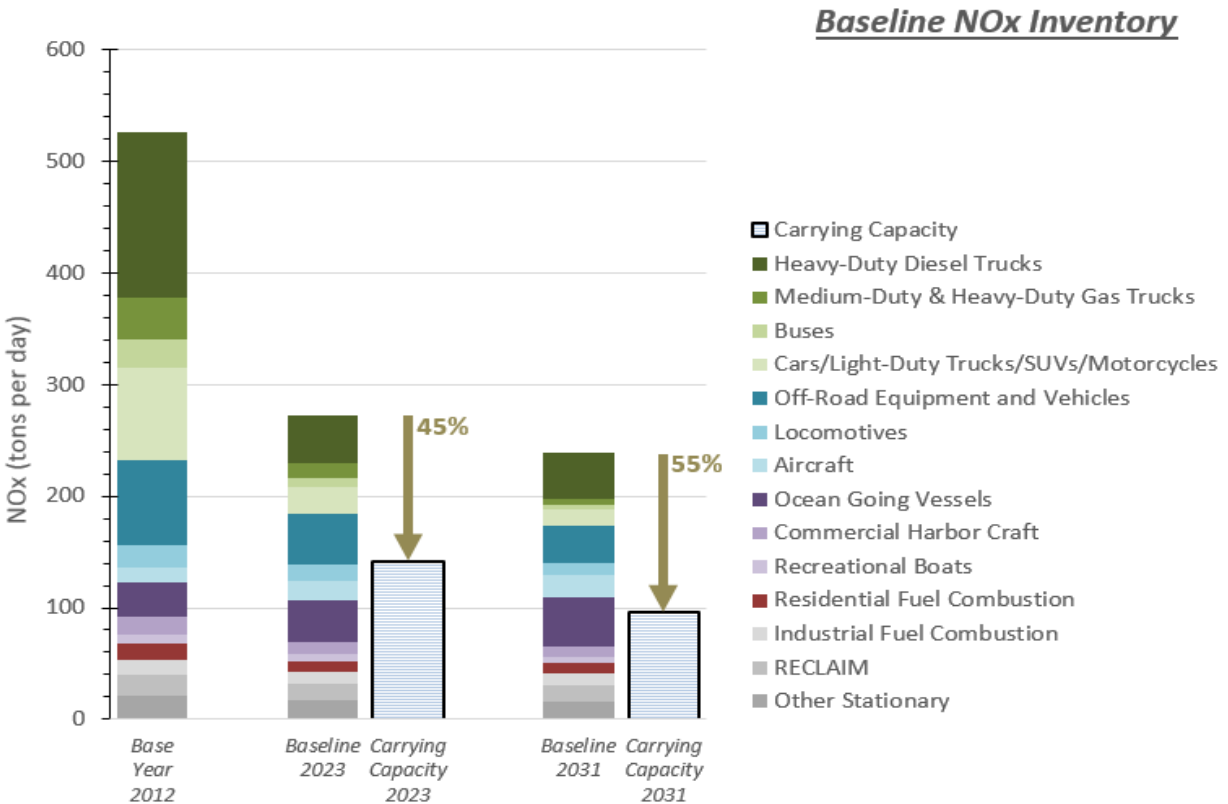
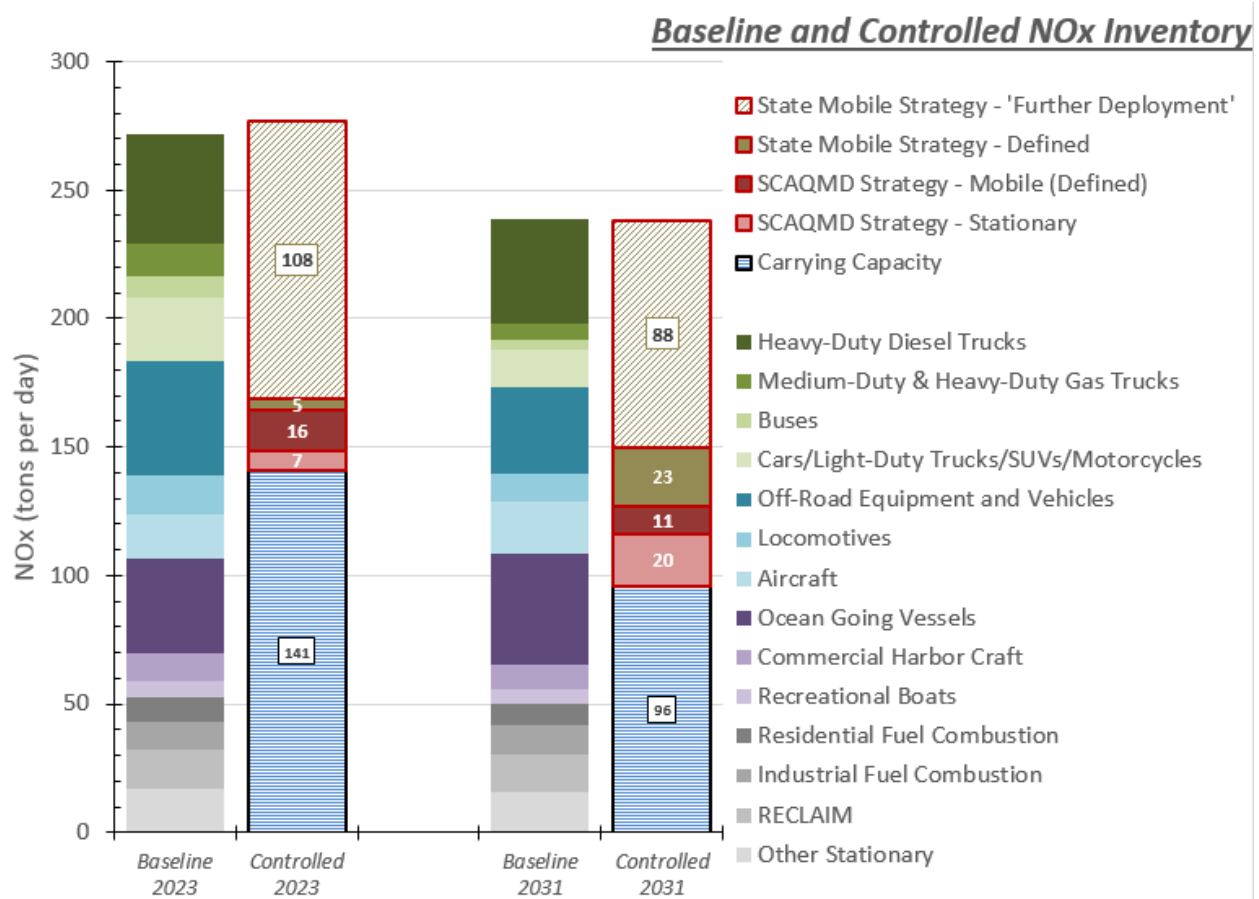


Figure 1-2: NOx Control Strategy in the 2016 AQMP



The control strategy in the 2016 AQMP includes many stationary and mobile source measures that will be carried out by the District and the California Air Resources Board (CARB) (Figure 1-2). In particular, CARB is committed to achieving emission reductions with its state Mobile Source Strategy in the State Implementation Plan (SIP). The majority of these emission reductions come from measures titled as “Further Deployment of Cleaner Technologies” (Further Deployment Measures). The Further Deployment Measures are expected to reduce 108 tons per day of NOx emissions beyond 2023 baseline by 2023 and 88 tons per day beyond 2031 baseline by 2031. Implementation of the Further Deployment Measures is based on a combination of incentive funding, development of regulations, and quantification of emission reduction benefits from increased operational efficiencies, such as deployment of autonomous and/or connected vehicles, operational improvements, etc. The 2016 AQMP may need to rely on flexibility provided in section 182(e)(5) of the federal Clean Air Act to demonstrate that the plan will attain air quality standards because these Further Deployment Measures are not yet defined or implemented. However, this same section requires the state to submit “enforceable commitments to develop and adopt contingency measures... no later than 3 years before proposed implementation of the plan provisions”. For instance in the case of the 2023 attainment date for the 8-hour ozone standard, any 182 (e)(5) flexibility relied on for Further Deployment Measures must be replaced with contingency measures in 2020.

In the 2016 AQMP, the SCAQMD committed to assist CARB and U.S. EPA in developing the Further Deployment Measures, including through development of local Facility-Based Mobile Source Measures (FBMSMs). Five FBMSMs were included in the Final 2016 AQMP as part of the mobile source strategy to help attain the 8-Hour Ozone NAAQS. The FBMSMs address indirect sources including new development and redevelopment projects (EGM-01), commercial marine ports (MOB-01), railyards and intermodal facilities (MOB-02), warehouse distribution centers (MOB-03) and commercial airports (MOB-04). Recognizing the importance of reducing emissions from facilities that attract mobile emissions sources, federal law allows states to adopt indirect source regulations. California law explicitly provides Indirect Source Rule (ISR) authority to local air districts [Health & Safety Code § 40716 (a)(1)]. An indirect source is defined under the federal Clean Air Act as any facility, building, structure, or installation, or combination thereof, which generates or attracts mobile source activity that results in emissions of any pollutant (or precursor) for which there is an air quality standard. See 42 U.S.C. § 7410(a)(5)(C).

STAFF ACTIVITIES

The 2016 AQMP described a year-long process for staff to evaluate potential emissions reduction strategies for the FBMSMs and report back to the Board on the most promising approaches. Following this process, SCAQMD staff convened five FBMSM Working Groups, each focused on one facility sector (e.g., warehouses, airports, etc.), that have primarily focused on potential voluntary approaches to achieve emission reductions to help implement the Further Deployment Measures. Over the past year, SCAQMD staff have conducted 17 Working Group Meetings, and many additional individual stakeholder meetings and site visits. Some of the key topics discussed during the Working Group meetings included: 1) a framework for developing FBMSMs, 2) potential methods for obtaining SIP credit for voluntary measures, and 3) potential voluntary and regulatory emission reduction strategies for each facility sector. To assist in identifying potential areas of opportunity for emission reductions, SCAQMD staff developed emission inventories for each facility sector that provided a rough estimate of the NO_x baseline emissions in 2023 that could be affected by FBMSMs.

Consistent with the 2016 AQMP, SCAQMD staff provided progress reports to the SCAQMD Mobile Source Committee in May and October of 2017, and is planning to return to the Governing Board in March 2018 to present recommendations on specific FBMSM approaches. This staff update provides a discussion by facility sector and the specific FBMSM approaches recommended by staff.

LOCAL AND REGIONAL ACTIVITIES

A number of local and regional jurisdictions have pursued policies that could benefit air quality. Two examples of these policies include the Ports Clean Air Action Plan Update and the LAX Alternative Fuel Policy Update discussed below.

Ports' Clean Air Action Plan Update

On November 2, 2017 the governing boards of the Port of Los Angeles and Port of Long Beach (Ports) approved the 2017 CAAP Update that provides high-level guidance for reducing emissions from the Port facilities. Key CAAP strategies include:

- An update to the Clean Truck Program that will include initiating a new differential rate structure to encourage the introduction of Near Zero Emissions (NZE) and Zero Emissions

(ZE) trucks into the drayage fleet. The rate structure would begin in 2020 and exempt NZE/ZE trucks. Starting in 2023, or whenever CARB implements its new NZE truck engine standard, new trucks entering the Ports' drayage registry must be NZE or ZE. Starting in 2035, only ZE trucks would be exempt from the rate structure.

- Developing a universal truck reservation system, staging yards, intelligent transportation systems and other efficiency programs to reduce emissions while improving the flow of cargo;
- Beginning in 2019, requiring terminal operators to develop Cargo Handling Equipment (CHE) procurement plans and to deploy zero-emission equipment, if feasible, or the cleanest available when procuring new CHE, with the goal of transitioning all terminal equipment to zero emissions by 2030;
- Providing new incentives to cleaner ships, such as by updating the existing Vessel Speed Reduction (VSR) Program to increase its effectiveness, and implementing a variable rate to promote cleaner ships by 2025;
- Developing infrastructure plans to support terminal equipment electrification, alternative fuels and other energy resource goals; and
- Expanding the use of on-dock rail, with the long-term goal of moving 50% of all cargo leaving the Ports by rail.

The 2017 CAAP Update established new emission reduction targets for reducing greenhouse gases (GHGs) from Port-related sources – 40% below 1990 levels by 2030 and 80% below 1990 levels by 2050. The 2017 CAAP Update maintains the emission reduction goals of the 2010 CAAP. These goals include reducing diesel particulate matter (DPM) by 77%, sulfur oxides (SOx) by 93%, and NOx by 59% below 2005 levels by the year 2023.

SCAQMD staff has worked extensively with Port staff in the development and early implementation of the 2017 CAAP Update. The recommended strategy in Chapter Three of this staff update aims to build off of this collaborative work to implement, supplement, and accelerate the measures in the CAAP.

LAX Alternative Fuel Policy Update

In October 2017 LAX approved an update to its Alternative Fuel Policy that applies to vehicles greater than 8,500 pounds gross vehicle weight rating (e.g., buses, trucks, passenger vans, etc.) that are used in operations related to LAX. The previous policy from 2007 had been approved as part of a Community Benefits Agreement, however recent compliance with this policy was less than 50%. Throughout the year, SCAQMD staff worked collaboratively with LAX staff to modernize the policy to reflect current vehicle technologies, to bring the applicable vehicles covered by the policy into compliance as quickly as feasible, and to encourage the introduction of zero emission vehicles. The recommended strategy in Chapter Three of this staff update aims to build off of this collaborative work to incorporate this policy, and others, into a comprehensive plan for LAX.

CALIFORNIA AIR RESOURCES BOARD ACTIVITIES

Throughout the FBMSM Working Group Process, the SCAQMD staff has coordinated extensively with CARB staff as they develop their regulatory program to implement the SIP. The state strategy approved by CARB as part of the SIP approval includes several specific mobile source measures (Table 1-1) in addition to the previously described ‘Further Deployment Measures’. Over the past year and a half, CARB has continued to advance these measures, including adopting two measures, and initiating public workshops with proposed draft approaches for six other measures. While each of these measures will unquestionably have air quality benefits, including reducing emissions of pollutants other than NO_x, cumulatively these eight measures are projected to reduce less than 1 ton per day of NO_x by 2023. In total, about 96% of CARB’s strategy for reducing an additional 108 tons per day of NO_x by 2023 relies on ‘Further Deployment Measures’.

In addition to these specific strategies, as part of its approval of the SIP in March 2017, the CARB Board directed its staff to return in one year with an update on the implementation of the SIP, as well as *“concepts for an Indirect Source Rule to control pollution from large freight facilities including ports, railyards, warehouses and distribution centers, as well as any identified alternatives capable of achieving similar levels of emission reductions.”*

Subsequent to the approval of the 2016 AQMP and the SIP by CARB, the state legislature passed AB 617¹ which is designed to focus air quality regulatory efforts towards reducing exposure in communities most impacted by air pollution. Consistent with the intent of AB 617 and its Board direction on ISR, CARB staff held workshops throughout the state to discuss the air quality impacts on communities from large freight facilities and how to address them. Recently released materials for upcoming workshops² provide CARB staff’s proposed approach to address impacts from large freight facilities (see ‘Potential Additional Strategies’ in Table 1-1). The proposed approach includes focusing on measures that would reduce community impacts of large freight facilities, consistent with the requirements of AB 617. Each of these measures would also apply towards CARB’s ‘Further Deployment’ commitment; however the potential level of NO_x reductions has not yet been determined.

¹ Available here: http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB617

² Available here: <https://www.arb.ca.gov/gmp/sfti/FreightFacility.htm>

Table 1-1: CARB Mobile Source Emission Reduction Activities

	Measure	Proposed Action Date in CARB Mobile Strategy	Proposed Implementation Date	Proposed Approach	SIP Reductions NOx (tpd)	
					2023	2031
On-Road Light Duty	Advanced Clean Cars 2	2020 - 2021	2026		0	0.6
	Lower In-Use Emission Performance Assessment	Ongoing			NYQ	NYQ
	Further Deployment of Cleaner Technologies	Ongoing			7	5
On-Road Heavy Duty	Lower In-Use Emission Performance Level	2017 - 2020	2018+	-Longer warranty periods (<0.1 tpd 2023, <0.9 tpd 2031) -Revised periodic smoke inspections, On Board Diagnostics requirements, In-Use Compliance program, Durability/Useful Life requirements -New HD Inspection & Maintenance	NYQ	NYQ
	Low-NOx Engine Standard – California Action	2019	2023		0	5
	Low-NOx Engine Standard – Federal Action	2019	2024		0	7
	Medium and Heavy-Duty GHG Phase 2	2017 - 2019	2018+		0	0
	Innovative Clean Transit	2017	2018	2020 - 100% NZE (purchase - all fleets) 2020 - 2029 Phase in ZE purchases (25%-100%)	<0.1	0.1
	Last Mile Delivery/Advanced Clean Trucks	2018	2020	2023 - 2030 Phase in OEM Class 2B-7 ZE sales (2.5%-15%)	<0.1	0.4
	Innovative Technology Certification Flexibility	2016	2017	Provides certification flexibility to OEMs for cleaner engines	0	0
	ZE Airport Shuttle Buses	2018	2023	2023 - 2031 Phase in ZE shuttles (up to 100%)	NYQ	NYQ
	Incentive Funding	Ongoing			3	3
	Further Deployment of Cleaner Technologies	Ongoing			34	11
Ships, Locomotives, & Aircraft	More Stringent National Locomotive Emission Standards	2016	2023		<0.1	2
	Tier 4 Vessel Standards	2016 - 2018	2025		0	NYQ
	Incentivize Low Emission Efficient Ship Visits	2018 - 2020	2018+		NYQ	NYQ
	At-Berth Regulation Amendments	2018	2023	-Phase in controls starting 2022, with 100% by 2031	0.3	1
	Further Deployment of Cleaner Technologies	Ongoing			46	54
Off-Road	ZE Off-Road Forklift Regulation Phase 1	2020	2023		NYQ	NYQ
	ZE Off-Road Emission Reduction Assessment	2025+	--		NYQ	NYQ
	ZE Off-Road Worksite Emission Reduction Assessment	TBD	--		NYQ	NYQ
	ZE Airport Ground Support Equipment	2018	2023		<0.1	<0.1
	Small Off-Road Engines	2020	2022		0.7	2
	Transport Refrigeration Units	2018 - 2019	2020+	2023 - 2029 Phase in time limits for stationary operation 2025 - 2050 Phase in for ZE operation	NYQ	NYQ
	Low-Emission Diesel Requirement	2020	2023		0.3	1
	Further Deployment of Cleaner Technologies	Ongoing			21	18
Potential Additional Strategies	ZE Drayage Trucks	2022	2023 - 2028	Potential additional freight-related strategies	NYQ	NYQ
	Cargo Handling Equipment Amendments	2019	2022		NYQ	NYQ
	Harbor Craft Amendments	2021	2025		NYQ	NYQ
	Reduce stationary locomotive emissions (e.g., idling)	2020	2023		NYQ	NYQ
	Reduce emissions from non-pre-empted locomotives	2022	2025		NYQ	NYQ
	Freight Handbook	2019 - 2020	--		NYQ	NYQ
	Enhanced Freight Hub Enforcement	--	2018		NYQ	NYQ
	<i>Public workshops underway</i>			Percentage of committed NOx emission reductions from Further Deployment Measures	96%	79%
	<i>Measure adopted</i>					

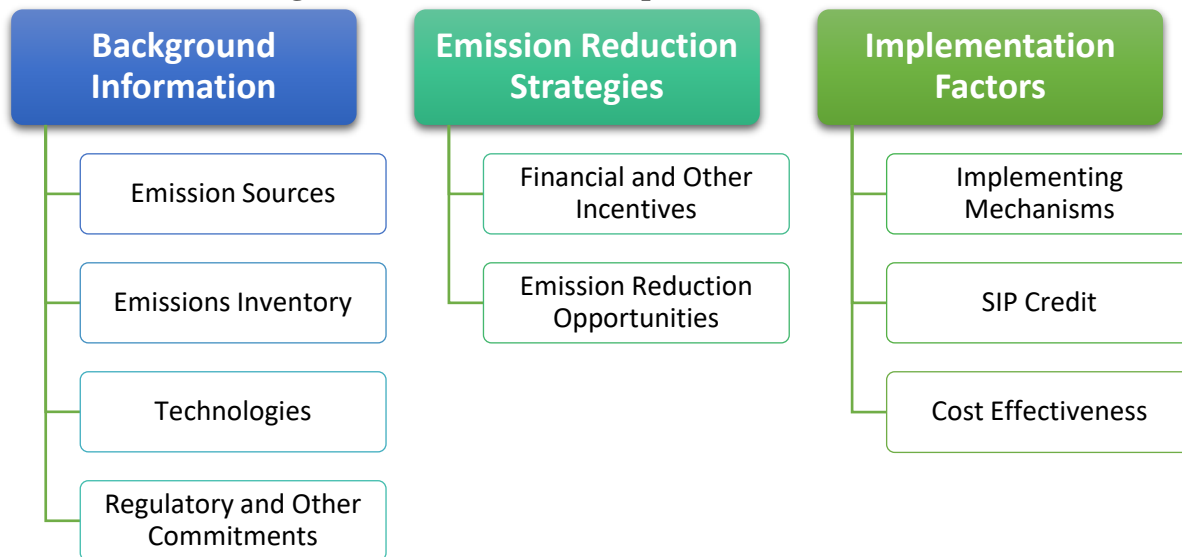
CHAPTER 2: WORKING GROUP PROCESS

FBMSM FRAMEWORK

FBMSM DEVELOPMENT FRAMEWORK

Through the FBMSM Working Group process SCAQMD staff collaborated with stakeholders to establish a development framework (Figure 2-1) intended to ultimately identify strategies that could reduce emissions from sources associated with FBMSMs. The development framework was comprised of three major categories including Background Information, Implementation Factors, and Emissions Reduction Strategies. The information gathered for each of these categories through the FBMSM Working Group process was used to inform SCAQMD staff’s proposed emission reduction strategies for the FBMSMs presented in Chapter Three of this staff update.

Figure 2-1: FBMSM Development Framework



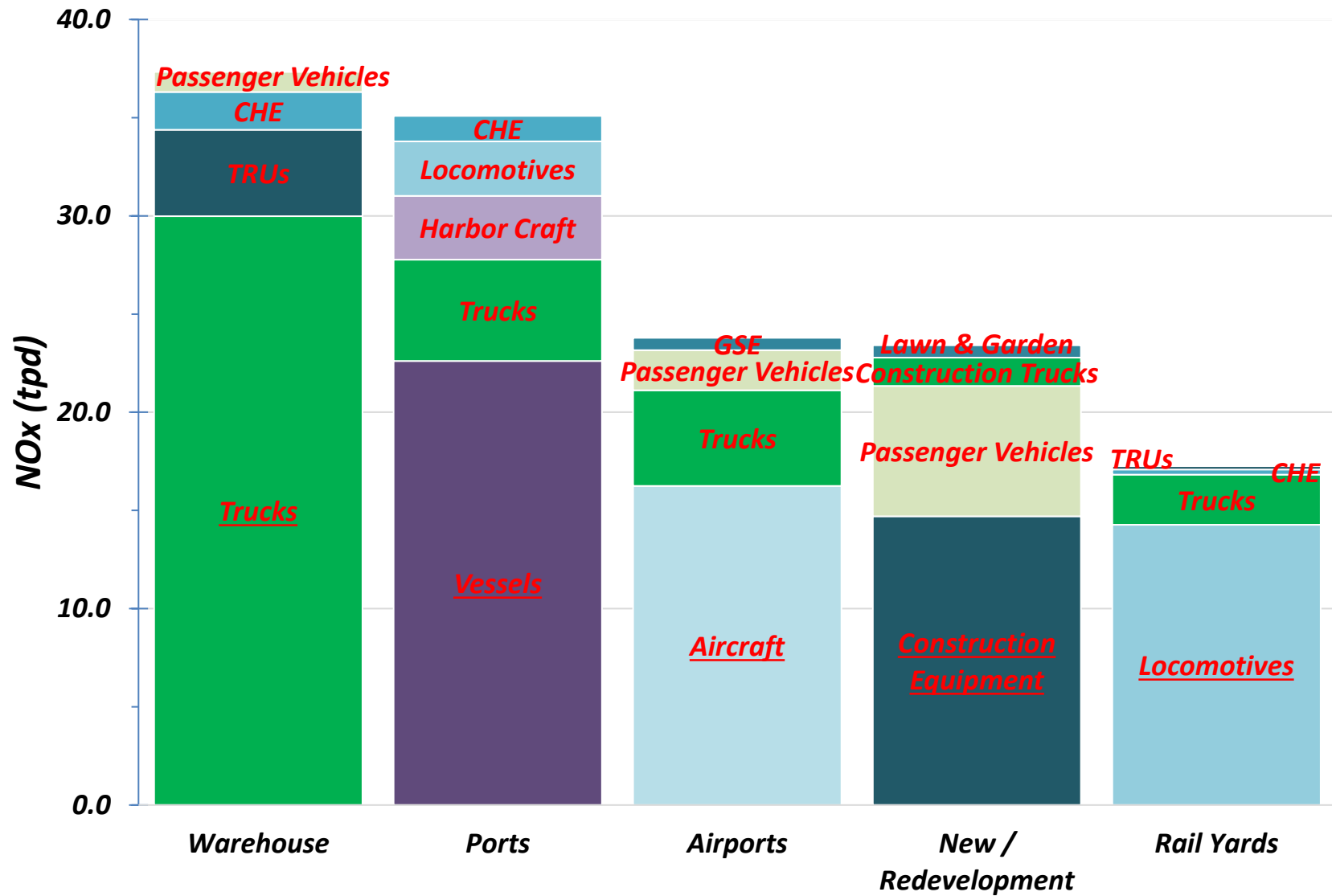
Background Information

Emission Sources and Emissions Inventory

SCAQMD staff provided an estimate of the baseline NOx emissions in 2023 that could be affected by each FBMSM (Figure 2-2). The estimated baseline NOx emissions are not intended to be final values used for the SIP or for regulatory purposes. Instead, they are intended as a point of reference to guide future strategies, policies and/or rules aimed at reducing emissions from sectors affected by FBMSM. More detailed emissions inventories will be developed in future public processes to address any specific measure that will be used to obtain SIP credit (such as a regulation, MOU, etc.) and for future AQMPs.

Three key relationships are found from these estimates. First, for each facility sector a single vehicle type dominates the emissions profile. Second, emissions can overlap between facility sectors. For example, the same trucks that visit the Ports can visit warehouses and rail yards, and the inventories are not designed to be mutually exclusive. Third, while these inventories are rough estimates, they reflect the reality that these facility sectors make up a substantial fraction of the Basin’s NOx emissions, and significant emission reductions must be found for each sector if our region is to meet air quality standards. Strategies developed in Chapter Three take into account these relationships.

2023 NOx Baseline Inventory



Technologies

New technologies were regularly discussed at FBMSM Working Group Meetings convened over the last year. For example, an 11.9 liter natural gas engine was recently certified to meet or exceed CARB's lowest optional low NOx standard, which is at least 90% cleaner than trucks meeting EPA's 2010 standard. Further, with the rapid decline in Li-ion battery prices, several new initiatives have been announced by commercial truck manufacturers in the past year for commercialization of zero emission trucks (battery, plug-in hybrid, hydrogen) of a variety of sizes. The business case for fleet owners to introduce zero-emission trucks into their operations has become more favorable than in previous years because of the rapid decrease in costs for some of these technologies. However cost remains an important factor, and widespread adoption is not expected by 2023 without additional developments (e.g., incentives, market development of advanced cleaner technologies, regulations). Similar scenarios can be described for commercially available technologies for other vehicle types, such as tier 3 vessels, tier 4 final off-road equipment, cleaner harbor craft, etc.

While many commercially available technologies exist that provide substantial NOx reductions, some vehicle types would benefit from additional technology demonstrations, including ZE cargo handling equipment, retrofitted vessels that would be cleaner than tier 2, further development of ZE trucks, etc. Strategies outlined in Chapter Three take into account the incentives needed to bring existing technologies into market, as well as the areas where new technology development is needed.

Regulatory and Other Commitments

In order to provide a single reference for the many regulations that currently exist to reduce emissions from mobile sources, staff compiled a website¹ of all of the key federal and state regulations that target mobile source criteria pollutant emissions. Additional discussion of upcoming CARB regulations is included in Chapter One of this staff update.

While the focus of FBMSMs is local and state actions, many mobile sources are regulated at the federal level. To this end, staff submitted a petition to US EPA to update its truck engine regulations to include a new lower NOx standard, and CARB petitioned US EPA to update its locomotive engine standard to include a new Tier 5 standard, and new repowering requirements. US EPA has committed to revisiting the truck standards, but has not yet taken action on either petition. US EPA also recently proposed an action allowing truck glider kits to use older engines that do not meet current standards. Such an action, if finalized, could increase NOx in the Basin. In the past year, SCAQMD and CARB staff have written comment letters opposing this rollback in regulation.

¹<http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/facility-based-mobile-source-measures/regs-commitments>

Implementation**SIP Credit**

One of the primary objectives of the FBMSM Working Group meetings was to develop a list of potential emissions reduction strategies for each facility sector in addition to the strategies that CARB is currently pursuing under ‘Further Deployment Measures’ of the state mobile source strategy. To achieve this goal, staff worked closely with stakeholders through the FBMSM Working Group process to establish collaborative, voluntarily approaches. One consideration for evaluating proposed voluntary measures is whether subsequent emission reductions could be used towards obtaining prospective (i.e. future) SIP credit against control measure commitments. Any emission reductions resulting from voluntary measures used to demonstrate attainment must be submitted to US EPA for approval before SIP credit is given. Similarly, emission reductions can be demonstrated through Rate-of-Progress evaluations, and ultimately could count for SIP creditable reductions. US EPA evaluates the following criteria when considering whether to approve voluntary measures for potential prospective SIP credit (see the References at the end for a list of relevant guidance documents):

1. Demonstration that US EPA “integrity elements” have been satisfied (Figure 2-3).
2. SCAQMD commitment to monitor, assess, and regularly report to US EPA on emission reductions achieved.
3. Development of provisions to ensure US EPA and the public have access to emissions data and for evaluating procedures to determine the overall effectiveness of the program.
4. Demonstration that adequate funding, personnel, and implementation authority are available for the proposed measure.
5. SCAQMD commitment to remedy any emission reduction shortfall.

Figure 2-3 US EPA SIP Integrity Elements

Permanent: Emissions reductions must continue through the term that the credit is granted (e.g., the attainment date).

Enforceable: Several criteria must be met to demonstrate enforceability:

- Emissions reductions occurring under the program must be independently verifiable for each source.
- The program should define compliance options and violations.
- The public must have access to emissions-related information and the ability to file a lawsuit against responsible entities if violations occur.
- EPA should have the ability to apply penalties and secure corrective actions.

Quantifiable: The emissions reductions should be calculated by a reliable and replicable methodology and all analyses must be substantiated and documented.

Surplus: Emissions reductions are surplus if they are not required or assumed in another SIP program or any other adopted state air quality program or federal rule.

Implementing Mechanisms

The potential mechanisms that are available to reduce future emissions can be grouped into five broad categories, including incentives, facilitating measures, inventory adjustments, Memoranda of Understanding (MOUs) or other agreements, and regulations.

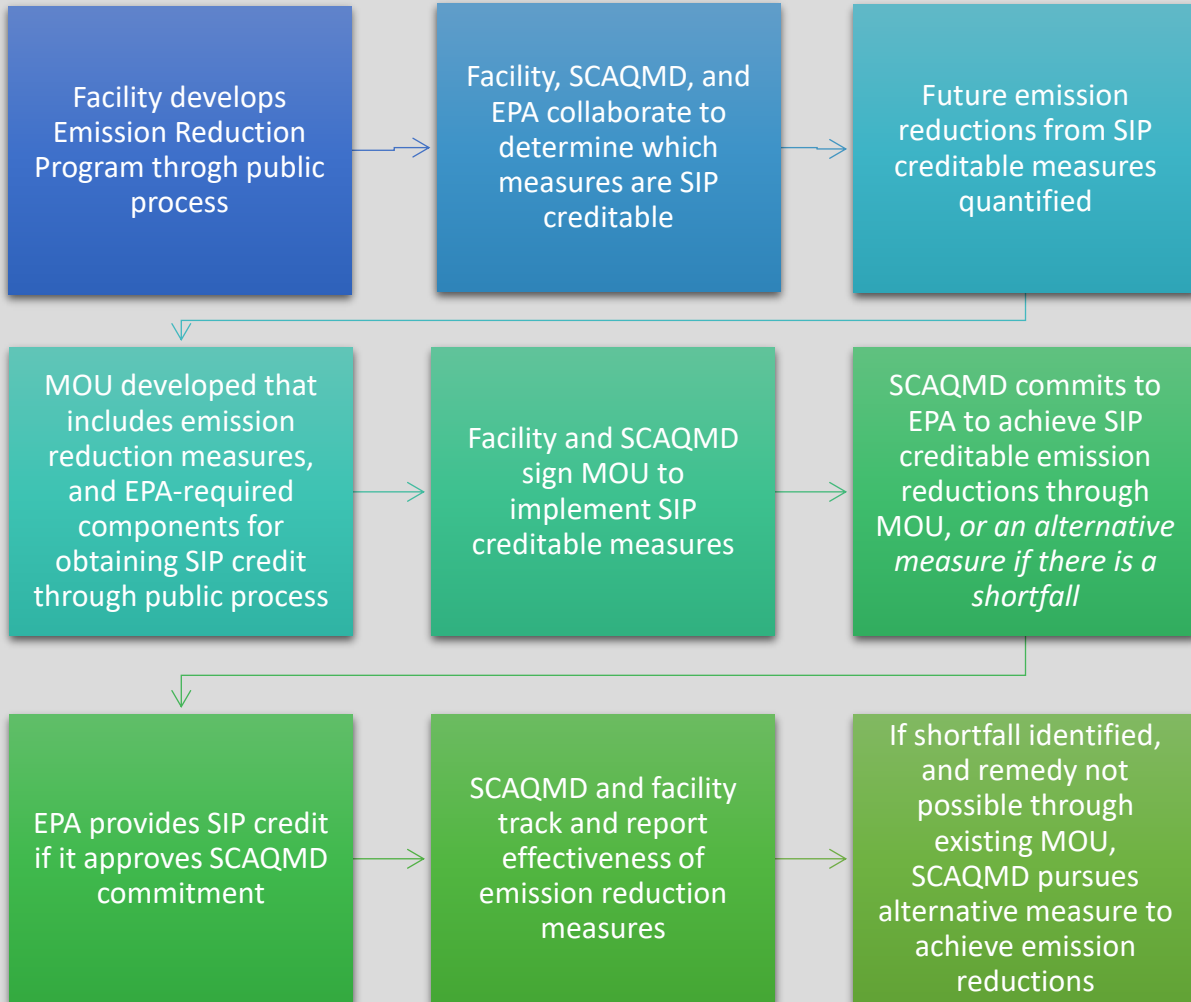
- *Incentives:* Incentive programs promote projects that implement cleaner/advanced technologies. Familiar programs include the Carl Moyer or Prop 1B funding programs to offset the increased cost of purchasing cleaner technology. Additional non-monetary incentives are also potentially available, such as preferential access to a facility for cleaner vehicles (e.g., HOV stickers for ZE cars). Incentive programs are potentially SIP creditable if they meet the criteria outlined above, including US EPA’s “integrity elements”.
- *Facilitating Measures:* Deployment of newer vehicle technologies typically require the installation of fueling/charging transportation infrastructure. These infrastructure projects are critical to ensuring the viability and penetration of cleaner technologies, however they are typically not SIP creditable on their own.
- *Inventory adjustments:* As a normal part of air quality management planning, emission inventories are regularly reviewed and updated to incorporate new information as it becomes available. For example, if a demonstrated history of activity is shown, adjustments to future emission inventories can be made. An example is the Ports’ Vessel Speed Reduction (VSR) Program, where records show that the program achieves 80-90% compliance, resulting in significant emission reductions. The demonstrated history of activity, and the continuation of the program, future emission inventories reflect the lower emissions expected from vessels. Additional adjustments for other activities could also potentially be made as part of Reasonable Further Progress demonstrations.
- *Agreements or MOUs:* Formal agreements or MOUs can be established between CARB or SCAQMD and a facility (e.g., Port, airport, terminal operator, etc.) or business(es) (e.g., railroads) to partner in implementing emissions reduction measures (Figure 2-4). An example includes the 1998 railroad agreement between CARB and UP and BNSF that requires the railroads to operate a locomotive fleet in the South Coast Air Basin that meets the Tier 2 locomotive standard on average¹. An MOU is a mutually binding agreement and requires both parties to agree on terms and conditions, and individually crafted actions that achieve emissions reductions by certain dates. An MOU would be structured to meet SIP integrity elements. The commitments made in an MOU would be enforceable by US EPA against the District. Just as the District would have to make up any shortfall from a traditional regulatory measure, so too the District would have to make up any shortfall from an MOU. The enforceability described in Figure 2-3 against the District would be much the same as existing enforceability for other control measures or rules adopted by the District.
- *Regulations:* SIP creditable emission reductions have most commonly been achieved through the application of traditional regulations from US EPA, CARB, or SCAQMD. Key feedback from stakeholders during the past year have pointed to the need to ensure that any regulations do not preclude the application of incentive funding. Typical incentive funding

¹ <https://www.arb.ca.gov/railyard/1998agree/1998agree.htm>

programs do not allow funds to be used to comply with an existing regulation, although there are exceptions.

Figure 2-4 Potential MOU Pathway

Over the past year, several stakeholders have expressed interest in a potential Memorandum of Understanding (MOU) approach instead of a regulation. One potential pathway for an MOU approach is outlined below, though other approaches are also possible.



Emission Reduction Strategies

Financial Incentives

During all working group meetings, members highlighted the importance of financial incentives to achieve emission reductions. Efforts outside of the FBMSM working group have been organized to discuss incentive funding¹. Recent increases in incentive funding have been identified and are being spent as rapidly as possible on cleaner vehicles. However, without significant new funding, additional measures must be pursued to meet the needs of the 2016 AQMP. Importantly, any measures that would be developed should not interfere with mobile fleet owners' ability to receive and use incentive funds. The proposed FBMSMs in Chapter Three are designed to allow fleet owners to pursue incentive funding, while also exploring additional approaches to reduce emissions.

Emission Reduction Opportunities

SCAQMD staff solicited and incorporated emission reduction opportunity concepts from FBMSM working group stakeholders throughout the past year in both public and one-on-one stakeholder meetings. Voluntary measures were exclusively evaluated for most of the year, and initial discussions on potential regulatory strategies have been discussed only where voluntary measures were determined to not provide meaningful emission reductions on their own towards attainment needs.

Staff's recommendation for FBMSM in Chapter Three is based on the following factors:

- All of the feedback received from FBMSM Working Group stakeholders,
- An evaluation of the potential NO_x reductions by 2023 that could be achieved from currently proposed CARB and US EPA activities, and
- The level of currently identified incentive funding in comparison to the need.

Staff is recommending a mix of voluntary and regulatory strategies designed to accelerate the introduction of cleaner vehicles and equipment into the market based on the factors above and the significant air quality challenge the region faces.



The market pull from these voluntary and regulatory programs can provide a clear signal to ZE/NZE technology manufacturers that mass production is justified (thus lowering the costs to consumers). As these markets continue to develop over the next decade, the voluntary and regulatory programs would be designed to take advantage of these lower costs. The proposed system is also designed such that the voluntary and regulatory measures can complement each other and CARB's strategies, while also still providing the opportunity for fleet owners to take advantage of the financial incentive programs that are underway and growing.

¹ <http://www.aqmd.gov/nav/about/groups-committees/aqmp-advisory-group/2016-aqmp-funding-wg>

CHAPTER 3: PROPOSED EMISSION REDUCTION STRATEGIES

OVERVIEW OF PROPOSED EMISSION REDUCTION STRATEGIES

NEW DEVELOPMENT AND REDEVELOPMENT (EGM-01)

COMMERCIAL MARINE PORTS (MOB-01)

RAILYARDS AND INTERMODAL FACILITIES (MOB-02)

WAREHOUSE DISTRIBUTION CENTERS (MOB-03)

COMMERCIAL AIRPORTS (MOB-04)

SUMMARY OF STAFF RECOMMENDATION

POTENTIAL SCHEDULE

OVERVIEW OF PROPOSED EMISSION REDUCTION STRATEGIES

Staff has developed a set of proposed voluntary and regulatory emission reduction strategies for each FBMSM adopted in the 2016 AQMP. Staff's proposed approach to implementing the FBMSMs prioritizes voluntary emission reduction strategies but incorporates the need for regulatory activity, where in staff's assessment, and through the FBMSM Working Group process that voluntary emission reduction strategies are not sufficient to meet the air quality goals of the 2016 AQMP. The proposed voluntary and regulatory emission reduction strategies for each FBMSM are presented below.

NEW DEVELOPMENT AND REDEVELOPMENT PROJECTS (EGM-01)

Background Discussion

The Basin population is projected to increase 12% by 2031, resulting in new residential, commercial, and industrial development activity, according to the Southern California Association of Governments (SCAG). A variety of existing and future programs, such as California's 2016 and 2019 Building Energy Efficiency Standards (i.e., Title 24) will contribute to emission reductions when compared to existing development activity. However, additional vehicle trips, and landscape maintenance equipment and construction emissions from new developments will contribute to regional air pollution. EGM-01 seeks to reduce emissions primarily from project construction by enabling greater deployment of zero and near-zero emission technologies. Total Basin-wide emissions from new development and redevelopment projects, including passenger vehicles and lawn and garden equipment, result in approximately 22 tons per day of NO_x (Figure 2-2).

In recent years project developers and local jurisdictions have actively explored and implemented innovative policies that reduce emissions. One recent example includes the Net Zero Newhall Ranch development project located in the Santa Clarita Valley of Los Angeles County. The project is committed to reducing or mitigating the project's greenhouse gas emissions to zero. While net-zero greenhouse gas emission projects do not necessarily target NO_x emission reductions they may provide quantifiable co-benefits of NO_x and other criteria pollutant emissions. Another example includes Clean Construction policies used by LA Metro, LAX, and the Ports. These policies generally provide a step-down approach, where project developers must use Tier 4 final equipment, but are allowed to use lower tiered equipment if certain criteria are met (such as an inability to identify any manufacturers of a particular type of Tier 4 final equipment). While these policies reduce emissions for these specific projects, it is unclear if these are SIP creditable due to the complexity of determining if they are surplus emission reductions. Finally, as part of the California Environmental Quality Act (CEQA) process, some projects have chosen to contribute money to an air quality mitigation fund that would be used to incentivize the purchase and use of cleaner equipment elsewhere.

Several air districts throughout the state have adopted ISRs to address emissions from new and redevelopment projects.¹ Common approaches in these rules include an emissions threshold test to determine the applicability of the rule, and mitigation fees and/or demonstrations that feasible mitigation measures have been implemented. Under state law, Districts must meet state air quality

¹ Air districts with ISR programs include: Colusa APCD, Great Basin Unified APCD, Imperial APCD, Mendocino APCD, and San Joaquin Valley APCD.

standards at the “earliest practicable date” using “every feasible measure” Health & Safety Code § 40913 and 40914]. SCAQMD is not required to adopt an ISR simply because another air district found it feasible. However, a demonstration of infeasibility may be required for this FBMSM in light of the actions taken by other air districts if SCAQMD does not pursue an ISR for this facility sector.

Voluntary Emission Reduction Strategies

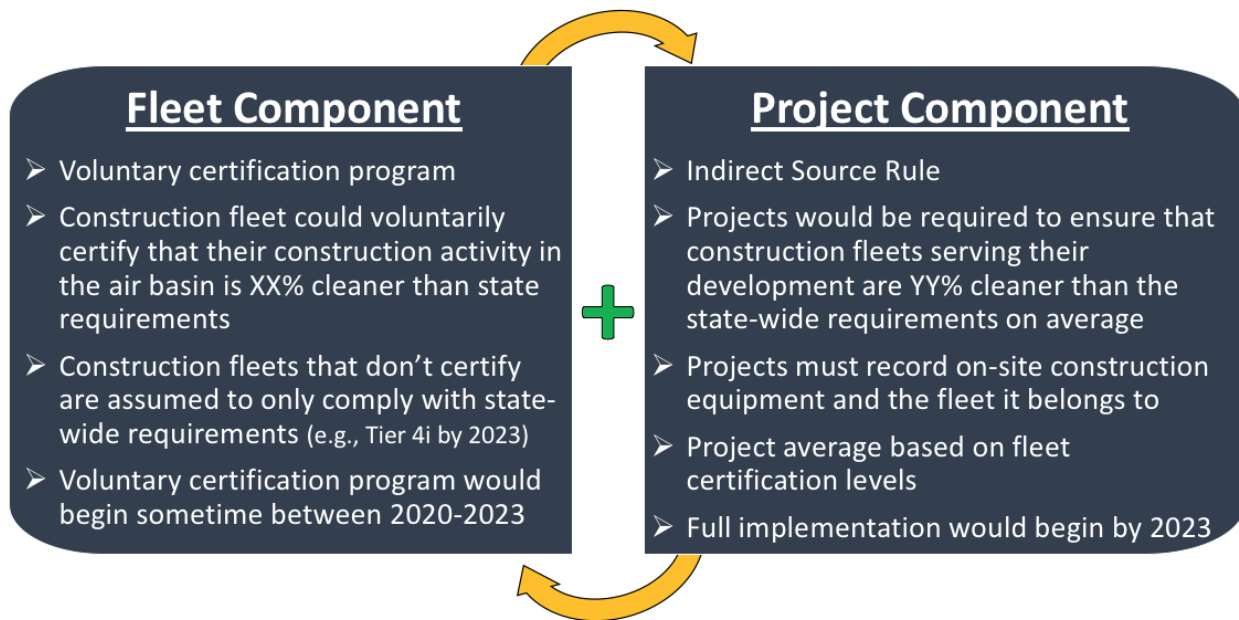
Based on the FBMSM Working Group process, SCAQMD staff proposes to further explore voluntary emission reduction strategies for new and redevelopment projects through a variety of new mechanisms, including a SCAQMD-administered CEQA air quality mitigation fund program and the development of new guidance that encourages the use zero-emission technologies in development projects. Under a CEQA air quality mitigation fund administered by SCAQMD, projects could voluntarily contribute funds that SCAQMD would use to fund emission reduction projects. The funds would be directed to cost-effective projects and could potentially be directed back to the community near the project or other priorities designated by the Board. Additionally, SCAQMD staff is proposing to continue collaborating with local utilities, local governments, and the state Energy and Public Utility Commissions to encourage more rapid growth of alternative fuel and/or electric vehicle charging infrastructure. This could also include policies that encourage zero-emission landscaping equipment. Finally, SCAQMD staff will update its CEQA handbook to encourage net-zero developments, installation of charging/fueling infrastructure, use of ZE lawn and garden equipment, and implementation of Clean Construction policies.

Regulatory Emission Reduction Strategies

The voluntary emission reduction strategies for EGM-01 outlined above could provide important air quality benefits, however they are unlikely to provide substantial NO_x emission reductions. Therefore, in addition to pursuing voluntary emission reduction strategies SCAQMD staff is proposing to develop an ISR focused on reducing construction emissions (i.e. the most significant source of emissions related to EGM-01). The ISR would be adopted by 2020 with a full phase-in of the ISR requirements by 2023. The ISR would likely focus on projects over a certain size or activity threshold, and would include several compliance options. Potential options could include a new voluntary fleet certification program coupled with a facility/project requirement to utilize at least some certified clean fleets (Figure 3-1), a mitigation fee option, crediting options for activities like installation of charging/fueling infrastructure, or other emission reduction measures.

The voluntary fleet certification program would be developed for construction equipment fleet operators, whereby fleet owners could voluntarily certify that their equipment has lower emissions than current regulatory requirements (e.g., more Tier 4 final equipment than required by CARB). Fleet operators electing not to participate would be classified as meeting existing CARB requirements. Based on feedback received from a construction industry representative, the voluntary fleet certification program could potentially include more flexibility by providing a ‘bubble’ over all of a fleet owner’s equipment such as trucks (subject to CARB’s Truck and Bus rule), construction equipment (subject to CARB’s In-Use Off-Road rule), and portable equipment (subject to CARB’s Portable Equipment Registration Program).

Figure 3-1: ISR Option Concept – Coupled Voluntary Fleet Certification + Facility/Project Requirement

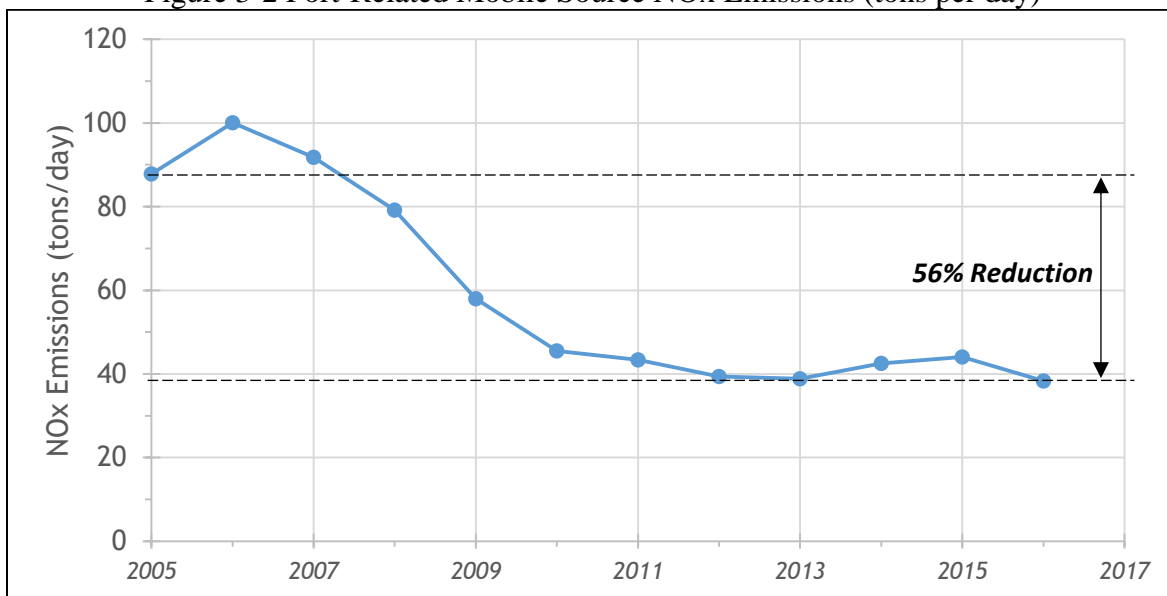


This concept would provide project proponents flexibility and avoid site specific requirements that could restrict a project's ability to use certain types of equipment that may not be readily available. Also, given that the certification program would be voluntary, construction fleets would remain eligible for incentive funding. Additionally, project proponents would not be required to track construction emission level compliance, instead they would be responsible for ensuring that a certified construction fleet(s) is used for the project that exceeds the statewide requirements by a specified level on average. For example, a construction fleet assigned to a project could vary in emission levels (i.e., any % above or below project ISR requirement) as long as the average of all fleets serving the project meet the ISR requirements. The ISR requirements could be supported by substantiating studies (e.g., cost-effectiveness, availability of incentives, feasibility, air quality needs, etc.), and could be modified as conditions change. The voluntary fleet certification program would also be available for other programs (e.g., CEQA mitigation, and other FBMSMs).

COMMERCIAL MARINE PORTS (MOB-01)

Background Discussion

The Ports are a significant source of emissions in the Basin and Port-related mobile sources are estimated to generate approximately 35 tpd of NO_x emissions in 2023 (Figure 2-2). Port-related mobile source emissions have been reduced substantially since 2005 (Figure 3-2), largely due to measures adopted in the 2006 and 2010 Port Clean Air Action Plans (CAAP). The 2010 CAAP Update included a target of a 59% reduction in NO_x between 2005 and 2023, a level that has nearly been reached today. In the most recent 2017 CAAP Update, the Ports kept this same target for NO_x, however new targets were included for GHG reductions, including a 40% reduction by 2030 and an 80% reduction by 2050. Measures designed to achieve these new GHG targets should have a co-benefit of reducing NO_x and other criteria pollutants.

Figure 3-2 Port-Related Mobile Source NO_x Emissions (tons per day)

Through the FBMSM Working Group process SCAQMD staff worked closely with the Ports' staff to identify potential voluntary measures that could be pursued through SIP creditable mechanisms for existing Port commitments identified in the 2017 CAAP Update. In order to allow time for the 2017 CAAP Update to be implemented and because of the extensive work that has already gone into the development of the most recent 2017 CAAP Update the SCAQMD staff is proposing to, at this time, pursue the voluntary approach outlined below. If this voluntary approach is unsuccessful, a potential regulatory approach is described. Staff proposes to revisit the potential need for a regulatory approach in the 2019-2020 timeframe.

Voluntary Emission Reduction Strategies for Commercial Marine Ports

SCAQMD staff is proposing to continue to seek incentive-based emission reduction opportunities that could introduce cleaner ships at the Ports before 2023 and seek new technology development for ship engine retrofits. Additionally, staff recommends pursuing MOUs with the Ports for specific measures in the 2017 CAAP Update, including the updated Clean Truck Program and the CHE Procurement Planning. The purpose of these MOUs would be to ensure SIP creditable emission reductions. The MOUs could follow the pathway outlined in Figure 2-4, or another process that results in SIP creditable emission reductions.

Regulatory Emission Reduction Strategies for Commercial Marine Ports

Given the work that the Ports are conducting to implement the 2017 CAAP, the SCAQMD staff is not recommending developing an ISR to cover Port activities at this time. Instead staff is proposing to re-evaluate the proposed approach for Ports from 2019 to 2020 since the Clean Truck Program and CHE Procurement Planning measures in the CAAP have substantial implementation milestones during this timeframe.. Staff will continue to work with the Ports to successfully implement the elements of the 2017 CAAP.

In the event that the above recommended voluntary emission reduction strategies do not sufficiently advance the objectives of the 2016 AQMP commitments for control measure MOB-

01, SCAQMD staff would return to the Board to seek direction regarding the pursuit of a potential ISR for Ports. One potential concept that was explored with the Ports FBMSM Working Group included a rule that would apply to Port terminal operators. For this concept, terminal operators would be required to submit a detailed existing emissions inventory from all sources, submit a plan to reduce emissions from mobile sources associated with their facility and/or reduce emissions based on best management practices (e.g., either a measure-based or target-based approach). Also, facilities already achieving best-in-practice emission reduction strategies could have fewer or no new emission reduction requirements. If needed, the likely implementation milestones for a Port ISR would be in years 2023 and 2031 to coincide with key attainment dates. SCAQMD staff would explore the benefits/drawbacks of different regulatory approaches during future rulemaking if directed by the Board.

RAIL YARDS AND INTERMODAL FACILITIES (MOB-02)

Background Discussion

There are nine major freight rail yards and intermodal facilities located outside of the Ports and within the jurisdiction of the SCAQMD. In addition, the South California Regional Rail Authority (Metrolink) and Amtrak provide commuter rail transportation in the SCAQMD. Metrolink maintains their passenger locomotives at two locations in the Basin. A variety of emission sources are related to rail yard operations including locomotives, on-road heavy-duty trucks, cargo-handling equipment, transportation refrigeration units (TRUs), and maintenance shops, and each particular rail yard has a unique operational and emissions profile. While most of the emissions associated with rail yards in the inventory estimate shown in Figure 2-2 are from locomotives, the vast majority of these emissions do not occur in a rail yard itself, and are distributed throughout the rail network in the Basin as locomotives travel to their destinations.

The only significant requirements affecting freight locomotive emissions are US EPA requirements for locomotive engine manufacturers to produce Tier 4 engines starting in 2015, and for the two Class I railroad operators (UP and BNSF) to comply with the 1998 agreement with CARB to ensure that their average South Coast Air Basin locomotive fleet average emission rate is equivalent to or better than US EPA's Tier 2 standards. Without a regulatory requirement, significant turnover of the freight locomotive fleet to Tier 4 is not expected in the near future based on information from railroad representatives and recent media reports. Recent reporting from the railroads as part of the 1998 MOU shows that about 3% of locomotives are Tier 4 today. As a result, the assumption in CARB's locomotive inventory in the 2016 AQMP that ~40-50% of locomotives in the Basin will be Tier 4 by 2023 may need to be revisited, and emissions may be higher in the future than currently projected.

The District's regulatory authority pertaining to rail yards is different than for other facility types as it is subject to the Interstate Commerce Commission Termination Act (ICCTA)². If an apparent conflict arises between ICCTA and another federal law (such as a rule in an US EPA-approved SIP), then the two laws must first be harmonized before the air quality rule can be enforced. State laws that are not in the SIP are also subject to ICCTA unless they are of general applicability and they do not unreasonably burden railroad activity.

² *Association of American Railroads v. SCAQMD*, 622 F. 3d 1094 (9th Cir. 2010)

Voluntary Emission Reduction Strategies

Evaluating efficiency improvements such as facility reconfigurations or installation of emission control technologies like hood-type exhaust-capture devices at rail yards has been discussed in the FBMSM Rail Yards Working Group, however no specific commitment to pursuing these kinds of controls has been put forward by the railroad companies. Additionally, industry representatives noted possible fuel efficiency benefits from locomotive aerodynamic devices (yielding about a 1% reduction in fuel use during long haul operations). These voluntary strategies will continue to be pursued where feasible based on stakeholder input. SCAQMD staff is also open to exploring opportunities for a new agreement with rail companies to reduce emissions, such as accelerating the use of Tier 4 locomotives throughout the Basin, however the railroads have not expressed an interest in this approach thus far.

Regulatory Emission Reduction Strategies

Staff recommends initiating rulemaking for an ISR for rail yards due to a limited potential for significant emission reductions from the above proposed strategies, and due to the historically poor air quality in communities near rail yards. One possible ISR approach could be a two-phased SCAQMD regulation which would first require rail yard-specific emissions inventories that cover all emission sources at a rail yard. The second phase could then require a percentage reduction in rail yard NO_x emissions for future years, with key milestones likely in 2023 and 2031. As an alternative, the ISR could establish railroad-wide emission reduction targets provided measures were in place to reduce localized impacts. Many potential emission reduction alternatives are commercially available, and rail yards would develop programs tailored to their unique operating parameters. Based on working group discussions, compliance alternatives could include preferential routing of cleaner locomotives, use of cleaner switcher locomotives, installation of hood technologies to capture some locomotive exhaust emissions, ZE/NZE cargo handling equipment (CHE) and increased use of ZE transportation refrigeration units (TRU). Other compliance options could include establishment of a mitigation fees or use of truck fleet and construction equipment certification programs that are similar to those described under the warehouse distribution center and new development/redevelopment FBMSM categories. SCAQMD rail yard ISR efforts would also be coordinated with regulations proposed or developed by CARB. Depending on the rail yard ISR structure, any conflicts with other federal laws would require resolution before the rule could be enforced. Examples could include harmonization with the ICCTA, an EPA waiver (e.g., for an in-use engine standards), etc. Additionally, information gained through the ISR emissions reporting process would be used to refine the existing rail emissions inventory and may result in inventory adjustments if supporting information can be identified.

WAREHOUSE DISTRIBUTION CENTERS (MOB-03)

Background Discussion

Distribution centers and/or warehouses are facilities that serve as a distribution point for the transfer of goods. Depending on the size and type, a warehouse/distribution center may have hundreds of diesel trucks a day that deliver, load, and/or unload goods, often operating seven days a week. To the extent that these trucks are transporting perishable goods, they are commonly equipped with diesel-powered transport refrigeration units (TRUs). In addition, cargo handling equipment such as forklifts and yard tractors are used to move goods at warehouses. Warehouse employee commute trips also contribute to the overall emissions, however the estimate in Figure

2-2 shows that the majority of NO_x emissions originate from heavy-duty diesel trucks³. Over the past decade, warehouse and distribution centers have been increasing rapidly in size and number throughout the region, and that rate of growth is projected to continue in the future. The greatest growth in warehouses/distribution centers has been in the Inland Empire, with reports of about 15 million square feet per year being added to the regional building stock.

Voluntary Emission Reduction Strategies

Similar to the potential voluntary measures described for the new development/redevelopment FBMSM category, establishment of a SCAQMD-administered CEQA air quality mitigation fund would allow warehouse development projects to opt-in to paying into a mitigation fund to reduce construction or operational emissions. Under the program, collected mitigation fees would be used to reduce NO_x emissions, such as through financial incentives for fleet owners to purchase cleaner trucks. Another voluntary measure discussed involved working with the California Energy Commission (CEC), the Public Utilities Commission (PUC), and utilities to expand alternative fueling/electric vehicle charging infrastructure for heavy duty vehicles, especially targeting warehousing areas with high levels of truck activity. Establishment of a “Green Delivery Option” was also discussed as a potential voluntary measure to reduce warehouse distribution center NO_x emissions. This proposal would involve a small, voluntary opt-in surcharge for consumers when purchasing goods online and funds generated would be used to reduce truck fleet emissions. Efforts to reduce truck fleet emissions must include a continued focus on costs, and on ways to potentially reduce costs and ensure equitable access to cleaner technologies. Other potential strategies such as additional funding programs, alternative financing mechanisms, and truck exchange programs with areas outside the Basin will also continue to be explored by staff.

While the strategies described above may result in air quality benefits and should be pursued, they are unlikely to produce significant SIP creditable emission reductions. In addition, due to the large number of warehouses in the Basin, a voluntary plan-based approach (e.g., CAAPs) for warehouses is infeasible. For these reasons, and to ensure a level playing field for all warehouses, staff is recommending a regulatory approach for this sector in addition to the voluntary strategies above.

Regulatory Emission Reduction Strategies

Similar to the approach described for new/redevelopment projects, the warehouse distribution center ISR would provide several compliance options that facilities could choose to follow. One approach could include a voluntary fleet certification option for truck fleet owners coupled with a requirement ensuring fleets that serve their facility on average are cleaner than required by CARB regulations. The facility level would be set during rulemaking, and would be substantiated with evaluations of cost-effectiveness, the level of incentive funding, feasibility, air quality need, etc. As each of these factors change through time, the facility requirement could also change. These requirements would not preclude individual trucks or truck fleets that do not participate in the proposed voluntary fleet certification program from serving warehouse distribution centers since the proposed concept is seeking emissions reductions based on overall indirect source emissions generated by the warehouse distribution center. Other options could include a mitigation fee, crediting options for other activities like installation of charging/fueling infrastructure for cleaner trucks and TRUs, conversion of CHE to ZE technology, or other options developed during

³ The estimate in Figure 2-2 for warehouses likely presents an upper end, conservative estimate of trucking emissions due to limited data availability and uncertainties for calculating a bottom-up inventory for this facility sector.

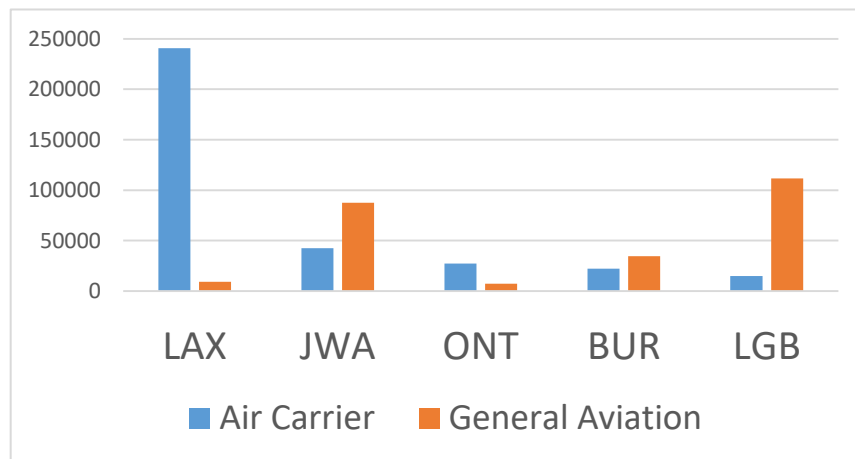
rulemaking. If an ISR is pursued, additional work would be needed to ensure that the options provided in the rule would be feasible with minimal if any modifications to the business practices used by warehouses (for example, many warehouses operators don't own their building or the truck fleets that serve them).

COMMERCIAL AIRPORTS (MOB-04)

Background Discussion

FBMSM MOB-04 focuses on the Basin's five commercial airports, including Los Angeles International Airport (LAX), John Wayne Airport (JWA), Ontario California International Airport (ONT), Hollywood Burbank Airport (BUR) and Long Beach Airport (LGB). While aircraft are not the only source of emissions at airports, however, landing/take-off (LTO) data provides a considerable level of information about airport facilities' emissions (Integra, 2016). For example, LTO data can be a surrogate for the number of visitors thereby vehicle traffic volumes associated with an airport or the GSE needs of an airport. Figure 3-3 below, shows 2012 LTO data by aircraft type (air carrier [airline] and general aviation [non-airline]). As shown in the Figure, LAX has by far the largest number of air carrier LTOs while JWA and LGB have the greatest number of general aviation flights. Basin-wide emissions from commercial airport facilities result in approximately 24 tons per day of NOx (Figure 2-2), with aircraft producing about two-thirds of the emissions.

Figure 3-3. Landing Take-Off (LTO) Activity by Aircraft Type



Many policies that reduce emissions have been pursued by commercial airports have been implemented in recent years. For example, LAX has implemented alternative fuel policy for vehicles >8,500 pounds GVWR, a ground support equipment emission standard, an electric vehicle purchasing policy, a clean construction policy, gate electrification projects, and a new Landside Access Modernization Program to reduce emissions from passenger vehicles. JWA and Burbank have adopted mitigation measures under the California Environmental Quality Act (CEQA) such as policies for GSE electrification, gate electrification, and installation of electric vehicle chargers and support for alternatively fueled taxis and shuttles. LGB has also pursued similar measures through its LGB Green Airport program, including consolidated parking (which reduced the need for shuttles), GSE electrification, and installation of solar panels.

While aircraft make up a substantial portion of airport-related emissions it has become evident through the working group process that this source of emissions presents a particularly unique challenge given the existing regulatory landscape for aircraft and the nature of aircraft activity (e.g., interstate and international origins and destinations). The remaining (i.e., minus aircrafts) emissions from this facility sector are about 8 tons per day, with about 5 of those tons coming from trucks serving the cargo operations at LAX and ONT.

When the 2016 AQMP was adopted, the Board approved a motion to amend MOB-04 and directed staff to *“Undertake a stakeholder process and draft for our consideration an indirect source rule for commercial airports within the South Coast Basin by February 1, 2019 to control emissions of NOx, PM2.5, lead and diesel particulate matter from non-aircraft sources”*. Some of the Board discussion accompanying this amendment provided further direction, including a desire to let the airports prepare their own airport-specific Clean Air Action Plans (AirCAAPs). During the Airport FBMSM Working Groups, many stakeholders also expressed a concern that if airports are required to implement a measure (e.g., through a rule), they would be prohibited from seeking incentive funding, such as Voluntary Emission Low Emission Program or VALE or ZEV grants available from the Federal Aviation Administration.

At the request of many stakeholders, staff facilitated a discussion of how a potential MOU process could work in the most recent Airport Working Group. Key topics included preliminary key principles of an MOU process, potential elements of an MOU, and how the MOU process could work (see Figure 2-4 for an example). Key feedback received from stakeholders included: a strong desire by airports to pursue a measure-based approach instead of an emissions target-based approach, ensuring that the District commits to the emission reduction to the US EPA (e.g., through the MOU, or an alternate process if the MOU does not achieve the desired outcome) instead of the airports, avoiding additional processes where a citizen suit could be brought against airports, leaving aircraft emissions out of any AirCAAP and MOU, and not restricting airports ability to carry out projects, particularly in relation to general conformity.

Voluntary Emission Reduction Strategies

Staff is recommending to pursue a voluntary MOU approach at this time because of the limited emissions reductions that may be available from the non-aircraft sources in this sector, the complications with regulating airports due to overlapping federal jurisdiction, the existence of many existing emission reduction programs, and the potential willingness of airports to enter into cooperative agreements.. SCAQMD staff is proposing that commercial airport operators in the Basin each develop their own AirCAAP. Given the unique challenges with reducing emissions from airports an AirCAAP would provide airport operators with a level of flexibility that is desirable to develop suitable emissions reduction strategies that avoid interference with the regulatory landscape of aircraft related activity and the day-to-day operations of commercial airports affected by national and global commerce. Key elements of the AirCAAP(s) would include a detailed emissions inventory of all sources both under direct and indirect airport control, emission reduction measures (e.g., incentives, fleet policies, etc.) and measurable goals. Airports would determine the appropriate public process and necessary approvals for their AirCAAPs.

As a potential component of each airports AirCAAP, or perhaps as a separate effort, the airports have expressed a desire to continue to pursue VALE/ZEV funding from FAA. This nationwide program provides competitive grants to airports in non-attainment areas for voluntary projects that

improve air quality. In the past ten years, total nationwide annual funding for this program has varied from about \$6 million to about \$37 million. In this time, only a single VALE grant has been provided to one of the five commercial airports in the Basin, a \$4 million grant to LAX to provide off-terminal gate electrification. Similar to the marine ports CAAP measure that requires terminal operators to submit a procurement plan for cargo handling equipment, one concept that has been explored is for all of the airports to put forward their proposed projects that may be eligible for VALE/ZEV funding. Collectively, the group of airports and the District could advocate to FAA to increase funding here, especially since this program is restricted to non-attainment areas, and our region faces unique air quality challenges compared to the rest of the nation.

In order to ensure that all five of the airports will agree to this approach, staff recommends reporting back to the Board no later than summer 2018. All five airports will be asked to provide written confirmation that they will pursue an AirCAAP, with a goal of approving the AirCAAP no later than January 2020. By mid-2020, the District and the airports would approve an MOU covering SIP creditable components of each airport's AirCAAP.

Regulatory Emission Reduction Strategies

For the reasons stated above, SCAQMD staff is not recommending pursuing development of an ISR for airports at this time. We believe that development of the AirCAAPs, combined with MOUs will provide a faster route to achieving emission reductions. However, in the event that the commercial airport CAAP and MOU approach does not appear workable, SCAQMD staff would recommend consideration of an airport ISR by February 1, 2019. One potential ISR concept could include a rule that mirrors the AirCAAP process outlined above. Commercial airports that would have previously identified emission reduction strategies through their own AirCAAP process and participated in an MOU would instead be required to prepare an airport-specific plan subject to a District rule to reduce emissions from all non-aircraft sources.

SUMMARY OF STAFF RECOMMENDATION

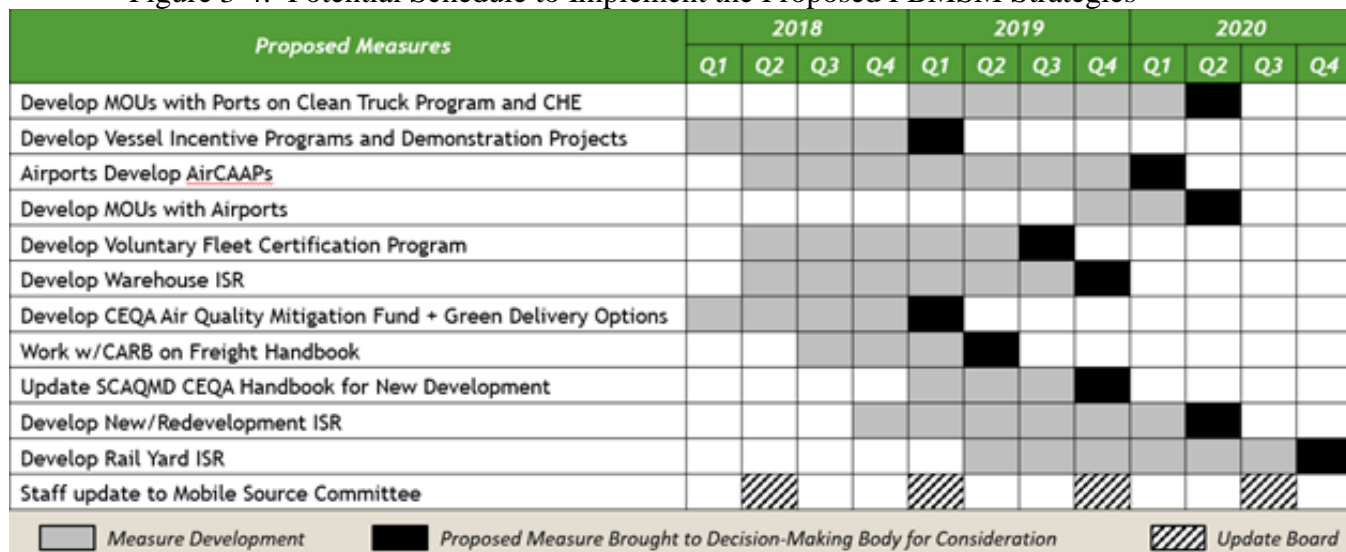
SCAQMD staff’s proposed voluntary and regulatory emissions reduction strategies for each FBMSM adopted in the 2016 AQMP and discussed above are summarized in Table 3-1: Summary of FBMSM Voluntary and Regulatory Emission Reduction Strategies, below.

Table 3-1: Summary of FBMSM Voluntary and Regulatory Emission Reduction Strategies

FBMSM Facility Sector	Pursue <u>Voluntary</u> Measures Now?	Also Pursue <u>Regulatory</u> Measures Now?
Ports	Yes	No
Airports	Yes	No
Warehouses	Yes	Yes
New / Redevelopment	Yes	Yes
Rail Yards	Yes	Yes

POTENTIAL SCHEDULE SCAQMD staff proposes the schedule presented in Figure 3-4: to implement the proposed voluntary and regulatory emission reduction strategies discussed above.

Figure 3-4: Potential Schedule to Implement the Proposed FBMSM Strategies



REFERENCES

Integra Environmental Consulting, Inc., 2016. Technical Assistance Related to Emission Inventories, Goods Movement and Off-Road Sources, Updated Aircraft Emission Inventory; August 2016

SCAQMD Final 2016 Air Quality Management Plan, Approved March 3, 2017.
<http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>

SCAQMD Facility-Based Measures website:
<http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/facility-based-mobile-source-measures>

US EPA Guidance Documents Related to Obtaining SIP Credit from Voluntary Emission Reduction Programs:

-Diesel Retrofit SIP Programs (2014)

<http://nepis.epa.gov/Exe/ZyPDF.cgi/P100HP2S.PDF?Dockey=P100HP2S.PD>

-Energy Efficiency and Renewable Energy SIP Measures (2004)

www.epa.gov/sites/production/files/2016-05/documents/ereseerem_gd.pdf

-Improving Air Quality with Economic Incentive Programs (2001)

www.epa.gov/sites/production/files/2015-07/documents/eipfin.pdf

-Incorporating Bundled Measures in a SIP (2005)

www3.epa.gov/ttn/naqs/aqmguidance/collection/cp2/20050816_page_incorporating_bundled_measure_sip.pdf

-Incorporating Energy Efficiency/Renewable Energy Policies and Programs into SIPs (2012)

www.epa.gov/sites/production/files/2016-05/documents/eeremanual_0.pdf

-Voluntary Mobile Source SIP Programs (1997)

www.epa.gov/sites/production/files/2016-05/documents/vmep-gud.pdf

-Voluntary and Emerging SIP Measures (2004)

www.epa.gov/sites/production/files/2016-05/documents/voluntarycontrolmeasurespolicyepa.pdf

2016 AQMP Facility-Based Mobile Source Measures Draft Staff Recommendations

**Warehouse
Distribution
Centers**



**Commercial
Airports**



**New or
Redevelopment
Projects**



**Commercial
Marine Ports**



**Railyard &
Intermodal
Facilities**



Governing Board Meeting
March 2, 2018

Background



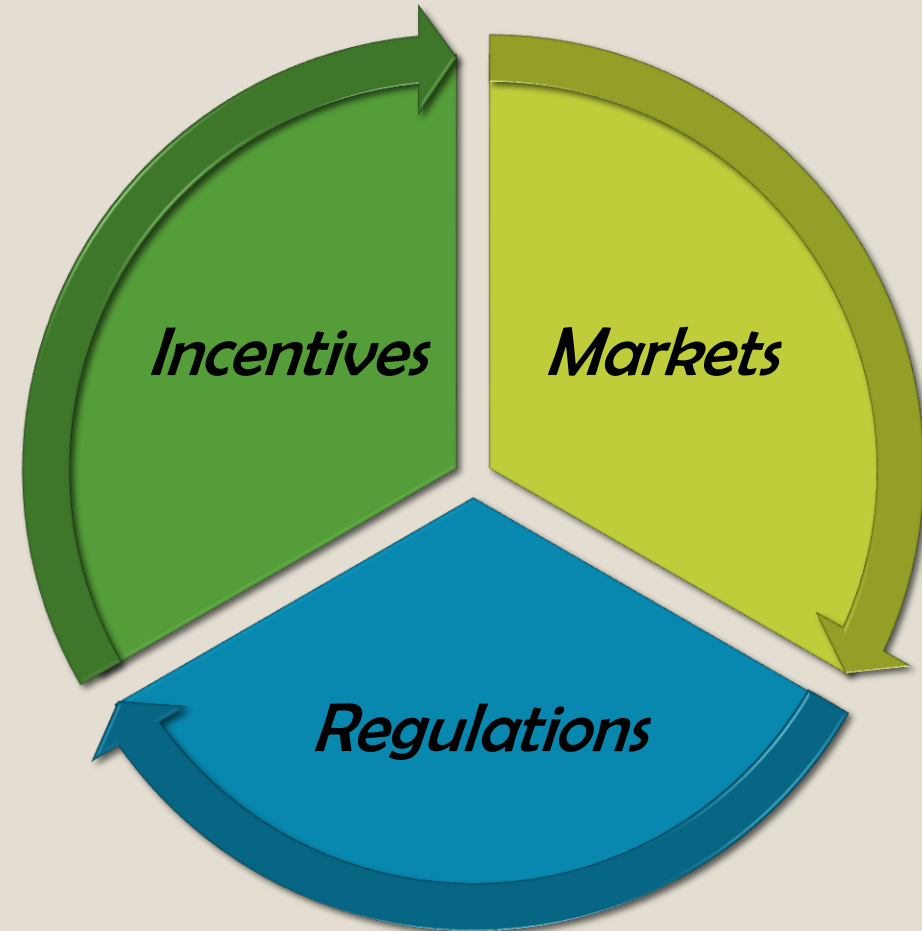
- 5 Facility-Based Mobile Source Measures (FBMSM) included in 2016 AQMP
 - Airports, New/Redevelopment, Ports, Railyards, Warehouses
- Primary goal of FBMSM is to reduce NOx emissions
 - Assists in implementing CARB's Mobile Source Strategy "Further Deployment" control measures
 - Measures need to be defined and in place, or contingency measures need to be in place 3 years before attainment deadline
 - Federal Clean Air Act requires the District to meet the NAAQS "as expeditiously as practicable"
 - State law requires meeting the CAAQS at the "earliest practicable date" using "every feasible measure"

CARB Mobile Source Activities

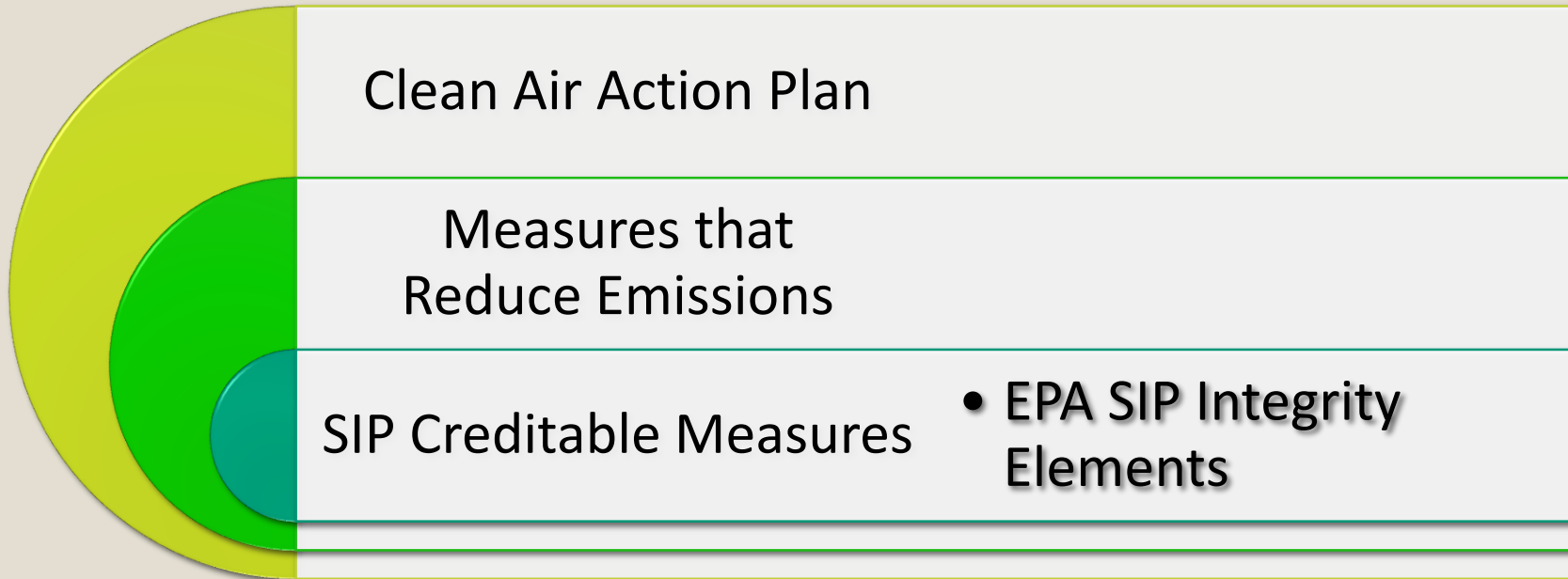
- Continued development of state mobile source strategy
- CARB staff will report to CARB Board on Indirect Source Rule concepts and alternatives on March 22
 - New measures proposed for large freight facilities
 - Regulatory approach focused on CARB's traditional mobile source and toxics ATCM authority
 - Measures will reduce NOx and other pollutants, but potential amount is not yet quantified
- CARB staff's proposed measures also take into account AB 617
 - Community focused approach

Significant Emission Reductions Require Comprehensive Approach

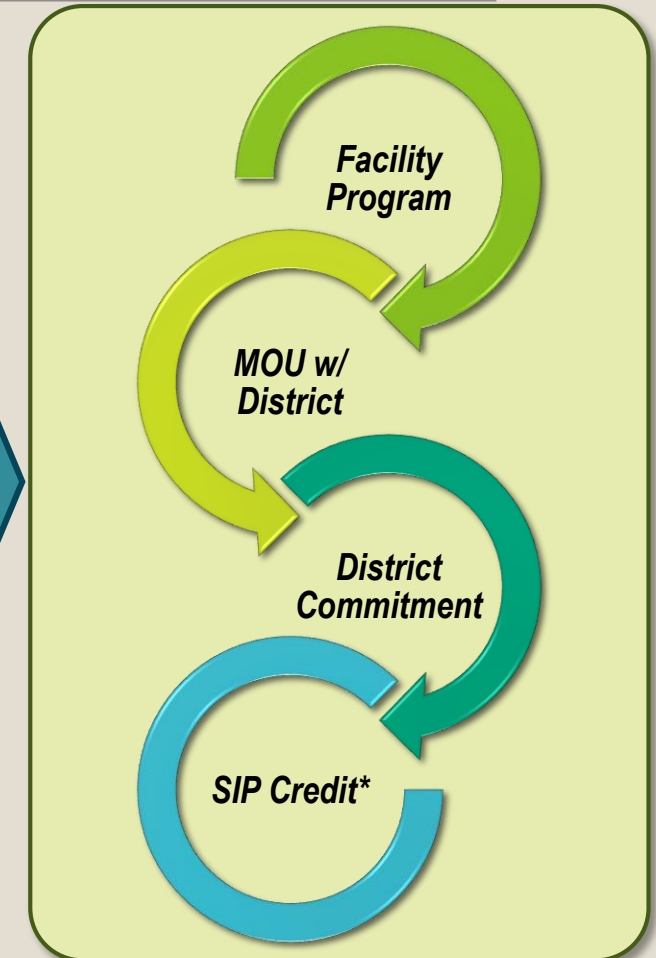
- Strategies explored since adoption of 2016 AQMP are not sufficient to meet air quality standards:
 - Proposed CARB & EPA measures
 - Currently identified incentive funding
 - Proposed voluntary facility-based measures
- All strategies need to be pursued, including new voluntary measures and available regulatory authority where needed



Potential MOU Approach for Clean Air Action Plans



- *MOU can include specific measures or emission targets*
- *With MOU, SCAQMD Board would commit to SIP-creditable emission reductions, or alternative measures if Facility Program/MOU unsuccessful*



**Subject to EPA Approval*

Potential Regulatory Approach

Multiple Compliance Options*

Fleet Certification + ISR

Facility-Specific Credits

Mitigation Fee

Others?

Voluntary Fleet Certification

Facility ISR Requirement

Examples:
-Infrastructure
-Demonstration of equivalent measures

Funds used to incentivize reductions elsewhere

Summary of Recommended Ports Approach

Potential Voluntary Measures

- Pursue individual MOUs on specific CAAP measures
- Pursue introduction of cleaner vessels
 - Demonstrations, incentives, etc.

Continue to Pursue

Key Factors in Evaluating Voluntary Approach

- Significant public process already conducted to develop CAAP Update
- CAAP Update needs opportunity to succeed

Potential Regulatory Measures

- Do not pursue ISR now
- In 2019-2020, evaluate potential need for ISR if MOUs unsuccessful

Re-evaluate in 2019-2020

Board Direction for Airports

- Board amendment to adoption of 2016 AQMP
 - *“Undertake a stakeholder process and draft for our consideration an indirect source rule for commercial airports within the South Coast Basin by February 1, 2019 to control emissions of NOx, PM2.5, lead and diesel particulate matter from non-aircraft sources”*
 - Board discussion on the amendment included allowing an opportunity for airports to develop their own Clean Air Action Plans

Summary of Recommended Airports Approach

Potential Voluntary Measures

- Pursue individual MOUs with each airport
 - Airport-specific Clean Air Action Plans (AirCAAP)
- Include explicit process for pursuing FAA VALE/ZEV funding

Continue to Pursue

Key Factors in Evaluating Voluntary Approach

- Many emission reduction programs already in place at airports
- Opportunity for large emission reductions beyond existing programs limited

Potential Regulatory Measures

- Do not pursue ISR now
- If not all airports agree to develop an AirCAAP and MOU, staff could develop ISR requiring AirCAAP
 - Report back to Board by summer 2018

Re-evaluate in 2018-2019

Summary of Recommended Warehouses Approach

Potential Voluntary Measures

- New CEQA Air Quality Mitigation Fund
- Warehouse Guidance Document
- Green Delivery options (e.g., opt-in fee to fund cleaner fleet)

Continue to Pursue

Key Factors in Evaluating Voluntary Approach

- Limited emission reductions from proposed measures
- Large number of warehouses in basin

Potential Regulatory Measures

- Indirect Source Rule with multiple compliance options
 - Level of control determined by Board based on:
 - Cost-effectiveness, air quality need, feasibility, etc.
- Focus on trucks & CHE

Continue to Pursue

Summary of Recommended New/Redevelopment Approach

Potential Voluntary Measures

- New CEQA Air Quality Mitigation Fund
- Update SCAQMD CEQA Handbook
- Continue to work with CEC, PUC, and utilities to expand charging/alt-fueling infrastructure

Continue to Pursue

Key Factors in Evaluating Voluntary Approach

- Proposed voluntary measures would not substantially reduce NOx emissions
- Large number of development projects in basin

Potential Regulatory Measures

- Indirect Source Rule with multiple compliance options
 - Level of control determined by Board based on:
 - Cost-effectiveness, air quality need, feasibility, etc.
- Focus on large construction projects

Continue to Pursue

Summary of Recommended Rail Yards Approach

Potential Voluntary Measures

- Staff open to new agreements/MOUs beyond existing 1998 & 2005 agreements

Continue to Pursue

Key Factors in Evaluating Voluntary Approach

- No new voluntary measures proposed by stakeholders that would substantially reduce NOx emissions

Potential Regulatory Measures

- Indirect Source Rule with multiple compliance options
 - Level of control determined by Board based on:
 - Cost-effectiveness, air quality need, feasibility, etc.
- Harmonization at federal level with ICCTA likely required

Continue to Pursue

Summary of Staff Recommendation for FBMSM

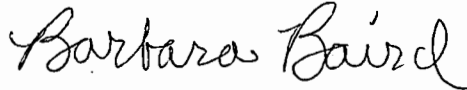
FBMSM Facility Sector	Pursue <u>Voluntary</u> Measures Now?	Also Pursue <u>Regulatory</u> Measures Now?
<i>Ports</i>	Yes	No
<i>Airports</i>	Yes	No
<i>Warehouses</i>	Yes	Yes
<i>New / Redevelopment</i>	Yes	Yes
<i>Rail Yards</i>	Yes	Yes

ATTACHMENT C

OFFICE OF GENERAL COUNSEL MEMORANDUM

To: Dr. William A. Burke, Chairman
SCAQMD Governing Board Members

From: Barbara Baird, Chief Deputy Counsel



Re: Authority to Adopt Indirect Source Rule for Railyards

Date: March 19, 2018

Introduction

At the March 2, 2018, Governing Board Meeting, during public comment on the Facility Based Mobile Source Measures item, (Agenda Item 32) a representative of the freight railroads commented that they believed the SCAQMD lacked authority to adopt an indirect source rule for railyards. The railroads have also commented on the AQMP that such a rule would in any event be preempted. A Governing Board member asked for staff's response to this comment. This memo provides such a response. ¹

Issue 1: Authority

The SCAQMD has authority to adopt rules to reduce or mitigate emissions from indirect sources (Health & Saf. Code Sec. 40716(a)(1), especially for areas where there are high-level localized levels of pollutants or for new sources which will have a significant impact on air quality. Health & Saf. Code Sec. 40440(b)(3). An indirect source is "a facility, building, structure, installation, real property, road, or highway which attracts, or may attract, mobile sources of pollution." CAA Sec. 110(a)(5)(C); 42 U.S.C. Sec. 7410(a)(5)(C). A railyard meets this definition and thus may be the subject of an indirect source rule.

In the past, the railroads have argued that only CARB has the authority to regulate locomotives as a matter of state law. Since what is proposed is an indirect source rule, and not a regulation of locomotives, this issue is irrelevant. In any event, we disagree. State law provides that the air districts are primarily responsible for "control of air pollution from all sources, other than emissions from motor vehicles." Health & Saf. Code Sec. 40001. This includes locomotives. CARB legal counsel agrees with our interpretation. In earlier litigation over the SCAQMD's rail idling rules, the trial court held that the SCAQMD could not regulate locomotives, but since the

¹ Staff has already stated its view briefly at the February 16, 2018 Mobile Source Committee discussion of this issue, which is part of the record for Agenda Item 32. In addition, staff's view has been expressed in responses to comments on the 2016 AQMP, in legal proceedings before the Surface Transportation Board, Docket 35803, (a proceeding in which the Association of American Railroads, BNSF, and Union Pacific participated), and in letters to US EPA. Accordingly this memo is being made available to the public.

Ninth Circuit did not affirm that holding, it is not binding. *Martin v. Henley*, 452 F. 2d 295,300 (9th Cir. 1971). The Ninth Circuit said: “[W]e assume without deciding that the rules fall within the District’s regulatory authority.” *Association of American Railroads v. South Coast Air Quality Management District*, 622 F. 3d 1094, 1096 n. 2 (9th Cir. 2010)(“AAR”)

In commenting on the 2016 AQMP, the Association of American Railroads asserted that the proposed facility-based measure would violate the trial court’s injunction against enforcing the previously-adopted idling regulation. The trial court held that the idling rules were preempted by the Interstate Commerce Commission Termination Act (“ICCTA”). However, the proposed indirect source rule would be a new rule, not enforcement of an existing rule. Further, it would not specify that the railyards must limit idling. Therefore, adopting the proposed new rule would not violate the injunction.

Issue 2: Preemption

While the Clean Air Act (CAA) generally preempts state and local governments from establishing emission standards for motor vehicles and non-road engines, including locomotives, the CAA does not preempt indirect source rules. *National Association of Home Builders v. San Joaquin Valley Unified Air Pollution Control District*, 627 F. 3d 730 (9th Cir. 2010).

The Ninth Circuit Court of Appeals upheld the trial court’s decision that the SCAQMD locomotive idling rules were preempted by ICCTA. *AAR*, 622 F. 3d. 1094. ICCTA is a federal de-regulatory statute that places certain aspects of rail operations under the jurisdiction of the federal Surface Transportation Board (“STB”), and preempts some kinds of state and local regulation applicable to railroads. However, the Court of Appeals explained that if the rules had been approved by EPA into the State Implementation Plan, “ICCTA generally does not preempt those regulations because it is possible to harmonize ICCTA with those federally-recognized regulations...” *AAR*, 622 F. 3d 1094, 1098. The STB itself has stated that ICCTA is not intended to “interfere with the role of state and local agencies in implementing Federal environmental statutes such as the Clean Air Act, the Clean Water Act, and the Safe Drinking Water Act, unless the regulation is being applied in such a manner as to unduly restrict the railroad from conducting its operations on unreasonably burden interstate commerce.” *Friends of the Aquifer*, 2001 WL 928949, STB F.D. No. 33966 at 5 (Aug. 15, 2001) Staff recommends that any railyard indirect source rule specify that it is not to become operative until approved into the SIP, to ensure that the rule can be harmonized with ICCTA in any judicial challenge.

The courts have provided guidance in how to “harmonize” two overlapping federal statutes, stating that the overriding purposes or objectives of each statute must be determined, and that if a challenged provision implements a core purpose of one law while affecting only the periphery of the other, the first provision must be upheld. *Morton v. Mancari*, 417 U.S. 535,550 (1974); *Merrill Lynch Pierce Fenner & Smith v. Ware*, 414 U.S.117, 131-136. (1973). The STB itself has also provided guidance, holding that in determining whether a federal environmental statute (or state rule implementing such a statute) unreasonably interferes with rail operations, “[t]he severity of the likely environmental impacts should be weighed against the severity of the transportation impacts of compliance to determine whether, and how, the various Federal statutes

can be accommodated.” *Joint Petition for Declaratory Order-Boston & Maine Corp. and Town of Ayer*, 2001 WL 1174385, STB Finance Docket 33971 (Oct. 3, 2001). Staff believes an indirect source rule can be crafted that would provide significant environmental benefits outweighing any adverse impacts on rail transportation, and could thus be harmonized with ICCTA. In particular, the indirect source rule is not expected to specify a method of compliance, so that the railyard can select its own methods for compliance to minimize any adverse impact.

We also wish to advise you that in 2014, the U.S. EPA filed a petition for declaratory order with the STB asking for a ruling on whether the SCAQMD idling rules would be preempted if they were approved in to the SIP. The STB declined to issue such an order, but instead issued “guidance” stating that the rules would “likely” be preempted even if approved into the SIP. *United States Environmental Protection Agency-Petition for Declaratory Order*, STB Docket FD 35803 (served Dec. 30, 2014). The STB based its opinion on the potential for other states or localities to adopt and implement conflicting rules. While we disagreed with the STB “guidance,” the manner in which it was issued made it unable to be reviewed in court under the federal Administrative Procedures Act. STB stipulated with us that the “guidance” could be reviewed if EPA or any other agency were to rely on it, e.g.in disapproving the existing idling rules. EPA has not taken action on these rules as of yet. The STB “guidance” could also be challenged if EPA were to rely on it in disapproving a future indirect source rule. In any event, staff believes that an indirect source rule that provides flexibility to the railyards for compliance would not present a serious risk of inconsistent requirements in other jurisdictions and thus would not be preempted under the theory used by the STB in its “guidance.”

Conclusion

An indirect source rule for railyards is within the SCAQMD’s state law authority, and likely could be crafted in a way that would allow it to survive the harmonization process and therefore not be preempted.

cc: Wayne Nastri

BOARD MEETING DATE: April 6, 2018

AGENDA NO. 24

PROPOSAL: Determine that Proposed Amendments to Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities and Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II Are Exempt from CEQA; and Amend Rules 1178 and 219

SYNOPSIS: PAR 1178 will incorporate provisions that allow the use of a flexible enclosure for slotted guidepoles for petroleum storage tanks under certain conditions. Additionally, PAR 219 will exempt from permitting slotted guidepoles that meet specific emission control configurations that are specified in PAR 1178.

COMMITTEE: Stationary Source, February 16, 2018, Reviewed

RECOMMENDED ACTIONS:

Adopt the attached Resolution:

1. Determining that the proposed amendments to Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities and Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II, are exempt from the requirements of the California Environmental Quality Act; and
2. Amending Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities; and Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II.

Wayne Natri
Executive Officer

PF:SN:DD:MM:KE

Background

Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities, was adopted in 2001 to further reduce emissions of volatile organic compounds (VOC) from storage tanks located at petroleum facilities. The requirements of the rule apply to aboveground storage tanks that have a capacity of greater than 75,000 liters (or 19,815 gallons), are used to store organic liquids, and are located at any petroleum facility that emits more than 20 tons per year of VOC. Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II, was adopted in 1976 and is an

administrative rule that identifies equipment, processes and operations that emit small amounts of air contaminants that do not require written permits, except for equipment, processes and operations subject to subdivision (s) – Exceptions.

During the May 2017 rule development process to amend Rule 219 stakeholders requested consideration for exempting Flexible Enclosure Systems used to control emissions from slotted guidepoles. The adoption Resolution for Proposed Amended Rule (PAR) 219 directed staff to work with stakeholders to amend Rule 1178 to incorporate VOC control technologies for guidepoles in floating roof tanks as recognized by the U.S.EPA in its 2000 Storage Tank Emission Reduction Partnership Program (STERPP) agreement. The Board also directed staff to explore mechanisms to minimize permitting impacts when addressing VOC control technologies for guidepoles in floating roof tanks that are subject to Rule 1178.

Proposal

PAR 1178 will incorporate the use of a Flexible Enclosure System as a VOC emission reduction option for floating roof tanks with slotted guidepoles. This option specifically allows facilities to replace a pole float and a pole float wiper (or pole float seal) with a Flexible Enclosure System that completely encloses the slotted guidepole in internal and domed external floating roof tanks. For external floating roof tanks, the proposed amendment will allow the optional replacement of a pole float with a pole sleeve or a pole sleeve in combination with a Flexible Enclosure System. PAR 1178 also includes clarifications, including the inspection procedures and entries to compliance report forms that facilitate the inclusion of the Flexible Enclosure System as a control option.

PAR 219 provides an exemption from permitting the replacement of a pole float used to control emissions from a slotted guidepole in floating roof storage tanks, provided there is a pole sleeve or a pole sleeve in combination with a Flexible Enclosure System.

Public Process

During the rulemaking process two working group meetings were held, on December 12, 2017 and February 14, 2018. A public workshop was held on January 11, 2018.

Key Issues

Staff is not aware of any key issues.

California Environmental Quality Act

Pursuant to the California Environmental Quality Act (CEQA) and SCAQMD Rule 110, the SCAQMD, as lead agency for the proposed project, has reviewed the proposed amendments to Rules 1178 and 219 in accordance with: 1) CEQA Guidelines Section 15002(k) - General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA; and 2) CEQA Guidelines Section 15061 - Review for Exemption, procedures for determining if a project is exempt from CEQA. SCAQMD staff has determined that it can be seen with certainty that there is no possibility that the proposed amendments to Rules 1178 and 219 may have a significant adverse effect on the environment. Therefore, the project is considered to be exempt

from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Activities Covered by General Rule. A Notice of Exemption has been prepared pursuant to CEQA Guidelines Section 15062 – Notice of Exemption. If the project is approved, the Notice of Exemption will be filed with the county clerks of Los Angeles, Orange, Riverside and San Bernardino counties.

Socioeconomic Analysis

PAR 1178 clarifies rule requirements and provides additional regulatory flexibility. Specifically, the proposed amendments will allow facilities to replace a pole float and float wiper/seal with a Flexible Enclosure System, which completely encloses the slotted guidepole in floating roof tanks. The cost of installing a Flexible Enclosure System for a 48-foot tall tank is estimated at \$5,500 with an additional cost of \$2,200 for an optional transition box. The proposed amendment that allows the use of the Flexible Enclosure System is completely voluntary and as such will have no adverse socioeconomic impacts. Proposed amendments to Rule 219 will provide cost savings to affected facilities by not requiring permits for slotted guidepole Flexible Enclosure Systems.

AQMP and Legal Mandates

Pursuant to Health & Safety Code Section 40460(a), the SCAQMD is required to adopt an Air Quality Management Plan (AQMP) demonstrating compliance with all state and federal regulations and standards. The SCAQMD is required to adopt rules and regulations that carry out the objectives of the AQMP.

The proposed amendments to Rule 1178 will incorporate VOC control technologies for guidepoles in floating roof tanks as recognized by U.S. EPA in their 2000 STERPP agreement. In addition, the proposed amendments to Rule 219 will minimize permitting impacts when addressing VOC control technologies for guidepoles in floating roof tanks that are subject to Rule 1178.

Implementation and Resource Impacts

Existing SCAQMD resources will be used to implement Proposed Amended Rules 1178 and 219.

Attachments

- A. Summary of Proposal
- B. Key Issues and Responses
- C. Rule Development Process
- D. Key Contacts List
- E. Resolution
- F. Proposed Amended Rule 1178
- G. Proposed Amended Rule 219
- H. Final Staff Report for Proposed Amended Rules 1178 and 219
- I. Notice of Exemption
- J. Board Meeting Presentation

ATTACHMENT A
SUMMARY OF PROPOSAL

Proposed Amended Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities

Proposed Amended Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II

PAR 1178

Added provision to allow the following Flexible Enclosure System configuration options when a (slotted guidepole) pole float is removed:

- Internal Floating and Domed External Floating Roof Tanks
 - Replace with Flexible Enclosure System
- External Floating Roof Tanks
 - Replace with combination of Flexible Enclosure System and pole sleeve

Added requirements for Flexible Enclosure System:

- Completely enclose the slotted guidepole
- Free of holes, tears, slots or rips
- Double clamped tightly at the top and secured to the tank roof with no visible gaps

Amended existing rule language to:

- Require that repairs or replacements be conducted within 72 hours after an inspection (including one conducted by operator) where a defect, visible gap or non-vapor tight condition determines non-compliance;
- Clarify that semiannual inspection reports for floating roof tanks be submitted on January 1 and July 1, upon completion of two (2) consecutive quarterly inspections; and
- Require visual inspections of flexible enclosure systems and reporting of data compiled

PAR 219

Paragraph (m)(25):

- Allows a floating roof tank pole float to be replaced with:
 - A pole sleeve; or
 - A pole sleeve in combination with a Flexible Enclosure System
- Overrides paragraph (s)(1) – No Exemption from Written Permits; but still requires compliance with applicable NSPS or NESHAPS requirements
- Does not limit or excuse the duty to comply with separately applicable permit revision requirements of Reg. XXX – Title V permits

**ATTACHMENT B
KEY ISSUES AND RESPONSES**

Proposed Amended Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at
Petroleum Facilities
Proposed Amended Rule 219 – Equipment Not Requiring a Written Permit Pursuant to
Regulation II

Key Issues

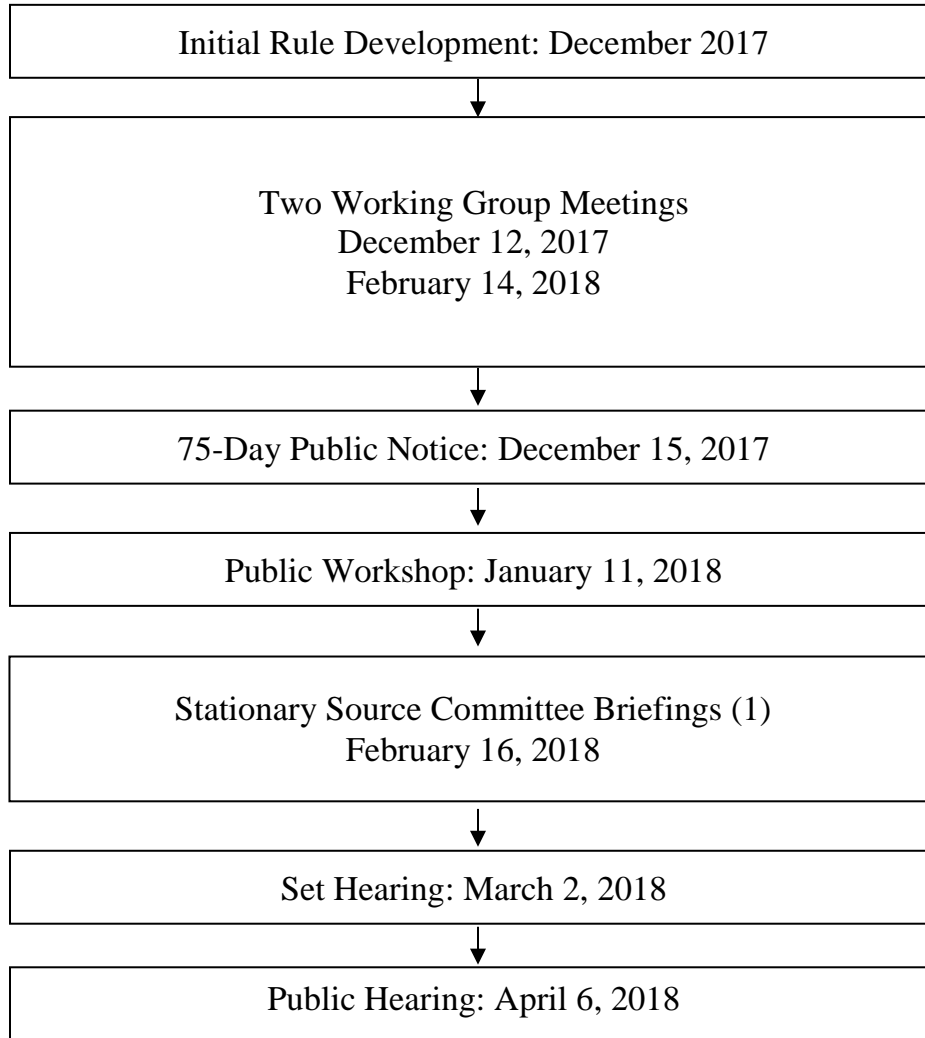
Staff is not aware of any key issues.

ATTACHMENT C

RULE DEVELOPMENT PROCESS

Proposed Amended Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities

Proposed Amended Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II



4 months spent in rule development

1 Public Workshop

2 Working Group Meetings

ATTACHMENT D
KEY CONTACTS LIST

ALG Corporation

Andeavor

Andeavor Logistics

Beacon Energy Services

Chemoil

Chevron Corporation

California Independent Petroleum Association (CIPA)

Equilon

Edgington Oil

Global Oil

Greka Oil and Gas Company

Kinder Morgan

Medallion California Properties

M & C Technology Group

NuStar Energy

Paramount Petroleum Corporation

Phillips 66

Plains West Coast Terminals/Pacific Pipelines

Signal Hill Petroleum

Torrance Refining Company

Valero

Vopak

World Oil

Western States Petroleum Association (WSPA)

ATTACHMENT E

RESOLUTION NO. 18-_____

A Resolution of the Governing Board of the South Coast Air Quality Management District (SCAQMD) determining that the proposed amendments to Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities and Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II are exempt from the requirements of the California Environmental Quality Act (CEQA).

A Resolution of the SCAQMD Governing Board amending Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities and Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II.

WHEREAS, the SCAQMD Governing Board finds and determines that Proposed Amended Rules 1178 and 219 are considered a “project” pursuant to 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 of Proposed Amended Rules 1178 and 219, pursuant to such program (SCAQMD Rule 110); and

WHEREAS, SCAQMD Governing Board finds and determines that it can be seen with certainty that there is no possibility that the proposed project may have any significant effects on the environment, and is therefore, exempt from CEQA pursuant to CEQA Guidelines Section 15061 (b)(3) – Activities Covered By General Rule; and

WHEREAS, the SCAQMD staff has prepared a Notice of Exemption for the proposed project, that is completed in compliance with CEQA Guidelines Sections 15062 – Notice of Exemption; and

WHEREAS, Proposed Amended Rules 1178 and 219, and supporting documentation, including but not limited to the Notice of Exemption, the Socioeconomic Impact Assessment, the Final Staff Report, and this April 6, 2018 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, Proposed Amended Rules 1178 and 219 are not control measures in the 2016 Air Quality Management Plan (AQMP) and thus, were not ranked by cost-effectiveness relative to other AQMP control measures in the 2016 AQMP; and

WHEREAS, California 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 Rules 1178 and 219 in order to clarify existing rule requirements and provide additional regulatory flexibility; and

WHEREAS, Proposed Amended Rule 1178 will be submitted to the California Air Resources Board and the U.S. Environmental Protection Agency for inclusion into the State Implementation Plan; and

WHEREAS, the SCAQMD Governing Board obtains its authority to adopt, amend or repeal rules and regulations from Sections 39002, 39650 et seq., 40000, 40001, 40440, 40441, 40702, 40725 through 40728, 41508, 41511, 41700, and 41706 of the California Health and Safety Code; and

WHEREAS, the SCAQMD Governing Board has determined that Proposed Amended Rules 1178 and 219, as proposed to be adopted, are written and displayed so that their meaning can be easily understood by persons directly affected by them; and

WHEREAS, the SCAQMD Governing Board has determined that Rules 1178 and 219, as proposed to be amended, are 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 Proposed Amended Rules 1178 and 219, as proposed to be adopted, do not impose the same requirements as any existing state or federal regulations, and the proposed amended rules are necessary and proper to execute the powers and duties granted to, and imposed upon, the SCAQMD; and

WHEREAS, the SCAQMD Governing Board, in adopting this regulation, references the following statutes which the SCAQMD hereby implements, interprets or makes specific: the provisions of California Health and Safety Code Sections 39002 (local and state agency responsibilities), 40001 (rules to achieve and maintain ambient air quality standards) and Sections 40506 and 42300 (rules to establish permit system); and

WHEREAS, California 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 the SCAQMD's comparative analysis of Proposed Amended Rule 1178 is included in the staff report; and

WHEREAS, the SCAQMD Governing Board has determined that the Socioeconomic Impact Assessment, as contained in the Final Staff Report, of Proposed Amended Rules 1178 and 219 is consistent with the March 17, 1989 Governing Board Socioeconomic Resolution for rule adoption; and

WHEREAS, the SCAQMD Board has actively considered the Socioeconomic Impact Assessment, as contained in the Final Staff Report, and has found that the proposed amendments will have no adverse socioeconomic impacts; and

WHEREAS, the SCAQMD Governing Board has determined that the Socioeconomic Impact Assessment, as contained in the Final Staff Report, is consistent with the provisions of California Health and Safety Code Sections 40440.8, 40728.5, and 40920.6; and

WHEREAS, the SCAQMD staff conducted a public workshop regarding Proposed Amended Rules 1178 and 219 on January 11, 2018; and

WHEREAS, a public hearing has been properly noticed in accordance with all provisions of California 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 overseeing the rule development for Proposed Amended Rules 1178 and 219 as the custodian of the documents or other materials which constitute the record of proceedings upon which the adoption of this proposed project is based, which are located at the South Coast Air Quality Management District, 21865 Copley Drive, Diamond Bar, California; and

NOW, THEREFORE BE IT RESOLVED, that the SCAQMD Governing Board does hereby determine, pursuant to the authority granted by law, that the proposed amendments to Rules 1178 and 219 are exempt from CEQA pursuant to CEQA Guidelines Section 15061 (b)(3) – Activities Covered by General Rule. This information was presented to the SCAQMD Governing Board, whose members reviewed, considered and approved the information therein prior to acting on the proposed amendments to Rules 1178 and 219; and

BE IT FURTHER RESOLVED, that the SCAQMD Governing Board does hereby adopt, pursuant to the authority granted by law, Proposed Amended Rules 1178 and 219 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 1178 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 1178 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.

DATE: _____

CLERK OF THE BOARDS

ATTACHMENT F

(Adopted December 21, 2001)(Amended April 7, 2006)(PAR 1178 April 6, 2018)

PROPOSED AMENDED RULE 1178. FURTHER REDUCTIONS OF VOC EMISSIONS FROM STORAGE TANKS AT PETROLEUM FACILITIES

(a) Purpose

The purpose of this rule is to further reduce emissions of volatile organic compounds (VOC) from storage tanks located at petroleum facilities.

(b) Applicability

The rule applies to all aboveground storage tanks that have capacity equal to or greater than 75,000 liters (19,815 gallons), are used to store organic liquids with a true vapor pressure greater than 5 mm Hg (0.1 psi) absolute under actual storage conditions, and are located at any petroleum facility that emits more than 40,000 pounds (20 tons) per year of VOC in any emission inventory year starting with the emission inventory year 2000.

(c) Definitions

For the purpose of this rule the following definitions shall apply:

- (1) ACCESS HATCH is an opening in the roof with a vertical well and a cover attached to it. Access hatch provides passage for workers and materials through the roof for construction or maintenance.
- (2) AMBIENT TEMPERATURE is the temperature of an organic liquid within a storage tank that has been influenced by atmospheric conditions only and is not elevated by a non-atmospheric means of heating at the tank which includes but is not limited to steam, hot water, heaters, heat exchangers, tank insulation, or tank jacketing.
- (3) CERTIFIED PERSON is a person who has successfully completed the District tank self-inspection program and a District approved fugitive emissions compliance inspection program, and who holds a certificate issued by the Executive Officer evidencing that such person is in good standing in this program.
- (4) CONTINUOUS SEAL is a seal that forms a continuous closure that completely covers the annular space between the wall of the storage vessel and the edge of the floating roof. A continuous seal may be a vapor-

- mounted, liquid-mounted, or metallic shoe seal. A continuous seal may be constructed of fastened segments so as to form a continuous seal.
- (5) DOMED ROOF is a self-supporting fixed roof attached to the top of an external floating roof tank to reduce evaporative losses.
 - (6) EMISSION CONTROL SYSTEM is a combination of capture system(s) and control equipment used to recover, reduce, remove or control the release of VOC to the atmosphere. Such equipment includes, but is not limited to, absorbers, adsorbers, compressors, condensers, incinerators, flares, boilers, and process heaters.
 - (7) EMISSION INVENTORY YEAR is the annual emission-reporting period beginning from July 1 of the previous year through June 30 of a given year. For example, emission inventory year 2000 covers the period from July 1, 1999 through June 30, 2000.
 - (8) EXTERNAL FLOATING ROOF TANK is a storage tank with a roof consisting of a double deck or pontoon single deck which rests or floats on the liquid being contained.
 - (9) EXEMPT COMPOUNDS are as defined in Rule 102.
 - (10) FACILITY is any equipment or group of equipment or other VOC-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), or an outer continental shelf (OCS) source as determined in 40 CFR Section 55.2. Such above-described groups, if noncontiguous, but connected only by land carrying a pipeline, shall not be considered one facility.
 - (11) FIXED ROOF SUPPORT COLUMN AND WELL is a column made of round pipe or of structural shape with an irregular cross section that passes through the floating roof via a peripheral vertical well and is used to support the roof of an internal floating roof tank.
 - (12) FIXED ROOF TANK is a storage tank with a permanently affixed roof
 - (13) FLEXIBLE ENCLOSURE SYSTEM is a VOC emission reduction system made of a VOC impervious material which is resistant to ultraviolet radiation, completely enclosing a slotted guidepole and controls the vapor emission pathway from inside the storage vessel through the guidepole slots to the outside air.

- (134) FUEL GAS SYSTEM is the piping and control system that gathers gaseous stream(s) generated by onsite operations and transports the gaseous stream for sale or for use as fuel gas in combustion devices, or in-process combustion equipment such as furnaces and gas turbines, either singly or in combination.
- (1415) GAUGE FLOAT is a device that is used to indicate the level of liquid within the tank. The float rests on the liquid surface and is housed inside a well that is closed by a removable cover.
- (1516) GAUGE HATCH/SAMPLE PORT is an opening in the roof that provides access for gauging or sampling. A gauge hatch/sample port is usually equipped with a closing cover or a funnel and slit-fabric seal to cover the opening.
- (1617) GUIDEPOLE is an anti-rotation device that is fixed to the top and bottom of the tank, passing through a well that is equipped with a sliding cover. The guidepole is used to prevent adverse movement of the roof and subsequent damage to the roof fittings and rim seals, or as access for level gauging or sampling of the liquid stock. The guidepole can be solid or equipped with slots or holes for gauging purpose.
- (1718) INTERNAL FLOATING ROOF TANK is a storage tank equipped with a fixed roof and a floating roof which rests on the liquid being contained.
- (1819) LADDER AND WELL is a ladder that passes through a well, and is used to access the tank bottom of an internal floating roof tank.
- (1920) LIQUID MOUNTED PRIMARY SEAL is a primary seal that is mounted in full contact with the liquid in the annular space between the tank shell and the floating roof.
- (201) MECHANICAL SHOE PRIMARY SEAL is a metallic band attached to the floating roof sliding in contact with the tank shell. The shoes are supported and held against the tank shell by a mechanical device, and are joined together to form a ring. The vapor space between the shoe and the roof is sealed from the atmosphere by a primary seal of coated or VOC impervious fabric.
- (242) ORGANIC LIQUID is any liquid containing VOC.
- (223) PETROLEUM FACILITY is any facility primarily engaged in the production, refining, storage, transfer or distribution of crude petroleum or petroleum products as defined in the Standard Industrial Classification for crude petroleum and natural gas (SIC code 1311), petroleum refining (SIC

code 2911), petroleum bulk stations and terminals (SIC code 5171), or other related industries (e.g., SIC codes 4226, 4612, 4613, 4923 and 5541).

- (234) POLE FLOAT is a device located inside a guidepole that floats on the surface of the stored liquid, and is used to indicate the liquid level inside the tank.
- (245) POLE SLEEVE is a device that extends from either the cover or the rim of an opening in a floating roof deck to the outer surface of a pole that passes through the opening.
- (256) POLE WIPER is a seal that extends from either the cover or the rim of an opening in a floating roof deck to the outer surface of a pole that passes through the opening.
- (267) PRESSURE-VACUUM VENT is a vent that is used to minimize tank emissions due to breathing effects.
- (278) PRIMARY SEAL is a seal mounted below a secondary seal of a rim seal system that consists of two seals. A primary seal, which is in contact with the floating roof tank shell, can be either mechanical shoe, resilient filled, or wiper type.
- (289) RESILIENT FILLED PRIMARY SEAL is an envelope filled with resilient foam (non-metallic polyurethane) mounted at the rim of the floating roof that makes contact with the shell. A resilient filled nonmetallic primary seal can be liquid-mounted or vapor-mounted.
- (2930) RIM MOUNTED SECONDARY SEAL is a secondary seal mounted on the rim of the floating roof of a storage tank. Rim mounted secondary seals are effective at reducing losses from the primary seal fabric.
- (301) RIM SEAL SYSTEM is a closure device between the shell of the storage tank and the floating roof edge. A rim seal system may consist of two seals, one above the other. The lower seal is referred to as the primary seal and the upper seal is referred to as the secondary seal.
- (342) RIM VENT is a device consisting of a weighted pallet that rests on a valve seat. Rim vents are used to release any excess pressure or vacuum present in the vapor pocket between the seal and the rim area of a floating roof tank.
- (323) ROOF DRAIN is a drain on the roof of a floating roof tank that is used to remove rainwater from the floating roof. There are two types of roof drains. A closed roof drain removes the rainwater from the surface of the roof through a flexible hose through the stored liquid prior to exiting the tank. With a closed roof drain, the rainwater does not come in contact with the

liquid stored in the tank. An open roof drain is any drain other than the closed roof drain. An open roof drain is typically used only during an emergency.

- (334) ROOF LEG is a device that holds the floating roof at a predetermined distance from the tank bottom to allow for tank cleaning or repair. There are two types of roof legs, adjustable or fixed. Fixed legs are attached to the floating roof or hangers suspended from the roof, whereas adjustable legs pass through a well or sleeve, and penetrate the roof.
- (345) ROOF OPENING is any opening through a floating roof of a storage tank for any roof fitting including but not limited to access hatch, fixed roof support column and well, gauge float, gauge hatch, sample port, guidepole, ladder and well, rim vent, roof drain, roof leg, and vacuum breaker, and excluding rim seal system.
- (356) SECONDARY SEAL is a seal mounted above the primary seal of a rim seal system that consists of two seals. Secondary seals can be shoe mounted or rim-mounted.
- (367) SHOE MOUNTED SECONDARY SEAL is a secondary seal mounted on the primary mechanical shoe. Shoe mounted secondary seals are effective at reducing vapor losses from the gaps between the shoe and the tank shell.
- (378) SLOTTED GUIDEPOLE is a guidepole that has slots or holes through the wall of the guidepole. The slots or holes allow the stored liquid to flow into the pole at liquid levels above the lowest operating level.
- (388) STORAGE TANK is a stationary aboveground container that has capacity equal to or greater than 75,000 liters (19,815 gallons) and is used to store organic liquids with a true vapor pressure greater than 5 mm Hg (0.1 psi) absolute under actual storage conditions.
- (3940) TRUE VAPOR PRESSURE is the vapor pressure of a liquid at actual storage conditions.
- (401) VACUUM BREAKER is a device used to equalize the pressure of the vapor space across the deck as the floating roof is either being landed on or floated off its legs. A vacuum breaker consists of a well with a cover. Attached to the underside of the cover is a guided leg long enough to contact the tank bottom as the floating roof is being landed. When in contact with the tank bottom, the guided leg mechanically lifts the cover off the well.

- (412) VAPOR MOUNTED PRIMARY SEAL is a primary seal that does not come in contact with the liquid in the annular space between the tank shell and the floating roof.
- (423) VAPOR TIGHT CONDITION is a condition that exists when the reading on a portable hydrocarbon analyzer is less than 500 parts per million (ppm), expressed as methane, above background, measured using EPA Reference Method 21.
- (434) VISIBLE GAP is a gap of more than 1/8 inch between any gasket or seal and the opening that it is intended to seal. Visible gap for primary and secondary seals is a gap that does not meet the requirements specified in subdivision (d).
- (445) VOLATILE ORGANIC COMPOUNDS (VOC) as defined in Rule 102.
- (4546) WASTE STREAM TANK is a storage tank containing at least 75% water by volume, and some liquid waste stream generated in a manner which contains petroleum liquid, emulsified oil, VOC or other hydrocarbons. For the purpose of this rule, waste stream tanks include waste water tanks and recovered oil (or slop oil) tanks.
- (4647) WIPER PRIMARY SEAL is a continuous annular blade of flexible material (e.g. rubber, urethane, or foam filled) fastened to a mounting bracket on the deck perimeter that spans the annular rim space and contacts the tank shell. A wiper seal system may consist of a single primary seal, or dual (multiple) seals where one seal is mounted above the other.
- (d) Requirements
- (1) External Floating Roof Tanks
- (A) No later than July 1, 2003, the operator of an external floating roof tank containing organic liquids having true vapor pressure of less than 3 psia at any petroleum facility with annual VOC emissions exceeding 40,000 lbs (20 tons) for emission inventory year 2000 shall:
- (i) Equip each access hatch and gauge float well with a cover that is gasketed and bolted. The cover shall be closed at all times, with no visible gaps, except when the hatch or well must be opened for access.
- (ii) Equip each gauge hatch/sample well with a cover that is gasketed. The cover shall be closed at all times, with no

- visible gaps, except when the hatch or well must be opened for access.
- (iii) Gasket or cover each adjustable roof leg with a VOC impervious sock at all times when the roof is floating.
 - (iv) Gasket each rim vent. Rim vents shall be closed at all times, with no visible gaps, when the roof is floating; and shall be set to open only when the roof is being floated off the roof leg supports or when the pressure beneath the rim seal exceeds the manufacturer's recommended setting.
 - (v) Gasket each vacuum breaker. Vacuum breakers shall be closed at all times, with no visible gaps, when the roof is floating; and shall be set to open only when the roof is being floated off or is being landed on the roof leg supports.
 - (vi) Equip each open floating roof drain with a slotted membrane fabric cover or other device with an equivalent control efficiency that covers at least 90 percent of the area of the opening.
 - (vii) Equip each unslotted guidepole well with a gasketed sliding cover and a flexible fabric sleeve or wiper.
 - (viii) Equip each unslotted guidepole with a gasketed cover at the end of the pole. The cover shall be closed at all times, with no visible gaps, except when gauging or sampling.
 - (ix) Equip each slotted guidepole with the following combination of components:
 - (A) A gasketed cover, a pole wiper, and a pole float with a wiper or seal; or
 - (B) A a gasketed cover, a pole wiper, and a pole sleeve
The pole sleeve that shall be extended into the stored liquid; or
 - (C) A gasketed cover, a pole wiper, a pole sleeve that shall be extended into the stored liquid, and a flexible enclosure system.
 - (x) ~~Equip each slotted guidepole having a pole float with a gasketed cover, a pole wiper, and a pole float wiper.~~
Maintain the pole float in a condition such that it floats within the guidepole at all times, except when it must be

- removed for sampling or when the tank is empty. The wiper or seal of the pole float shall be at or above the height of the pole wiper.
- (xi) An operator that equips the slotted guidepole with a flexible enclosure system shall ensure that the flexible enclosure system:
- (A) Completely encloses the slotted guidepole;
- (B) Is free of holes, tears, slots, or rips; and
- (C) Is double-clamped tightly at the top of the guidepole and secured to the tank roof with no visible gaps.
- (xii) Cover each slotted guidepole opening with a gasketed cover at all times, with no visible gaps, except when the cover must be opened for access.
- ~~(xiii) Maintain the pole float in a condition such that it floats within the guidepole at all times except when it must be removed for sampling or when the tank is empty.~~
- (xiii) Except for vacuum breakers and rim vents, ensure that each opening in the external floating roof shall provide a projection below the liquid surface.
- (xiv) Except for vacuum breakers, rim vents, roof drains, and leg sleeves, equip all other openings in the roof with a gasketed cover or seal which is closed at all times, with no visible gaps, except when the cover or seal must be opened for access.
- (B) No later than July 1, 2003, the operator of an external floating roof tank containing organic liquids having true vapor pressure of less than 3 psia at any petroleum facility with annual VOC emissions exceeding 40,000 lbs (20 tons) for emission inventory year 2000 shall equip the tank with a rim seal system meeting the following requirements:
- (i) The primary seal shall be a mechanical shoe or liquid mounted.
- (ii) The secondary seal shall be rim mounted and shall not be attached to the primary seal.
- (iii) Gaps between the tank shell and the primary seal shall not exceed 1.3 centimeters (1/2 inch) for a cumulative length of

- 30 percent of the circumference of the tank, and 0.32 centimeter (1/8 inch) for 60 percent of the circumference of the tank. No gap between the tank shell and the primary seal shall exceed 3.8 centimeters (1-1/2 inches). No continuous gap between the tank shell and the primary seal greater than 0.32 centimeter (1/8 inch) shall exceed 10 percent of the circumference of the tank.
- (iv) Gaps between the tank shell and the secondary seal shall not exceed 0.32 centimeter (1/8 inch) for a cumulative length of 95 percent of the circumference of the tank. No gap between the tank shell and the secondary seal shall exceed 1.3 centimeters (1/2 inch).
 - (v) Mechanical shoe primary seals shall be installed so that one end of the shoe extends into the stored organic liquid and the other end extends a minimum vertical distance of 61 centimeters (24 inches) above the stored organic liquid surface.
 - (vi) The geometry of the shoe shall be such that the maximum gap between the shoe and the tank shell is no greater than double the gap allowed by the seal gap criteria specified in clause (d)(1)(B)(iii) for a length of at least 46 centimeters (18 inches) in the vertical plane above the liquid surface.
 - (vii) The primary seal envelope shall be made available for unobstructed inspection by the Executive Officer along its circumference. In the case of riveted tanks with resilient filled primary seals, at least eight such locations shall be made available; for all other types of seals, at least four such locations shall be made available. If the Executive Officer deems it necessary, further unobstructed inspection of the primary seal may be required to determine the seal's condition along its entire circumference.
 - (viii) The secondary seal shall be installed in a way that permits the Executive Officer to insert probes up to 3.8 centimeters (1-1/2 inches) in width to measure gaps in the primary seal.
 - (ix) There shall be no holes, tears or openings in the secondary seal or in the primary seal envelope surrounding the annular

- vapor space enclosed by the roof edge, seal fabric, and secondary seal.
- (x) Except during the preventive maintenance, repair, or inspection periods specified in subdivision (f) and (g) of this rule that do not exceed 72 hours with prior notification to the Executive Officer, both the primary seal and the secondary seal shall cover the annular space between the external floating roof and the wall of the storage tank in a continuous fashion, with no visible gaps.
 - (xi) The operator shall use a rim seal system that is identified on the current list of seals approved by the Executive Officer. The operator requesting the use of an alternative rim seal system shall submit a written application including emission test results and analysis demonstrating that the alternative rim seal system is better in performance and has a rim seal loss emission factor that is less than or equal to the current design.
- (C) No later than July 1, 2003, in lieu of complying with the requirement of no visible gap in subparagraph (d)(1)(A), the operator of an external floating roof tank shall maintain all roof openings in a vapor tight condition at all times except during preventive maintenance, repair, or inspection periods specified in subdivision (f) and (g) of this rule.
- (2) **Domed External Floating Roof Tanks**
- (A) Phase I: The operator at any petroleum facility with annual VOC emissions exceeding 40,000 lbs (20 tons) for emission inventory year 2000 shall install domed roofs on all external floating roof tanks that contain organic liquids having true vapor pressure greater than or equal to 3 psia as reported in the Annual Emissions Report pursuant to Rule 301 - Permit Fees for the emission inventory year 2000 according to the following schedule:
 - (i) At least 1/3 of the tanks subject to this provision by January 1, 2004;
 - (ii) At least 2/3 of the tanks subject to this provision by January 1, 2006;
 - (iii) All tanks subject to this provision by January 1, 2008.

- (iv) As an alternative to clauses (i) through (iii) above, an operator may submit a compliance plan demonstrating that 75% of the tanks subject to this provision have domes installed by December 31, 2006, and 100% of such tanks shall have domes installed by December 31, 2008. The Executive Officer shall approve any plan which convincingly demonstrates compliance and may impose conditions of approval necessary to assure compliance. The operator shall comply with all provisions and conditions of an approved plan.
- (B) Phase II: For additional external floating roof tanks that are not identified under Phase I but contain organic liquids having true vapor pressure greater than or equal to 3 psia as reported in the Annual Emissions Report pursuant to Rule 301 - Permit Fees for any emission inventory year after 2000, the operator who is subject to Phase I shall comply with the requirements specified in subparagraph (d)(2)(A) no later than two years after becoming subject to the rule. In those cases where the two-year period falls within Phase I, the operator shall complete the installation of the domes on all Phase II tanks by no later than January 1, 2010, or December 31, 2010 if choosing to comply with the alternative in clause (d)(2)(A)(iv). The applicability and compliance verification of waste stream tanks and recovered oil tanks shall be based on a monthly average true vapor pressure greater than or equal to 3 psia. The monthly average true vapor pressure of waste stream shall be determined based on at least one representative sample or multiple samples collected from the top surface layer that is no deeper than 6 inches at a frequency committed to in writing by the affected facility no later than January 1, 2003. The facility shall monitor and keep records of sampling results and monthly average true vapor pressures on site and make them available to the Executive Officer upon request.
- (C) In lieu of complying with the requirements in subparagraph (d)(2)(B), the operator who is subject to Phase I shall accept permit conditions to limit the true vapor pressure of the organic liquids stored in the tanks to lower than 3 psia by the end of Phase I.

- (D) The operator of a domed external floating roof tank shall equip and maintain all roof openings in accordance with the specifications listed in subparagraph (d)(1)(A) by the applicable compliance date in subparagraph (d)(2)(A) and (d)(2)(B). Each slotted guidepole shall be equipped with the following combination of components:
- (i) A gasketed cover, a pole wiper, a pole float with a wiper or seal; or
 - (ii) A gasketed cover, a pole wiper, and a pole sleeve that shall be extended into the stored liquid; or
 - (iii) A gasketed cover, a pole wiper, and a flexible enclosure system.
- (E) The operator of a domed external floating roof tank shall equip the tank with a rim seal system consisting of a primary and a secondary seal meeting the specifications listed in subparagraph (d)(1)(B) by the applicable compliance date in subparagraphs (d)(2)(A) and (d)(2)(B).
- (F) The operator shall ensure that the concentration of organic vapor in the vapor space above a domed external floating roof shall not exceed 30 percent of its lower explosive limit (LEL) by the applicable compliance date in subparagraph (d)(2)(A) and (d)(2)(B).
- (G) The operator shall submit to the Executive Officer an annual status report including at a minimum all of the following:
- (i) A list of all external floating roof tanks subject to the requirement in subparagraphs (d)(2)(A) and (d)(2)(B);
 - (ii) A general description of each tank including information such as tank identification, District permit number or District device identification, tank type, tank capacity, type of liquid stored, and if applicable, number of representative samples, frequency of sampling, averaging method used to determine the monthly average true vapor pressure of waste stream or recovered oil tanks, and the results.
 - (iii) A compliance status for each tank; and
 - (iv) An estimated compliance date for each external floating roof tank that is not yet in compliance with the requirement in subparagraph (d)(2)(A) and (d)(2)(B).

(3) Internal Floating Roof Tanks

When an internal floating roof tank is scheduled for emptying and degassing, but no later than January 1, 2007, the operator of an internal floating roof tank at any petroleum facility with annual VOC emissions exceeding 40,000 lbs (20 tons) for emission inventory year 2000 shall:

- (A) Equip each fixed roof support column and well with a sliding cover that is gasketed or with flexible fabric sleeves;
- (B) Equip each ladder well with a gasketed cover. The cover shall be closed at all times, with no visible gaps, except when the well must be opened for access;
- (C) Equip and maintain other roof openings according to the specifications listed in subparagraph (d)(1)(A) or (d)(1)(C). Each slotted guidepole shall be equipped with the following combination of components:
 - (i) A gasketed cover, a pole wiper, a pole float with a wiper or seal; or
 - (ii) A gasketed cover, a pole wiper, and a pole sleeve that shall be extended into the stored liquid; or
 - (iii) A gasketed cover, a pole wiper, and a flexible enclosure system.
- (D) Equip the tank with a rim seal system consisting of either a primary seal, or a primary and a secondary seal meeting the specifications listed in subparagraph (d)(1)(B), with the exception of a mechanical shoe primary seal which shall have one end extend a minimum vertical distance of 15 centimeters (6 inches) above the liquid surface and the other end extend into the liquid a minimum of 10 centimeters (4 inches); and
- (E) Ensure that the concentration of organic vapor in the vapor space above the internal floating roof shall not exceed 50 percent of its lower explosive limit (LEL) for those installed prior to June 1, 1984 and 30 percent of its LEL for those installed after June 1, 1984.

(4) Fixed Roof Tanks

- (A) No later than January 1, 2007, the operator of a fixed roof tank at any petroleum facility with annual VOC emissions exceeding 40,000 lbs (20 tons) for emission inventory year 2000 shall equip each fixed roof tank containing organic liquids with true vapor

pressure greater than 0.1 psia with an emission control system meeting the following requirements:

- (i) The tank emissions are vented to an emission control system with an overall control efficiency of at least 95% by weight or the tank emissions are vented to a fuel gas system.
 - (ii) Any tank gauging or sampling device on a tank shall be equipped with a vapor tight cover which shall be closed at all times, with no visible gaps, except during gauging or sampling. The roof of such tank shall be properly maintained in a vapor tight condition with no holes, tears or uncovered opening.
 - (iii) All openings on the roof shall be properly installed and maintained in a vapor tight condition at all times.
 - (iv) The operator shall equip each fixed roof tank with pressure-vacuum vents that shall be set to the lesser of 10% below the maximum allowable working pressure of the roof or 0.5 psig.
 - (v) The operator shall maintain pressure-vacuum vents in a vapor tight condition at all times except when the operating pressure of the fixed roof tank exceeds the manufacturer's recommended setting.
- (B) In lieu of complying with the requirement in subparagraph (d)(4)(A), the operator may choose to convert the fixed roof tank to an external floating roof tank or an internal floating roof tank meeting the requirements specified in paragraph (d)(1) or (d)(3).
- (5) The operator of any petroleum facility with annual VOC emissions exceeding 40,000 lbs (20 tons) for any emission inventory year subsequent to 2000 reporting pursuant to Rule 301 – Permit Fees shall:
- (A) Comply with the requirements for external floating roof tanks specified in paragraph (d)(1) no later than one year after becoming subject to this rule.
 - (B) Comply with the requirements for domed external floating roof tanks specified in paragraph (d)(2) no later than six years after becoming subject to this rule. Any external floating roof tank that later becomes subject to this requirement based on any subsequent emission inventory year, shall comply with the requirements in

paragraph (d)(2) no later than two years after becoming subject to this rule.

(C) Comply with the requirements for internal floating roof tanks specified in paragraph (d)(3) when the tanks are scheduled for emptying and degassing, but no later than five years after becoming subject to this rule.

(D) Comply with the requirements for fixed roof tanks specified in paragraph (d)(4) no later than five years after becoming subject to this rule.

(6) The operator of all tanks for which a permit to construct and operate has been issued by the Executive Officer on and after January 1, 2002 for new construction shall comply with the requirements of subdivision (d).

(e) Identification Requirements

(1) The operator shall permanently identify all tanks subject to the requirements of this rule by a visible sign that includes the tank number, on the outside wall of the tank for inventory, inspection and record keeping purposes.

(2) The operator shall notify the Executive Officer of any change(s) in tank identification.

(f) Monitoring Requirements

(1) External Floating Roof Tanks

To demonstrate compliance with paragraph (d)(1), the operator shall have a certified person conduct the following in accordance with the procedures and guidelines specified in Attachment A:

(A) Conduct an EPA Method 21 inspection or measure gaps of all roof openings on a semiannual basis and each time the tank is emptied and degassed.

(B) Perform complete gap measurements of the rim seal system on a semiannual basis and each time the tank is emptied and degassed.

(2) Domed External Floating Roof Tanks and Internal Floating Roof Tanks

To demonstrate compliance with paragraph (d)(2) and (d)(3), the operator shall have a certified person conduct the following in accordance with the procedures and guidelines specified in Attachment A:

- (A) Visually inspect the rim seal system and roof openings and use an explosimeter to measure the lower explosive limit (LEL) on a semiannual basis.
 - (B) Perform complete gap measurements of the rim seal system each time the tank is emptied and degassed but no less than once every ten years.
 - (C) Perform complete gap measurements of all roof openings each time the tank is emptied and degassed but no less than once every ten years.
- (3) Fixed Roof Tanks
- (A) No later than 180 days after the effective date of the requirements, the operator of a facility who elects to install an emission control system to comply with the requirements in clause (d)(4)(A)(i) shall conduct an initial performance testing to determine the overall efficiency of the emission control system and submit a complete test report to the Executive Officer. The performance testing of the emission control system shall be repeated when the system is modified or an operating parameter is changed in a manner that affects the capture or control efficiency. In such case, the performance test shall be conducted and the test report submitted to the Executive Officer within 180 days after the modification. Subsequent to the initial performance test, the operator shall conduct annual performance tests, and shall monitor and record applicable operating parameters on a weekly basis to ensure that the emission control system is achieving 95% overall control efficiency.
 - (B) To demonstrate compliance with clause (d)(4)(A)(ii), (d)(4)(A)(iii) and (d)(4)(A)(v), the operator shall have a certified person conduct EPA Method 21 measurements on a quarterly basis.
 - (C) To demonstrate compliance with clause (d)(4)(A)(iv), the operator shall keep engineering data sheet for pressure-vacuum vents installed after January 1, 2002.
- (g) Maintenance Requirements
- The operator shall repair, or replace any piping, valves, vents, seals, gaskets, or covers of roof openings that are found to have defects or visible gaps, or are not vapor tight, and do not meet all the requirements of this rule before filling or

refilling an emptied and degassed storage tank, or within 72 hours after an inspection, including any one conducted by the operator inspection as specified in subdivision (f), determines that the equipment is not operating in compliance.

(h) Record Keeping and Reporting Requirements

- (1) During the inspections specified subdivision (f), the operator shall keep records of all findings, including but not limited to the readings measured according to EPA Reference Test Method 21.
- (2) The operator shall record all inspections of primary, secondary seals, a flexible enclosure system (if any), and roof openings on compliance inspection report forms approved by the Executive Officer as described in Attachment A.
- (3) The operator shall submit all inspection reports and documents to the Executive Officer semiannually within five working days of completion of the inspections specified in paragraph (f)(1) and (f)(2); and on January 31 and July 31, respectively, upon the ~~within thirty working days~~ of completion of two consecutive quarterly inspections conducted as specified in subparagraph (f)(3)(B).
- (4) If the operator determines that a tank is in violation of the requirements of this rule during the inspections specified subdivision (f), the operator shall submit a written report to the Executive Officer within 120 hours of the determination of non-compliance, indicating corrective actions taken to achieve compliance.
- (5) The operator who elects to install or modify an emission control system to comply with the requirement in clause (d)(4)(A)(i) shall conduct an initial performance test as described in clause (f)(3)(A) and submit a complete test report to the Executive Officer no later than 180 days after the effective date of the requirement for new installation; or 180 days after the modification. Subsequent annual performance test and test report shall be submitted annually within 60 days after the end of each emission inventory year.
- (6) The operator shall keep all monitoring, inspection, maintenance, and repair records at the facility for a period of five years and shall make the records available to the Executive Officer upon request.

(i) Test Methods and Procedures

The following test methods and procedures shall be used to determine compliance with this rule. Alternative test methods may be used if they are determined to be equivalent and approved in writing by the Executive Officer, the California Air Resources Board, and the U.S. Environmental Protection Agency.

- (1) Measurements of gaseous volatile organic compound leaks shall be conducted according to EPA Reference Method 21 using an appropriate analyzer calibrated with methane.
- (2) Organic liquids that are stored at ambient temperatures with a true vapor pressure of greater than 5 mm Hg (0.1 psi) absolute under actual storage conditions shall be determined as those with a flash point of less than 100 °F as determined by ASTM Method D-93.
- (3) Organic liquids that are stored at above ambient temperatures with a true vapor pressure greater than 5 mm Hg (0.1 psi) absolute under actual storage conditions shall be determined as those whose volume percent evaporated is greater than ten percent at an adjusted temperature T_{Adj} as determined by ASTM Method D-86 of:

$$T_{Adj} = 300 \text{ }^{\circ}\text{F} + T_1 - T_a$$

Where:

T_1 = Liquid Storage Temperature (°F)

T_a = Ambient Temperature (°F) = 70 °F

- (4) Organic liquids with a true vapor pressure of greater than or equal to 3 psia shall be determined by ASTM Method D-323 for Reid vapor pressure and converted to true vapor pressure using applicable nomographs in EPA AP-42 or District and EPA approved nomographs. The actual storage temperature used for determining true vapor pressure shall be 70 degrees Fahrenheit for organic liquids that are stored at ambient temperatures, and actual storage temperature for organic liquids that are stored at above ambient temperatures.
- (5) Control efficiency of an emission control system, on a mass emissions basis, and the VOC concentrations in the exhaust gases shall be determined by U.S. EPA Test Methods 25, 25A; District Method 25.1 - Determination of Total Gaseous Non-Methane Organic Emissions as Carbon; or District Method 25.3 – Determination of Low Concentration Non-Methane Non-

Ethane Organic Compound Emissions from Clean Fueled Combustion Sources, as applicable.

- (6) When more than one test method or set of test methods are specified for any testing, the application of these methods to a specific set of test conditions is subject to approval by the Executive Officer. In addition, a violation of any requirement of this rule established by any one of the specified test methods or set of test methods shall constitute a violation of the rule.
 - (7) The sampling, analysis, and reporting shall be conducted by a laboratory that has been approved under the District Laboratory Approval Program (LAP) for the cited District reference test methods, where LAP approval is available. For District reference test methods for which no LAP program is available, the LAP approval requirement shall become effective one year after the date that the LAP program becomes available for that District reference test method.
 - (8) Tests to determine emission factors for an alternative control device for rim seal or deck opening shall accurately simulate conditions under which the device will operate, such as wind, temperature, and barometric pressure. Test methods that can be used to perform the testing required in this paragraph include, but are not limited to, the following methods, which shall be performed by a laboratory certified by American Petroleum Institute (API):
 - (A) API Manual of Petroleum Measurement Standards, Chapter 19, Section 3, Part A, Wind Tunnel Test Method for the Measurement of Deck-Fitting Loss Factors for External Floating-Roof Tanks;
 - (B) API Manual of Petroleum Measurement Standards, Chapter 19, Section 3, Part B, Air Concentration Test Method for the Measurement of Rim Seal Loss Factors for Floating-Roof Tanks.
 - (C) API Manual of Petroleum Measurement Standards, Chapter 19, Section 3, Part E; Weight Loss Test Method for the Measurement of Deck-Fitting Loss Factors for Internal Floating-Roof Tanks.
- (j) Exemptions
- (1) The provisions of this rule shall not apply to pressurized storage tanks designed to operate in excess of 15 pounds per square inch gauge (psig) without any emissions to the atmosphere except under emergency conditions.

- (2) Domed external floating roof tanks installed prior to January 1, 2002 shall be exempt from the requirements of subparagraph (d)(2)(D) and (d)(2)(E) for secondary seals.
- (3) Any facility with a facility emission cap equal to or less than 40,000 pounds (20 tons) per year of VOC shall be exempt from the requirements of this rule.
- (4) Portable Baker tanks containing organic liquids having true vapor pressures from 0.1 psia to 0.5 psia equipped with carbon canisters to reduce the emissions from the storage tanks to less than 500 ppm outlet concentration shall be exempt from the performance testing requirements specified in clause (d)(4)(A)(i) and subparagraph (f)(3)(A) provided that the operator conducts EPA Reference Method 21 measurement weekly to ensure that the system achieves the emission standard of 500 ppm.
- (5) External floating roof tanks having permit conditions that limit the true vapor pressure of the organic liquids stored in the tanks to lower than 3 psia shall be exempt from the requirements of paragraph (d)(2).
- (6) External floating roof tanks subject to clause (d)(1)(A)(i) shall be exempt from this requirement until the next time the tank is emptied and degassed, provided that the operator has demonstrated to the satisfaction of the Executive Officer that in order to properly bolt, the covers for access hatches and gauge float wells must be welded. The operator shall use equivalent means, such as clamping, to secure the covers during the interim period.
- (7) External floating roof tanks permitted to contain more than 97% by volume crude oil shall be exempt from the doming requirements of paragraph (d)(2)(A) and (d)(2)(B) but shall comply with other remaining applicable requirements of this rule.

ATTACHMENT A

INSPECTION PROCEDURES AND COMPLIANCE REPORT FORMS

Equipment Needed:

Organic Vapor Analyzer (OVA) calibrated with methane in accordance with EPA Test Method 21, explosimeter calibrated with methane (for internal floating roof tanks), liquid resistant measuring tape or device, tank probe (to measure gaps in tank seals - 1/8 inch, 1/2 inch, 1-1/2 inch), flashlight.

Inspection Procedures:

1. The findings of all tank self-inspections, whether completed or not, shall be recorded on the Rule 1178 Compliance Report forms prescribed by the Executive Officer and submitted to the District's Refinery Section in accordance with the rule's requirements. If an inspection is stopped before completion, indicate the reason for this action in the Comments section of the compliance report form.
2. During the compliance inspection, the person(s) conducting the inspection must have a copy of the Permit to Operate or Permit to Construct pertinent to the tank being inspected. Any discrepancies between the permit equipment description and the existing tank or the permit conditions and the actual operating conditions of the tank as verified during inspection must be recorded in the Comments section of the compliance report form.
3. Inspect the ground level periphery of each tank for possible leaks in the tank shell. Complete the tank information section (D) on the report.
4. For external floating roof tanks:
 - o From the platform, conduct an overall visual inspection of the roof and check for obvious permit or rule violations. Record the information as shown under section F of the compliance report form.
 - o During visual inspection of the roof, check for unsealed roof legs, open hatches, open emergency roof drains or vacuum breakers and record the findings on the report accordingly. Indicate presence of any tears in the fabric of both seals.
 - o Conduct an inspection of the roof fittings for vapor tight condition and record any leaks above 500 ppm in the fugitive emissions tank report OR conduct an inspection of the roof fittings using the 1/8" probes.

- o Conduct an inspection of the entire secondary seal using the 1/8" and 1/2" probes. Record the gap data in section F(4) of the report.
 - o Conduct an inspection of the entire primary seal using the 1/8", 1/2", and 1-1/2" probes. Inspect the primary seal by holding back the secondary seal. Record the gap data in section F(5) of the report.
 - o Record all cumulative gaps between 1/8 inch and 1/2 inch; between 1/2 inch and 1-1/2 inch; and in excess of 1-1/2 inches, for both primary and secondary seals in section G of the report. Secondary seal gaps greater than 1/2 inch should be measured for length and width, and recorded in Comments under section (J) of the report.
 - o For slotted guidepoles with a flexible enclosure system, conduct a visual inspection of the flexible enclosure system. Record any holes, tears, slots, or rips in the flexible enclosure system and any tightening or replacement of clamps at the top and the bottom of the flexible enclosure system pursuant to clause (d)(1)(A)(xi).
5. For internal floating roof and domed tanks:
- o Using an explosimeter, measure the concentration of the vapor space above the ~~internal~~-floating roof in terms of lower explosive limit (LEL), and record the reading in section (E) of the report.
 - o Conduct a visual inspection of the roof openings and the secondary seal, if applicable, and record findings on the report.
 - o Conduct gap measurements of the rim seal system and roof openings each time the tank is emptied and degassed but no less than once every ten years.
 - o Conduct a visual inspection of the slotted guidepole flexible enclosure system.
6. For fixed roof tanks:
- o Conduct an inspection of the pressure relief valves, piping, valves and fittings located on the roof for vapor tight condition and record any readings in excess of 500 ppm in the fugitive emissions tank report.
7. Complete all necessary calculations and record all required data accordingly on the report.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
RULE 1178 COMPLIANCE REPORT**

****PLEASE COMPLETE FORM LEGIBLY IN BLACK INK****

SCAQMD ID No.: _____

Tank No. _____ SCAQMD Permit No. _____ Inspection Date _____ Time _____

Is This a Follow-up Inspection? No Yes If yes, Date of Previous Inspection _____

A. COMPANY INFORMATION:

Company Name _____

Location Address _____ City _____ Zip _____

Mailing Address _____ City _____ Zip _____

Contact Person _____ Title _____

Phone _____ E-mail _____

B. INSPECTION CONDUCTED BY:

Name _____ Title _____

Company Name _____ Phone _____

Mailing Address _____ City _____ Zip _____

C. TANK INFORMATION:

Capacity _____ (bbls) Installation Date _____ Tank Diameter _____ (ft) Tank Height _____ (ft)

Product Type _____ Product RVP _____

Type of Tank: Riveted Welded Other (describe) _____

Color of Shell _____ Color of Roof _____

Roof Type: Pontoon Double Deck Other(describe) _____

External floating roof Internal floating roof or domed tank Flexible enclosure system

D. GROUND LEVEL INSPECTION:

1) Product Temperature _____ ° F 2) Product level _____ (ft)

3) List type and location of leaks found in tank shell.

4) List any discrepancies between the existing equipment and the equipment description on the Permit.

5) Is tank in compliance with Permit conditions? No Yes If no, explain _____

E. INTERNAL FLOATING ROOF OR DOMED TANK:

- 1) Check vapor space between floating roof and fixed roof with explosimeter. _____ % LEL
- 2) Conduct visual inspection of roofs, ~~and~~ secondary seals, and slotted guidepole flexible enclosure system, if applicable.
- 3) Are all roof openings covered? No Yes If no, explain in Comments section (J) and proceed to part (H)(6).

F. EXTERNAL FLOATING ROOF TANK (or DOMED TANK AND INTERNAL FLOATING ROOF TANK when needed)

- 1) On the diagram (below) indicate the location of the ladder, roof drain(s), anti-rotation device(s), platform, gauge well, and vents or other appurtenances. *Note information in relation to North (to the top of the worksheet).*
- 2) Describe any uncovered openings found on the roof in the Comments section (J). (Refer to Rule 463(a)(1)(F)):
- 3) Identify any tears in the seal fabric. Describe and indicate on diagram (below):

4) Secondary Seal Inspection

- a) Type of Secondary Seal: _____
- b) Does 1/2" probe drop past seal? No Yes if yes, measure length(s) and show on diagram
- c) Does 1/8" probe drop past seal? No Yes if yes, measure length(s) and show on diagram.
- d) Record dimensions of gap for gaps > 1/8" _____ >1/2" _____

NOTE: Record the actual width and cumulative length of gaps in feet and inches. (Do not include gaps > 1/2" in 1/8" measurements)

5) Primary Seal Inspection

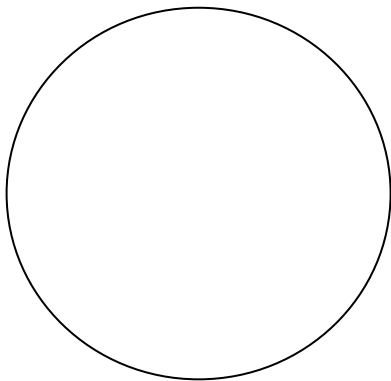
- a) Type of Primary Seal: Shoe; Tube; Other _____
- b) (shoe seal) does 1-1/2" probe drop past seal? No Yes ; if yes, measure length(s) and show on diagram.
- c) (shoe seal) does 1/2" probe drop past seal? No ; Yes ; if yes, measure length(s) and show on diagram.
- d) (tube seal) does 1/2" probe drop past seal? No Yes if yes, measure length(s) and show on diagram.
- e) (all seal types) does 1/8" probe drop past seal? No Yes if yes, measure (length(s) and show on diagram.
- f) Record dimensions of gaps for gaps >1/8" _____ > 1/2" _____

>1-1/2" _____ *NOTE: Record the actual width and cumulative length of gaps in feet and inches. (Do not include gaps > 1/2" in 1/8" measurements, or gaps > 1-1/2" in 1/2" measurements)*

6) Deck Fitting Inspection

- (circle one) does 1/8" probe drop past gasket seal or pass Method 21? No Yes if yes, identify

NOTE: Show defects using symbols. Show seal gaps and lengths.



LEGEND:

Equipment:

- ⊓ Antirotational device
- Gauge well
- ⊓ Leg stand
- ⊓ Roof drain
- * Emergency roof drain
- ∞ Vacuum breaker
- σ Vent
- ⊓ Platform & ladder

Defects:

- ⊓ Leg top
- ⊓ Leg pin
- ⊓ Open hatch
- ∨ Torn seal
- |-P-| Primary seal gap
- |-S-| Secondary seal gap

Tank No. _____ SCAQMD Permit No. _____

7) Flexible Enclosure System Inspection

Does flexible enclosure system have any holes, tears, slots, or rips? If yes, identify location and approximate size: No Yes

Does the flexible enclosure system have double-clamps at the top that are fitted tightly to prevent fugitive emissions from being released to the outside? No Yes

Is the flexible enclosure system properly secured to the roof of the tank, with no visible gaps to prevent fugitive emissions from being released to the outside? No Yes

IF INTERNAL FLOATING ROOF OR DOMED TANK, PROCEED TO PART H(6) WHEN APPROPRIATE:

G. CALCULATIONS - complete all applicable portions of the following:

Record dimensions of indicated gaps [from F(4)(d), F(5)(b), and F(5)(f)]. Record in feet and inches.

Gaps in primary seal between 1/8 and 1/2 inch: _____

Gaps in primary seal between 1/2 and 1-1/2 inch: _____

Gaps in primary seal greater than 1-1/2 inches: _____

Gaps in secondary seal between 1/8 and 1/2 inch: _____

Gaps in secondary seal greater than 1/2 inch: _____

Multiply diameter (ft) of tank to determine appropriate gap limits:

5% circumference = diameter X 0.157 = _____ 60% circ. = diam. X 1.88 = _____

10% circumference = diameter X 0.314 = _____ 90% circ. = diam. X 2.83 = _____

30% circumference = diameter X 0.942 = _____ 95% circ. = diam. X 2.98 = _____

H. DETERMINE COMPLIANCE STATUS OF TANK:

- 1) Were any openings found on the roof? No Yes
- 2) Were any tears in the seals found? No Yes
- 3) Is the product level lower than the level at which the roof would be floating? No Yes
- 4) Secondary Seal:
 - Did 1/2" probe drop between shell and seal? No Yes
 - Did cumulative 1/8" - 1/2" gap exceed 95% circumference length? No Yes
- 5) Primary Seal
 - Shoe
 - Did 1-1/2" probe drop between shell and seal? No Yes
 - Did cumulative 1/2" - 1-1/2" gap exceed 30% circumference length, and
 - Did cumulative 1/8 - 1/2" gap exceed 60% circumference length? No Yes
 - Did any single continuous 1/8" - 1-1/2" gap exceed 10% circ. length? No Yes
 - Tube
 - Did 1/2" probe drop between shell and seal? No Yes
 - Did cumulative 1/8" - 1/2" gap exceed 95% circumference length? No Yes
- 6) Internal floating roof (installed before 6/1/84) did LEL exceed 50% (installed after 6/1/84) or domed tank did LEL exceed 30%? No Yes
- 7) Does tank have permit conditions? No Yes
 - Does tank comply with these conditions? No Yes

I. IF INSPECTION WAS TERMINATED PRIOR TO COMPLETION FOR ANY REASON, PLEASE EXPLAIN:



South Coast Air Quality Management District
21865 East Copley Drive
Diamond Bar, CA 91765
(909) 396-2000

J. COMMENTS:

Use this section to complete answers to above listed items and to describe repairs made to the tank; include date and time repairs were made.

Multiple horizontal lines for writing comments.

K. I(We) certify the foregoing information to be correct and complete to the best of my(our) knowledge.

Inspection completed by: _____ Date: _____
(sSignature) (Certification ID #)

Compliance status by: _____ Date: _____
(sSignature) (Certification ID #)

Company Representative: _____ Date: _____
(sSignature) (Certification ID #)

SEND COMPLETED REPORT (both sheets) TO: SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
21865 E. Copley Drive
Diamond Bar, CA. 91765 FAX: (909)396 -3341
Attn: Rule 1178 Supervising Inspector

FOR SCAQMD USE ONLY: Date received _____
Reviewed by: _____ Date reviewed _____
(sSignature) (Certification ID #)
Tank Status: [] in compliance [] in violation, Rule(s) _____
Comments: _____

RULE 1178 FUGITIVE EMISSIONS TANK REPORT

Company Information							
Company Name							
Address							
Contact/Phone Number							
SCAQMD ID #				Report Date			
Tank ID	Type	Fitting	Date	Leak Rate	Type of Repair	Date	Post Repair Leak Rate

ATTACHMENT G

PROPOSED AMENDED RULE 219 EQUIPMENT NOT REQUIRING A WRITTEN PERMIT PURSUANT TO REGULATION II

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(Adopted Jan. 9, 1976)(Amended Oct. 8, 1976)(Amended February 2, 1979)
(Amended Oct. 5, 1979)(Amended Sept. 4, 1981)(Amended June 3, 1988)
(Amended September 11, 1992)(Amended August 12, 1994)
(Amended December 13, 1996)(Amended September 11, 1998)
(Amended August 13, 1999)(Amended May 19, 2000)
(Amended November 17, 2000)(Amended July 11, 2003)
(Amended December 3, 2004)(Amended May 5, 2006)(Amended July 14, 2006)
(Amended June 1, 2007)(Amended May 3, 2013)
(Amended May 5, 2017)(PAR 219 April 6, 2018)

**PROPOSED AMENDED RULE 219. - EQUIPMENT NOT REQUIRING A
WRITTEN PERMIT PURSUANT TO REGULATION II**

Purpose

The purpose of this rule is to identify equipment, processes, or operations that emit small amounts of air contaminants that shall not require written permits, unless such equipment, process or operation is subject to subdivision (s) – Exceptions. In addition, exemption from written permit requirements in this rule is only applicable if the equipment, process, or operation is in compliance with subdivision (t).

Written permits are not required for:

- (a) Mobile Equipment
- (1) motor vehicle or vehicle as defined by the California Vehicle Code; or
 - (2) marine vessel as defined by Health and Safety Code Section 39037.1; or
 - (3) a motor vehicle or a marine vessel that uses one internal combustion engine to propel the motor vehicle or marine vessel and operate other equipment mounted on the motor vehicle or marine vessel; or
 - (4) equipment which is mounted on a vehicle, motor vehicle or marine vessel if such equipment does not emit air contaminants;
 - (5) asphalt pavement heaters (which are any mobile equipment used for the purposes of road maintenance and new road construction) provided a filing pursuant to Rule 222 is submitted to the Executive Officer.

This subdivision does not apply to air contaminant emitting equipment which is mounted and operated on motor vehicles, marine vessels, mobile hazardous material treatment systems, mobile day tankers [except those carrying solely fuel oil with an organic vapor pressure of 5 mm Hg (0.1 psi) absolute or less at 21.1 °C (70 °F)].

- (b) Combustion and Heat Transfer Equipment

- (1) Internal combustion engines with a manufacturer's rating of 50 brake horsepower or less; or internal combustion engines, used exclusively for electrical generation at remote two-way radio transmission towers where no utility, electricity or natural gas is available within a ½ mile radius, with a manufacturer's rating of 100 brake horsepower or less and are fired exclusively on diesel #2 fuel, compressed natural gas (CNG) or liquefied petroleum gas (LPG); or stationary gas turbine engines including micro-turbines, with a rated maximum heat input capacity of 3,500,000 British thermal units (Btu) per hour or less, provided that the cumulative power output of all such engines at a facility is less than two megawatts, and that the engines are certified at the time of manufacture with the state of California or were in operation prior to May 3, 2013 provided a filing pursuant to Rule 222 is submitted to the Executive Officer.
- (2) Boilers, process heaters, or any combustion equipment that has a rated maximum heat input capacity of 2,000,000 Btu per hour (gross) or less and are equipped to be heated exclusively with natural gas, methanol, liquefied petroleum gas, or any combination thereof; or diesel fueled boilers that have a rated maximum heat input capacity of 2,000,000 Btu per hour or less, are fueled exclusively with diesel #2 fuel, and are located more than 4,000 feet above sea level or more than 15 miles offshore from the mainland, and where the maximum NO_x emission output of the equipment is less than one pound per day and uses less than 50 gallons of fuel per day, and have been in operation prior to May 3, 2013 provided a filing pursuant to Rule 222 is submitted to the Executive Officer. This exemption does not apply to internal combustion engines or turbines. This exemption does not apply whenever there are emissions other than products of combustion, except for food ovens with a rated maximum heat input capacity of 2,000,000 Btu/hour or less, that are fired exclusively on natural gas and where the process VOC emissions are less than one pound per day, and provided a filing pursuant to Rule 222 is submitted to the Executive Officer.
- (3) Portable diesel fueled heaters, with a rated maximum heat input capacity of 250,000 Btu per hour or less, and that are equipped with burner(s) designed to fire exclusively on diesel fuel only provided a filing pursuant to Rule 222 is submitted to the Executive Officer.
- (4) Power pressure washers and hot water or steam washers and cleaners, that are equipped with a heater or burner that is designed to be fired on diesel

fuel, has a rated maximum heat input capacity of 550,000 Btu per hour or less, is equipped with non-resettable chronometer, and the maximum NOx emission output of the equipment is less than one pound per day and uses no more than 50 gallons of fuel per day provided a filing pursuant to Rule 222 is submitted to the Executive Officer. This exemption does not apply to internal combustion engines or turbines.

- (5) Fuel cells, which produce electricity in an electro-chemical reaction and use phosphoric acid, molten carbonate, proton exchange membrane, or solid oxide technologies; and associated heating equipment, provided the heating equipment:

- (A) does not use a combustion source; or
(B) notwithstanding paragraph (b)(2), is fueled exclusively with natural gas, methanol, liquefied petroleum gas, or any combination thereof, including heaters that have a rated maximum heat input capacity of greater than 2,000,000 Btu per hour, provided that the supplemental heat used is 90,000 therms per year or less and provided a filing pursuant to Rule 222 is submitted to the Executive Officer.

- (6) Test cells and test stands used for testing burners or internal combustion engines provided that the equipment uses less than 800 gallons of diesel fuel and 3,500 gallons of gasoline fuel per year, or uses other fuels with equivalent or less emissions.
- (7) Internal combustion engines used exclusively for training at educational institutions.
- (8) Portable combustion equipment, pursuant to subdivision (r).

(c) Structures and Equipment - General

- (1) Structural changes which cannot change the quality, nature or quantity of air contaminant emissions.
- (2) Repairs or maintenance not involving structural changes to any equipment for which a permit has been granted.
- (3) Identical replacement in whole or in part of any equipment where a permit to operate had previously been granted for such equipment under Rule 203, except seals for external or internal floating roof storage tanks.
- (4) Replacement of floating roof tank seals provided that the replacement seal is of a type and model which the Executive Officer has determined is capable of complying with the requirements of Rule 463.

- (5) Equipment utilized exclusively in connection with any structure which is designed for and used exclusively as a dwelling for not more than four families, and where such equipment is used by the owner or occupant of such a dwelling. .
 - (6) Laboratory testing and quality control testing equipment used exclusively for chemical and physical analysis, non-production bench scale research equipment, and control equipment exclusively venting such equipment. Laboratory testing equipment does not include engine test stands or test cells unless such equipment is also exempt pursuant to paragraph (b)(4).
 - (7) Vacuum-producing devices used in laboratory operations or in connection with other equipment not requiring a written permit.
 - (8) Vacuum-cleaning systems used exclusively for industrial, commercial, or residential housekeeping purposes.
 - (9) Hoods, stacks, or ventilators.
 - (10) Passive and intermittently operated active venting systems used at and around residential structures to prevent the accumulation of naturally occurring methane and associated gases in enclosed spaces.
 - (11) Sub-slab Ventilation systems including associated air pollution control equipment with an aggregate flow rate of less than 200 standard cubic feet per minute (scfm) where vacuum suction pits do not penetrate more than 18 inches below the bottom of the slab, provided the inlet total organic compounds concentration does not exceed 15 ppmv, measured as hexane, and provided the ventilations system is connected to air pollution control equipment consisting of a carbon adsorber sized to handle at least 200 scfm, or equivalent air pollution control.
- (d) Utility Equipment - General
- (1) Comfort air conditioning or ventilating systems which are not designed or used to remove air contaminants generated by, or released from, specific equipment units, provided such systems are exempt pursuant to paragraph (b)(2).
 - (2) Refrigeration units except those used as or in conjunction with air pollution control equipment.
 - (3) Water cooling towers and water cooling ponds, both not used for evaporative cooling of process water or used for evaporative cooling of

water from barometric jets or from barometric condensers and in which no chromium compounds are contained, including:

- (A) Cooling towers used for comfort cooling; and
 - (B) Industrial cooling towers located in a chemical plant, refinery or other industrial facility, provided a filing pursuant to Rule 222 is submitted to the Executive Officer.
- (4) Equipment used exclusively to generate ozone and associated ozone destruction equipment for the treatment of cooling tower water or for water treatment processes.
- (5) Equipment used exclusively for steam cleaning provided such equipment is also exempt pursuant to paragraph (b)(2).
 - (6) Equipment used exclusively for space heating provided such equipment is exempt pursuant to paragraph (b)(2).
 - (7) Equipment used exclusively to compress or hold purchased quality natural gas, except internal combustion engines not exempted pursuant to paragraph (b)(1).
 - (8) Emergency ventilation systems used exclusively to scrub ammonia from refrigeration systems during process upsets or equipment breakdowns.
 - (9) Emergency ventilation systems used exclusively to contain and control emissions resulting from the failure of a compressed gas storage system.
 - (10) Passive carbon adsorbers, with a maximum vessel capacity of no more than 120 gallons, without mechanical ventilation, and used exclusively for odor control at wastewater treatment plants, food waste slurry storage tanks, or sewer collection systems, including sanitary sewers, manholes, and pump stations.
 - (11) Refrigerant recovery and/or recycling units. This exemption does not include refrigerant reclaiming facilities.
 - (12) Carbon arc lighting equipment provided such equipment is exempt pursuant to paragraph (b)(1).
- (e) Glass, Ceramic, Metallurgical Processing, and Fabrication Equipment
- (1) Crucible-type or pot-type furnaces with a brimful capacity of less than 7400 cubic centimeters (452 cubic inches) of any molten metal and control equipment exclusively venting the equipment.
 - (2) Crucible furnaces, pot furnaces, or induction furnaces with a capacity of 450 kilograms (992 pounds) or less each, and control equipment used to

exclusively vent the equipment where no sweating or distilling is conducted and where only the following materials are poured or held in a molten state:

- (A) Aluminum or any alloy containing over 50 percent aluminum,
- (B) Magnesium or any alloy containing over 50 percent magnesium,
- (C) Tin or any alloy containing over 50 percent tin,
- (D) Zinc or any alloy containing over 50 percent zinc,
- (E) Copper or any alloy containing over 50 percent copper,
- (F) Precious metals, and
- (G) Ceramic materials, including glass and porcelain.

Provided these materials do not contain alloying elements of arsenic, beryllium, cadmium, chromium and/or lead and such furnaces are exempt pursuant to paragraph (b)(2).

- (3) Molds used for the casting of metals and control equipment used to exclusively vent the equipment.
- (4) Inspection equipment used exclusively for metal, plastic, glass, or ceramic products and control equipment used to exclusively vent such equipment.
- (5) Ovens used exclusively for curing potting materials or castings made with epoxy resins, provided such ovens are exempt pursuant to paragraph (b)(2).
- (6) Hand-held or automatic brazing and soldering equipment, and control equipment that exclusively vents such equipment, provided that the equipment uses one quart per day or less or 22 quarts per calendar month or less of material containing VOC. This exemption does not include hot oil, hot air, or vapor phase solder leveling equipment and related control equipment.
- (7) Brazing ovens where no volatile organic compounds (except flux) are present in the materials processed in the ovens, provided such ovens are exempt pursuant to paragraph (b)(2).
- (8) Welding equipment, oxygen gaseous fuel-cutting equipment, hand-held plasma-arc cutting equipment, hand-held laser cutting equipment, laser etching or engraving equipment and associated air pollution control equipment. This exemption does not include cutting equipment described in this paragraph that is used to cut stainless steel, or alloys containing 0.1% by weight or more of chromium, nickel, cadmium or lead, unless the equipment is used exclusively for maintenance or repair operations. In addition this exemption does not include laser cutting, etching and engraving equipment that are rated more than 400 watts,.

- (9) Sintering equipment used exclusively for the sintering of metal (excluding lead) or glass where no coke or limestone is used, and control equipment exclusively venting such equipment, provided such equipment is exempt pursuant to paragraph (b)(2).
- (10) Mold forming equipment for foundry sand to which no heat is applied, and where no volatile organic materials are used in the process, and control equipment used to exclusively vent such equipment.
- (11) Metal forming equipment or equipment used for heating metals for forging, rolling, pressing, or drawing of metals provided that any lubricants used have 50 grams or less of VOC per liter of material or a VOC composite partial pressure of 20 mm Hg or less at 20 °C (68 °F) provided such heaters are exempt pursuant to paragraph (b)(2) and control equipment exclusively venting the equipment.
- (12) Heat treatment equipment and associated water quench tanks used exclusively for heat treating glass or metals (provided no volatile organic compound materials are present), or equipment used exclusively for case hardening, carburizing, cyaniding, nitriding, carbonitriding, siliconizing or diffusion treating of metal objects, provided any combustion equipment involved is exempt pursuant to paragraph (b)(2).
- (13) Ladles used in pouring molten metals.
- (14) Tumblers used for the cleaning or deburring of solid materials, and associated air pollution control equipment.
- (15) Die casting machines, except those used for copper base alloys, those with an integral furnace having a brimful capacity of more than 450 kg (992 lbs.), or those using a furnace not exempt pursuant to paragraph (b)(2).
- (16) Furnaces or ovens used for the curing or drying of porcelain enameling, or vitreous enameling provided such furnaces or ovens are exempt pursuant to paragraph (b)(2).
- (17) Wax burnout kilns where the total internal volume is less than 0.2 cubic meter (7.0 cubic feet) or kilns used exclusively for firing ceramic ware, provided such kilns are exempt pursuant to paragraph (b)(2) and control equipment used to exclusively vent the equipment.
- (18) Shell-core and shell-mold manufacturing machines.
- (19) Furnaces used exclusively for melting titanium materials in a closed evacuated chamber where no sweating or distilling is conducted, provided such furnaces are exempt pursuant to paragraph (b)(2).

- (20) Vacuum metallizing chambers which are electrically heated or heated with equipment that is exempt pursuant to paragraph (b)(2), and control equipment used to exclusively vent such equipment, provided the control equipment is equipped with a mist eliminator or the vacuum pump used with control equipment demonstrates operation with no visible emissions from the vacuum exhaust.
 - (21) Notwithstanding the exemptions in paragraph (e)(12), equipment existing as of May 5, 2017 that is subject to the exemption in paragraph (e)(12) that is an integral part of an operation requiring a written permit shall continue to be exempt, provided the equipment is identified, described in detail and submitted for inclusion into the permit equipment description with any associated application for Permit to Construct or Permit to Operate. Equipment described in this paragraph includes, but is not limited to quench tanks that are part of a heat treating operation.
- (f) Abrasive Blasting Equipment
- (1) Blast cleaning cabinets in which a suspension of abrasive in water is used and control equipment used to exclusively vent such equipment.
 - (2) Manually operated abrasive blast cabinet, vented to a dust-filter where the total internal volume of the blast section is 1.5 cubic meters (53 cubic feet) or less, and any dust filter exclusively venting such equipment.
 - (3) Enclosed equipment used exclusively for shot blast removal of flashing from rubber and plastics at sub-zero temperatures and control equipment exclusively venting such equipment.
 - (4) Shot peening operations, flywheel type and control equipment used to exclusively vent such equipment.
 - (5) Portable sand/water blaster equipment and associated internal combustion engine provided the water in the mixture is 66 percent or more by volume is maintained during operation of such equipment. Internal combustion engines must be exempt pursuant to paragraph (b)(1).
- (g) Mechanical Equipment
- (1) Equipment used exclusively for buffing (except tire buffers), polishing, carving, mechanical cutting, drilling, machining, pressing, routing, sanding, stamping, surface grinding or turning provided that any lubricants, coolants, or cutting oils used have 50 grams or less of VOC per liter of material or a

VOC composite partial pressure of 20 mm Hg or less at 20 °C (68 °F) and control equipment used to exclusively vent such equipment. This exemption does not include asphalt pavement grinders, or portable asphalt recycling equipment.

- (2) Wood Products: Equipment used exclusively for shredding of wood, or the extruding, handling, or storage of wood chips, sawdust, or wood shavings and control equipment used to exclusively vent such equipment, provided the source of the wood does not include wood that is painted or treated for exterior exposure, or wood that is comingled with other construction and demolition materials. This exemption does not include internal combustion engines over 50 bhp, which are used to supply power to such equipment. In addition, this exemption does not include the shredding, extruding, handling or storage of any organic waste material generated from gardening, agricultural, or landscaping activities including, but not limited to, leaves, grass clippings, tree and shrub trimmings and plant remains.
 - (3) Equipment used exclusively to mill or grind coatings or molding compounds where all materials charged are in the paste form.
 - (4) Equipment used for separation or segregation of plastic materials intended for recycling, provided there is no mechanical cutting, shredding or grinding and where no odors are emitted.
- (h) Printing and Reproduction Equipment
- (1) Printing and related coating and/or laminating equipment and associated dryers and curing equipment, as well as associated air pollution control equipment, provided such dryers and curing equipment are exempt pursuant to paragraph (b)(2), and air pollution control equipment is not required for source specific rule compliance, and provided that:
 - (A) the VOC emissions from such equipment (including clean-up) are three pounds per day or less or 66 pounds per calendar month or less; or
 - (B) the total quantity of plastisol type inks, coatings and adhesives and associated VOC containing solvents (including clean-up) used is six (6) gallons per day or less or 132 gallons per calendar month or less; or

- (C) the total quantity of UV/EB/LED (non-solvent based and non-waterborne) inks, coatings, and adhesives, fountain solutions (excluding water) and associated VOC containing solvents (including clean-up) is six (6) gallons per day or less, or 132 gallons per calendar month or less; or
- (D) the total quantity of inks, coatings and adhesives not specified in (B) or (C) above, fountain solutions (excluding water) and associated VOC containing solvents (including clean-up) used is two (2) gallons per day or less or 44 gallons per calendar month or less; or
- (E) all inks, coatings and adhesives, fountain solutions, and associated VOC containing solvents (excluding cleanup solvents) contain fifty (50) grams or less of VOC per liter of material and all cleanup solvents contain twenty five (25) grams or less of VOC per liter of material, and the total quantity of VOC emissions do not exceed one ton per calendar year, and provided that either:
 - (i) a filing pursuant to Rule 222 is submitted to the Executive Officer; or
 - (ii) within 60 days after start-up for new, relocated, or modified facilities, or by March 1, 2018 for facilities existing as of May 5, 2017, a low-VOC verification is submitted to the Executive Officer, in a format approved by the Executive Officer, to demonstrate compliance with material and cleanup solvent VOC concentration limits and the annual VOC emission limit.

If combination of the inks, coatings, and adhesives identified in (B), (C) and/or (D) are used in any equipment, this exemption is only applicable if the operations meet the criteria specified in (A) or (E), or the total usage of inks, coatings, adhesives, fountain solutions (excluding water) and associated VOC containing solvents (including cleanup) meets the most stringent applicable limit in (B) (C) or (D). For exemptions based on usage, solvent based UV and waterborne UV materials are subject to the usage limits in (D). VOC emissions shall be determined using test methods approved by the District, CARB and U.S. EPA. In the absence of approved test methods, the applicant can submit VOC calculation procedures acceptable to the District.

- (2) Photographic process equipment by which an image is reproduced upon material sensitized by radiant energy and control equipment exclusively

venting such equipment, excluding wet gate printing utilizing perchloroethylene and its associated control equipment.

- (3) Lithographic printing equipment which uses laser printing.
 - (4) Printing equipment used exclusively for training and non-production at educational institutions.
 - (5) Flexographic plate making and associated processing equipment.
 - (6) Corona treating equipment and associated air pollution control equipment used for surface treatment in printing, laminating and coating operations.
 - (7) Hand application of materials used in printing operations including but not limited to the use of squeegees, screens, stamps, stencils, any hand tools, and associated air pollution control equipment used to exclusively vent the hand application of materials in printing operations unless such air pollution control equipment is required for source specific rule compliance.
- (i) **Pharmaceuticals, Cosmetics, and Food Processing and Preparation Equipment**
- (1) Smokehouses for preparing food in which the maximum horizontal inside cross-sectional area does not exceed 2 square meters (21.5 square feet) and control equipment exclusively venting the equipment.
 - (2) Smokehouses exclusively using liquid smoke, and which are completely enclosed with no vents to either a control device or the atmosphere.
 - (3) Confection cookers where products are edible and intended for human consumption, provided such equipment is exempt pursuant to (b)(2).
 - (4) Grinding, blending, or packaging equipment used exclusively for tea, cocoa, roasted coffee, flavor, fragrance extraction, dried flowers, or spices, provided that the facility uses less than one gallon per day or twenty-two (22) gallons per month of VOC containing solvents, and control equipment used to exclusively vent such equipment.
 - (5) Equipment used in eating establishments for the purpose of preparing food for human consumption.
 - (6) Equipment used to convey or process materials in bakeries or used to produce noodles, macaroni, pasta, food mixes, and drink mixes where products are edible and intended for human consumption provided that the facility uses less than one gallon per day or twenty-two (22) gallons per month of VOC containing solvents, and control equipment exclusively venting such equipment. This exemption does not include storage bins

located outside buildings, or equipment not exempt pursuant to paragraph (b)(2).

- (7) Cooking kettles where the entire product in the kettle is edible and intended for human consumption. This exemption does not include deep frying equipment used in facilities other than eating establishments.
- (8) Coffee roasting equipment with a maximum capacity of 15 kilograms or less, and control equipment used to exclusively vent the equipment.
- (9) Equipment used exclusively for tableting, or packaging vitamins, or coating vitamins, herbs, or dietary supplements provided that the equipment uses waterborne solutions that contain a maximum VOC content of no more than 25 grams per liter, or the facility uses less than one gallon per day or twenty-two (22) gallons per month of VOC containing solvents, and control equipment used exclusively to vent such equipment.
- (10) Equipment used exclusively for tableting or packaging pharmaceuticals and cosmetics, or coating pharmaceutical tablets, provided that the equipment uses waterborne solutions that contain a maximum VOC content of no more than 25 grams per liter, or the facility uses less than one gallon per day or twenty-two (22) gallons per month of VOC containing solvents, and control equipment used exclusively to vent such equipment.
- (11) Modified atmosphere food packaging equipment using mixture of gases of no more than 0.4% of carbon monoxide by volume.
- (12) Charbroilers, barbecue grills, and other underfired grills fired on solid or gaseous fuels used in multi-family residential units only if used by the owner or occupant of such dwelling for non-commercial purposes.
- (13) Equipment used to brew beer for human consumption at breweries that produce less than 1,000,000 gallons of beer per calendar year and associated equipment cleaning, provided all equipment used in the manufacturing operation is exempt pursuant to paragraph (b)(2). This exemption does not apply to boilers.
- (14) Equipment used to manufacture dehydrated meat for human or pet consumption, provided non-combustion VOC and PM emissions, including emissions from materials used for cleaning are each one pound per day or less, and the operating temperature is less than 190 degrees Fahrenheit for dehydrating ovens, and provided such equipment is either fired exclusively on natural gas with a maximum heat input capacity of 2,000,000 Btu/hour or less, or is electric.

- (j) **Plastics, Composite, and Rubber Processing Equipment**
 - (1) Presses or molds used for curing, post curing, or forming composite products and plastic products where no VOC or chlorinated blowing agent is present, and control equipment is used exclusively to vent these presses or molds.
 - (2) Presses or molds with a ram diameter of less than or equal to 26 inches used for curing or forming rubber products and composite rubber products excluding those operating above 400 °F.
 - (3) Ovens used exclusively for the forming of plastics or composite products, where no foam forming or expanding process is involved.
 - (4) Equipment used exclusively for softening or annealing plastics, provided such equipment is exempt pursuant to paragraph (b)(2). This exemption does not include equipment used for recycling of expanded polystyrene.
 - (5) Extrusion equipment used exclusively for extruding rubber products or plastics where no organic plasticizer is present, or for pelletizing polystyrene foam scrap, except equipment used to extrude or to pelletize acrylics, polyvinyl chloride, polystyrene, and their copolymers.
 - (6) Injection or blow molding equipment for rubber or plastics where no blowing agent is used, or where only compressed air, water or carbon dioxide is used as a blowing agent, and control equipment used to exclusively vent such equipment.
 - (7) Mixers, roll mills and calendars for rubber or plastics where no material in powder form is added and no VOC containing solvents, diluents or thinners are used.
 - (8) Ovens used exclusively for the curing of vinyl plastisols by the closed-mold curing process, provided such ovens are exempt pursuant to paragraph (b)(2).
 - (9) Equipment used exclusively for conveying and storing plastic materials, provided they are not in powder form and control equipment exclusively venting the equipment.
 - (10) Hot wire cutting of expanded polystyrene foam and woven polyester film.
 - (11) Photocurable stereolithography equipment and associated post curing equipment.
 - (12) Laser sintering equipment used exclusively for the sintering of nylon or plastic powders and control equipment exclusively venting such equipment, provided such equipment is exempt pursuant to paragraph (b)(2).

- (13) Roller to roller coating systems that create 3-dimensional images provided:
 - (A) the VOC emissions from such equipment (including cleanup) are three (3) pounds per day or less or 66 pounds per calendar month or less; or
 - (B) the coatings contain twenty five (25) grams or less of VOC per liter of material provided that the coating used on such equipment is 12 gallons per day or less or 264 gallons per calendar month or less; or
 - (C) the coatings contain fifty (50) grams or less of VOC per liter of material, and using exclusively cleanup solvents containing twenty five (25) grams or less of VOC per liter of material, and the total quantity of VOC emissions do not exceed one ton per calendar year, and provided a filing pursuant to Rule 222 is submitted to the Executive Officer.

VOC emissions shall be determined using test methods approved by the District, CARB and U.S. EPA. In the absence of approved test methods, the applicant can submit VOC calculation procedures acceptable to the District.

(k) **Mixing, Blending, and Packaging Equipment**

- (1) Batch mixers, which have a brimful capacity of 55 gallons or less (7.35 cubic feet) and control equipment used exclusively to vent the equipment, and associated filling equipment.
- (2) Equipment used exclusively for mixing and blending of materials where no VOC containing solvents are used and no materials in powder form are added, and associated filling equipment.
- (3) Equipment used exclusively for mixing and blending of materials to make water emulsions of asphalt, grease, oils, or waxes where no materials in powder or fiber form are added.
- (4) Equipment used to blend, grind, mix, or thin liquids to which powders may be added, with a capacity of 950 liters (251 gallons) or less, where no supplemental heat is added and no ingredient charged (excluding water) exceeds 135 °F and control equipment exclusively venting the equipment.
- (5) Cosmetics filling stations where the filling equipment is hard piped to the cosmetics mixer or the holding tank feeding the filling equipment provided that the mixer and holding tank is exempt under this rule.

- (6) Concrete mixers, with a rated working capacity of one cubic yard or less and control equipment used exclusively to vent the equipment.
 - (7) Equipment used exclusively for the packaging of lubricants or greases.
 - (8) Equipment used exclusively for the packaging of sodium hypochlorite-based household cleaning or sodium hypochlorite-based pool products and control equipment used exclusively to vent the equipment.
 - (9) Foam packaging equipment using twenty (20) gallons per day or less or 440 gallons per calendar month or less of liquid foam material or containing fifty (50) grams of VOC per liter of material, or less.
- (1) Coating and Adhesive Process/Equipment
- (1) Equipment used exclusively for coating objects with oils, melted waxes or greases which contain no VOC containing materials, including diluents or thinners.
 - (2) Equipment used exclusively for coating objects by dipping in waxes or natural and synthetic resins which contain no VOC containing materials including, diluents or thinners.
 - (3) Batch ovens with 1.5 cubic meters (53 cubic feet) or less internal volume where no melting occurs, provided such equipment is exempt pursuant to paragraph (b)(2). This exemption does not include ovens used to cure vinyl plastisols or debond brake shoes.
 - (4) Ovens used exclusively to cure 30 pounds per day or less or 660 pounds per calendar month or less of powder coatings, provided that such equipment is exempt pursuant to paragraph (b)(2).
 - (5) Spray coating equipment operated within control enclosures.
 - (6) Coating or adhesive application or laminating equipment such as air, airless, air-assisted airless, high volume low pressure (HVLPP), air brushes, electrostatic spray equipment, roller coaters, dip coaters, vacuum coaters, flow coaters and spray machines provided that:
 - (A) the VOC emissions from such equipment (including clean-up) are three (3) pounds per day or less or 66 pounds per calendar month or less; or
 - (B) the total quantity of UV/EB/LED (non-solvent based and non-waterborne) coatings adhesives and associated VOC containing solvents (including clean-up) used in such equipment is six (6) gallons per day or less or 132 gallons per calendar month or less; or

- (C) the total quantity of organic solvent based coatings and adhesives and associated VOC containing solvents (including clean-up) used in such equipment is one (1) gallon per day or less or 22 gallons per calendar month or less; or
- (D) the total quantity of water reducible or waterborne coatings and adhesives and associated VOC containing solvents (including clean-up) used in such equipment is three (3) gallons per day or less or 66 gallons per calendar month or less; or
- (E) the total quantity of polyester resin and gel coat type materials and associated VOC containing solvents (including clean-up) used in such equipment is one (1) gallon per day or less or 22 gallons per calendar month or less; or
- (F) all coatings, adhesives, polyester resin and gel coat type materials and associated VOC containing solvents (excluding cleanup solvents) contain fifty (50) grams or less of VOC per liter of material and all cleanup solvents contain twenty five (25) grams or less of VOC per liter of material, and the total quantity of VOC emissions do not exceed one ton per calendar year, and provided that:
 - (i) a filing pursuant to Rule 222 is submitted to the Executive Officer; or
 - (ii) within 60 days after start-up for new, relocated, or modified facilities, or by March 1, 2018 for facilities existing as of May 5, 2017, a low-VOC verification is submitted to the Executive Officer, in a format approved by the Executive Officer, to demonstrate compliance with material and cleanup solvent VOC concentration limits and the annual VOC emission limit.

If combination of the coatings, adhesives and polyester resin and gel coat type materials identified in (B), (C), (D) and/or (E) are used in any equipment, this exemption is only applicable if the operations meet the criteria specified in (A) or (F), or the total usage of coatings, adhesives, polyester resin and gel coat type materials and associated VOC containing solvents (including cleanup) meets the most stringent applicable limit in (B), (C), (D) or (E). For exemptions based on usage, solvent-based UV and waterborne UV materials are subject to the usage limits in (C) and (D), respectively. VOC emissions shall be determined using test methods

approved by the District, CARB and U.S. EPA. In the absence of approved test methods, the applicant can submit VOC calculation procedures acceptable to the District.

- (7) Spray coating and associated drying equipment and control enclosures used exclusively for educational purposes in educational institutions.
- (8) Control enclosures with an internal volume of 27 cubic feet or less, provided that aerosol cans, air brushes, or hand applications are used exclusively.
- (9) Portable coating equipment and pavement stripers used exclusively for the application of architectural coatings, and associated internal combustion engines provided such equipment is exempt pursuant to subdivision (a) or paragraph (b)(1), and provided no supplemental heat is added during pavement striping operations.
- (10) Hand application of resins, adhesives, dyes, and coatings using devices such as brushes, daubers, rollers, and trowels.
- (11) Drying equipment such as flash-off ovens, drying ovens, or curing ovens associated with coating or adhesive application or laminating equipment provided the drying equipment is exempt pursuant to paragraph (b)(2), and provided that:
 - (A) the total quantity of VOC emissions from all coating and/or adhesive application, and laminating equipment that the drying equipment serves is three (3) pounds per day or less or 66 pounds per calendar month or less; or
 - (B) the total quantity of UV/EB/LED (non-solvent based and non-waterborne) coatings and adhesives, and associated VOC containing solvents (including clean-up) used in all coating and/or adhesive application, and laminating equipment that the drying equipment serves is six (6) gallons per day or less or 132 gallons per calendar month or less; or
 - (C) the total quantity of solvent based coatings and adhesives and associated VOC containing solvents (including clean-up) used in all coating and/or adhesive application, and laminating equipment that the drying equipment serves is one (1) gallon per day or less or 22 gallons per calendar month or less; or
 - (D) the total quantity of water reducible or waterborne coating and adhesives and associated VOC containing solvents (including clean-up) used in all coating and/or adhesive application, and laminating

- equipment that the drying equipment serves is three (3) gallons per day or less or 66 gallons per calendar month or less; or
- (E) the total quantity of polyester resin and gel coat type materials and associated VOC containing solvents (including clean-up) used in all coating, adhesive application, and laminating equipment that the drying equipment serves is one (1) gallon per day or less or 22 gallons per calendar month or less; or
 - (F) all coatings, adhesives, polyester resin and gel coat type materials and associated VOC containing solvents (excluding cleanup solvents) contain fifty (50) grams or less of VOC per liter of material and all cleanup solvents contain twenty five (25) grams or less of VOC per liter of material, and the total quantity of VOC emissions do not exceed one ton per calendar year, and provided that either:
 - (i) a filing pursuant to Rule 222 is submitted to the Executive Officer; or
 - (ii) within 60 days after start-up for new, relocated, or modified facilities, or by March 1, 2018 for facilities existing as of May 5, 2017, a low-VOC verification is submitted to the Executive Officer, in a format approved by the Executive Officer, to demonstrate compliance with material and cleanup solvent VOC concentration limits and the annual VOC emission limit.

If combination of the coatings, adhesives and polyester resin and gel coat type materials identified in (B), (C), (D) and/or (E) are used in any equipment, this exemption is only applicable if the operations meet the criteria specified in (A) or (F), or the total usage of coatings, adhesives, polyester resin and gel coat type materials and associated VOC containing solvents (including cleanup) meets the most stringent applicable limit in (B), (C), (D) or (E). For exemptions based on usage, solvent-based UV and waterborne UV materials are subject to the usage limits in (C) and (D), respectively. VOC emissions shall be determined using test methods approved by the District, CARB and US EPA. In the absence of approved test methods, the applicant can submit VOC calculation procedures acceptable to the District.

- (m) Storage and Transfer Equipment
 - (1) Equipment used exclusively for the storage and transfer of fresh, commercial or purer grades of:
 - (A) Sulfuric acid or phosphoric acid with an acid strength of 99 percent or less by weight.
 - (B) Nitric acid with an acid strength of 70 percent or less by weight.
 - (C) Water based solutions of salts or sodium hydroxide.
 - (2) Equipment used exclusively for the storage and/or transfer of liquefied gases, not including:
 - (A) LPG greater than 10,000 pounds.
 - (B) Hydrogen fluoride greater than 100 pounds.
 - (C) Anhydrous ammonia greater than 500 pounds.
 - (3) Equipment used exclusively for the transfer of less than 75,700 liters (20,000 gallons) per day of unheated VOC containing materials, with an initial boiling point of 150 °C (302 °F) or greater, or with an organic vapor pressure of 5 mm Hg (0.1 psi) absolute or less at 21.1 °C (70 °F).
 - (4) Equipment used exclusively for the storage including dispensing of unheated VOC containing materials with an initial boiling point of 150 °C (302 °F) or greater, or with an organic vapor pressure of 5 mm Hg (0.1 psi) absolute or less at 21.1 °C (70 °F). This exemption does not include liquid fuel storage greater than 160,400 liters (40,000 gallons).
 - (5) Equipment used exclusively for transferring VOC containing liquids, materials containing VOCs, or compressed gases into containers of less than 225 liters (60 gallons) capacity, except equipment used for transferring more than 4,000 liters (1,057 gallons) of materials per day with a vapor pressure greater than 25.8 mm Hg (0.5 psia) at operating conditions.
 - (6) Equipment used exclusively for the storage and transfer of liquid soaps, liquid detergents, vegetable oils, fatty acids, fatty esters, fatty alcohols, waxes and wax emulsions.
 - (7) Equipment used exclusively for the storage and transfer of refined lubricating or hydraulic oils and control equipment used to exclusively vent such equipment.
 - (8) Equipment used exclusively for the storage and transfer of crankcase drainage oil and control equipment used to exclusively vent such equipment.

- (9) Equipment used exclusively for VOC containing liquid storage or transfer to and from such storage, of less than 950 liters (251 gallons) capacity or equipment used exclusively for the storage of odorants for natural gas, propane, or oil with a holding capacity of less than 950 liters (251 gallons) capacity and associated transfer and control equipment used exclusively for such equipment provided a filing pursuant to Rule 222 is submitted to the Executive Officer. This exemption does not include asphalt. In addition, this exemption does not apply to a group of more than one VOC-containing liquid or odorant tank where a single product is stored, where the combined storage capacity of all tanks exceeds 950 liters (251 gallons), and where the tanks are mounted on a shared mobile platform and stored at a facility.
- (10) Equipment used exclusively for the storage and transfer of "top white" (i.e., Fancy) or cosmetic grade tallow or edible animal fats intended for human consumption and of sufficient quality to be certifiable for United States markets.
- (11) Equipment, including tar pots (or tar kettles), used exclusively for the storage, holding, melting and transfer of asphalt or coal tar pitch with a maximum holding capacity of less than 600 liters (159 gallons); or equipment, including tar pots (or tar kettles), used exclusively for the storage, holding, melting and transfer of asphalt or coal tar pitch with a maximum holding capacity of no more than 3,785 liters (1,000 gallons), is equipped with burner(s) designed to fire exclusively on liquefied petroleum gases, and provided a filing pursuant to Rule 222 is submitted to the Executive Officer.
- (12) Pumps used exclusively for pipeline transfer of liquids.
- (13) Equipment used exclusively for the unheated underground storage of 23,000 liters (6,077 gallons) or less, and equipment used exclusively for the transfer to or from such storage of organic liquids with a vapor pressure of 77.5 mm Hg (1.5 psi) absolute or less at actual storage conditions.
- (14) Equipment used exclusively for the storage and/or transfer of an asphalt-water emulsion heated to 150 °F or less.
- (15) Liquid fuel storage tanks piped exclusively to emergency internal combustion engine-generators, turbines or pump drivers.
- (16) Bins used for temporary storage and transport of material with a capacity of 2,080 liters (550 gallons) or less.

- (17) Equipment used for material storage where no venting occurs during filling or normal use.
- (18) Equipment used exclusively for storage, blending, and/or transfer of water emulsion intermediates and products, including latex, with a VOC content of 5% by volume or less or a VOC composite partial pressure of 5 mm Hg (0.1 psi) or less at 20 °C (68 °F).
- (19) Equipment used exclusively for storage and/or transfer of sodium hypochlorite solution.
- (20) Equipment used exclusively for the storage of VOC containing materials which are stored at a temperature at least 130 °C (234 °F) below its initial boiling point, or have an organic vapor pressure of 5 mm Hg (0.1 psia) absolute or less at the actual storage temperature. To qualify for this exemption, the operator shall, if the stored material is heated, install and maintain a device to measure the temperature of the stored VOC containing material. This exemption does not include liquid fuel storage greater than 160,400 liters (40,000 gallons), asphalt storage, or coal tar pitch storage.
- (21) Stationary equipment used exclusively to store and/or transfer organic compounds that do not contain VOCs.
- (22) Unheated equipment including associated control equipment used exclusively for the storage and transfer of fluorosilicic acid at a concentration of 30% or less by weight and a vapor pressure of 24 mm Hg or less at 77 °F (25 °C). The hydrofluoric acid concentration within the fluorosilicic acid solution shall not exceed 1% by weight.
- (23) Equipment, including asphalt day tankers, used exclusively for the storage, holding, melting, and transfer of asphalt or coal tar pitch, that is mounted on a motor vehicle with a maximum holding capacity of less than 600 liters (159 gallons); or equipment, including asphalt day tankers, used exclusively for the storage, holding, melting, and transfer of asphalt or coal tar pitch, that is mounted on a motor vehicle, with a maximum holding capacity of no more than 18,925 liters (5,000 gallons), is equipped with burner(s) designed to fire exclusively on liquefied petroleum gases only, and provided a filing pursuant to Rule 222 is submitted to the Executive Officer.
- (24) Tanks for aqueous urea solutions with a capacity of 6,500 gallons or less, provided a filing pursuant to Rule 222 is submitted to the Executive Officer. This exemption does not include tanks used for blending powdered urea and water.

(25) Replacement of a pole float used to control emissions from slotted guidepoles in floating roof storage tanks with a pole sleeve or a pole sleeve in combination with a flexible enclosure system. Paragraph (s)(1) does not apply to equipment utilizing this provision, but this does not excuse the duty to comply with any requirements of regulations listed in paragraph (s)(1) as those requirements may separately apply to the equipment.

(n) Natural Gas and Crude Oil Production Equipment

- (1) Well heads and well pumps, provided a filing pursuant to Rule 222 is submitted to the Executive Officer.
- (2) Crude oil and natural gas pipeline transfer pumps, provided a filing pursuant to Rule 222 is submitted to the Executive Officer for natural gas pipeline transfer pumps.
- (3) Gas, hydraulic, or pneumatic repressurizing equipment, provided a filing pursuant to Rule 222 is submitted to the Executive Officer for natural gas repressurizing equipment
- (4) Equipment used exclusively as water boilers, water or hydrocarbon heaters, and closed heat transfer systems (does not include steam generators used for oilfield steam injection) that have:
 - (A) a maximum heat input rate of 2,000,000 Btu per hour or less, and
 - (B) been equipped to be fired exclusively with purchased quality natural gas, liquefied petroleum gas, produced gas which contains less than 10 ppm hydrogen sulfide, or any combination thereof.
- (5) The following equipment used exclusively for primary recovery, and not associated with community lease units:
 - (A) Gas separators and boots.
 - (B) Initial receiving, gas dehydrating, storage, washing and shipping tanks with an individual capacity of 34,069 liters (9,000 gallons) or less.
 - (C) Crude oil tank truck loading facilities (does not include a loading rack), and gas recovery systems exclusively serving tanks exempted under subparagraph (n)(5)(B).
 - (D) Produced gas dehydrating equipment.
- (6) Gravity-type oil water separators with a total air/liquid interfacial area of less than 45 square feet and the oil specific gravity of 0.8251 or higher (40.0 API or lower).

The following definitions will apply to subdivision (n) above:

PRIMARY RECOVERY - Crude oil or natural gas production from "free-flow" wells or from well units where only water, produced gas or purchased quality gas is injected to repressurize the production zone.

COMMUNITY LEASE UNITS - Facilities used for multiple-well units (three or more wells), whether for a group of wells at one location or for separate wells on adjoining leases.

SHIPPING TANKS - Fixed roof tanks, which operate essentially as "run down" tanks for separated crude oil where the holding time is 72 hours or less.

WASH TANKS - Fixed roof tanks which are used for gravity separation of produced crude oil/water, including single tank units, and which are used concurrently for receipt, separation, storage and shipment.

(o) **Cleaning**

The exemptions in this subdivision do not include any equipment using solvents that are greater than 5 percent by weight of perchloroethylene, methylene chloride, carbon tetrachloride, chloroform, 1,1,1-trichloroethane, trichloroethylene, or any combination thereof, with either a capacity of more than 7.6 liters (2 gallons) or was designed as a solvent cleaning and drying machine regardless of size. In addition, the exemptions specified in this subdivision apply only if the equipment is also exempt pursuant to paragraph (b)(2) of this rule.

(1) Cleaning equipment and associated waste storage tanks used exclusively to store the solutions drained from this equipment:

(A) unheated batch, provided:

- (i) the volume of the solvent reservoir is one (1) gallon or less, or
- (ii) the VOC emissions from the equipment are not more than 3 pounds per day or 66 pounds per calendar month.

(B) devices used for cleaning of equipment used for the application of inks, adhesives, and coatings provided:

- (i) the volume of the solvent reservoir is five (5) gallons or less, or
- (ii) the VOC emissions from the equipment are not more than three (3) pounds per day or 66 pounds per calendar month.

- (C) remote reservoir cleaners, provided the solvent from the sink-like area immediately drains into an enclosed solvent container while the parts are being cleaned.
 - (2) Vapor degreasers with an air/vapor interface surface area of 1.0 square foot or less, provided such degreasers have an organic solvent loss of 3 gallons per day or less excluding water or 66 gallons per calendar month or less excluding water.
 - (3) Cleaning equipment using materials with a VOC content of twenty-five (25) grams of VOC per liter of material, or less, and associated dryers exclusively serving these cleaners, provided such equipment is also exempt pursuant to paragraph (b)(2). This exemption does not include equipment used for cleaning of diesel particulate filters (DPF) or associated control equipment used to vent such equipment.
 - (4) Hand application of solvents for cleaning purposes including but not limited to the use of rags, daubers, swabs, and squeeze bottles as well as associated air pollution control equipment, unless air pollution control equipment is required for source specific rule compliance.
- (p) **Miscellaneous Process Equipment**
- (1) Equipment, including dryers, used exclusively for dyeing, stripping, or bleaching of textiles where no VOC containing materials, including diluents or thinners are used, provided such equipment is also exempt pursuant to paragraph (b)(2) and control equipment exclusively venting the equipment.
 - (2) Equipment used exclusively for bonding lining to brake shoes, where no VOC containing materials are used and control equipment exclusively venting such equipment.
 - (3) Equipment used exclusively to liquefy or separate oxygen, nitrogen, or the rare gases from air, except equipment not exempt pursuant to paragraph (b)(1) or (b)(2).
 - (4) Equipment used exclusively for surface preparation, including but not limited to paint stripping, pickling, desmutting, de-scaling, passivation, and/or deoxidation, and any water and associated rinse tanks and waste storage tanks exclusively to store the solutions drained from the equipment, that exclusively uses any one or combination of the materials in subparagraphs (p)(4)(A) through (p)(4)(H). This exemption does not

include any tank that contains chromium, or contains nickel, lead or cadmium and is rectified, sparged or heated.

- (A) organic materials containing 50 grams or less of VOCs per liter of material;
- (B) formic acid, acetic acid, boric acid, citric acid, phosphoric acid, and sulfuric acids;
- (C) hydrochloric acid in concentrations of 12 percent by weight or less;
- (D) alkaline oxidizing agents;
- (E) hydrogen peroxide;
- (F) salt solutions, except for air-sparged, heated or rectified processes with salt solutions containing hexavalent chromium, chromates, dichromates, nickel, cadmium, or lead;
- (G) sodium hydroxide, provided the process is not sparged or rectified; or
- (H) nitric acid, hydrochloric acid, or hydrofluoric acid, provided that the equipment in which it is used has an open surface area of one square foot or less, is unheated, and produces no visible emissions.

This exemption does not include chemical milling or circuit board etching using ammonia-based etchants.

- (5) Equipment used exclusively for the plating, stripping, or anodizing of metals as described in subparagraphs (p)(5)(A) through (p)(5)(G). This exemption does not include any tank that contains chromium, or contains nickel, lead or cadmium and is rectified, sparged or heated.
 - (A) electrolytic plating of exclusively brass, bronze, copper, iron, tin, zinc, and precious metals;
 - (B) electroless nickel plating, provided that the process is not air-sparged and no electrolytic reverse plating occurs;
 - (C) the electrolytic stripping of brass, bronze, copper, iron, tin, zinc, and precious metals, provided no chromic, hydrochloric, nitric or sulfuric acid is used;
 - (D) the non-electrolytic stripping of metals, provided the stripping solution is not sparged and does not contain nitric acid.
 - (E) anodizing using exclusively sulfuric acid and/or boric acid with a total bath concentration of 20 percent acids or less by weight and using 10,000 amp-hours per day or less of electricity;

- (F) anodizing using exclusively phosphoric acid with a bath concentration of 15 percent or less phosphoric acid by weight and using 20,000 amp-hours per day or less of electricity; or
 - (G) water and associated rinse tanks and waste storage tanks used exclusively to store the solutions drained from equipment used for the plating, stripping, or anodizing of metals.
- (6) Closed loop solvent recovery systems used for recovery of waste solvent generated on-site using refrigerated or liquid-cooled condenser, or air-cooled (where the solvent reservoir capacity is less than 10 gallons) condenser.
 - (7) Equipment used exclusively for manufacturing soap or detergent bars, including mixing tanks, roll mills, plodders, cutters, wrappers, where no heating, drying or chemical reactions occur.
 - (8) Inert gas generators, except equipment not exempt pursuant to paragraph (b)(2).
 - (9) Hammermills used exclusively to process aluminum and/or tin cans, and control equipment exclusively venting such equipment.
 - (10) Paper shredding and carpet and paper shearing, fabric brushing and sueding as well as associated conveying systems, baling equipment, and control equipment venting such equipment. This exemption does not include carpet and fabric recycling operations.
 - (11) Chemical vapor type sterilization equipment where no Ethylene Oxide is used, and with a chamber volume of two (2) cubic feet or less used by healthcare facilities and control equipment exclusively venting the equipment. This exemption does not include equipment used for incineration.
 - (12) Hot melt adhesive equipment.
 - (13) Pyrotechnic equipment, special effects or fireworks paraphernalia equipment used for entertainment purposes, provided such equipment is exempt pursuant to subdivision (b).
 - (14) Ammunition or explosive testing equipment.
 - (15) Fire extinguishing equipment using halons.
 - (16) Industrial wastewater treatment equipment which only does pH adjustment, precipitation, gravity separation and/or filtration of the wastewater, including equipment used for reducing hexavalent chromium and/or destroying cyanide compounds. This exemption does not include treatment

processes where VOC and/or toxic materials are emitted, or where the inlet concentration of cyanide salts through the wastewater treatment process prior to pH adjustment exceeds 200 mg/liter.

- (17) Rental equipment operated by a lessee and which is not located more than twelve consecutive months at any one facility in the District provided that the owner of the equipment has a permit to operate issued by the District and that the lessee complies with the terms and conditions of the permit to operate.
 - (18) Industrial wastewater evaporators treating water generated from on-site processes only, where no VOC and/or toxic materials are emitted and provided that the equipment is exempt pursuant to paragraph (b)(2).
 - (19) Foam application equipment using two-component polyurethane foam where no VOC containing blowing agent is used, excluding chlorofluorocarbons or methylene chloride, and control equipment exclusively venting this equipment.
 - (20) Toner refilling and associated control equipment.
 - (21) Evaporator used at dry cleaning facilities to dispose of separator wastewater and control equipment exclusively venting the equipment.
 - (22) Equipment used to recycle aerosol cans by puncturing the can in an enclosed system which is vented through an activated carbon filter. This exemption shall only apply to aerosol recycling systems where the aerosol can to be recycled was used as part of their operation at the facility or from facilities under common ownership.
 - (23) Notwithstanding the exemptions in subdivision (p), equipment existing as of May 5, 2017 that is subject to the aforementioned exemptions and that is an integral part of an operation requiring a written permit shall continue to be exempt, provided the equipment is identified, described in detail and submitted for inclusion into the permit equipment description with any associated application for Permit to Construct or Permit to Operate. Equipment described in this paragraph includes, but is not limited to, rinse tanks, dye tanks and seal tanks that are part of a metal finishing operation, including but not limited to plating, anodizing and surface preparation.
- (q) Agricultural Sources
- (1) Notwithstanding the exemption under this subdivision, any internal combustion engines, or gasoline transfer and dispensing equipment purchased or modified after July 7, 2006 that are not exempt pursuant to

paragraphs (b)(1), (b)(6), and (m)(9) of this rule shall be subject to permit requirements. Emergency internal combustion engines are exempt from permit requirements for these agricultural sources.

- (2) Except as provided in paragraph (q)(1), agricultural permit units at agricultural sources not subject to Title V with actual emissions less than the amounts listed in the following table:

Table

Pollutant (Tons/Year)	South Coast Air Basin	Riverside County Portion of Salton Sea Air Basin	Riverside County Portion of Mojave Desert Air Basin
VOC	5.0	12.5	50.0
NOx	5.0	12.5	50.0
SOx	35.0	35.0	50.0
CO	25.0	50.0	50.0
PM10	35.0	35.0	50.0
Single Hazardous Air Pollutant	5.0	5.0	5.0
Combination Hazardous Air Pollutants	12.5	12.5	12.5

Emissions of fugitive dust and emissions from soil amendments and fertilizers are not to be counted when evaluating emissions for purposes of this subdivision.

- (3) Orchard wind machines powered by an internal combustion engine with a manufacturer’s rating greater than 50 brake horsepower provided the engine is operated no more than 30 hours per calendar year.
 - (4) Orchard heaters approved by the California Air Resources Board to produce no more than one gram per minute of unconsumed solid carbonaceous material.
- (r) Registered Equipment and Filing Program
- (1) Any portable equipment, including any turbines qualified as military tactical support equipment under Health and Safety Code Section 41754 registered in accordance with the Statewide Portable Equipment Registration Program (PERP) adopted pursuant to California Health and Safety Code Section 41750 et seq.

- (2) PERP registered engines used in the Outer Continental Shelf (OCS), provided that:
 - (A) notification is submitted to the Executive Officer via submittal of a filing pursuant to Rule 222;
 - (B) the equipment shall not reside at one location for more than 12 consecutive months; and
 - (C) notwithstanding the exemption applicability under Health and Safety Code §2451 of the Statewide Portable Equipment Registration Program (PERP) for engines operating in the OCS, all operators using this permit exemption shall comply with PERP and with California Air Resources Board-issued registration requirements.
 - (3) PERP registered equipment operated at a RECLAIM Facility shall be classified as Major Source, Large Source or Process Units in accordance with Rule 2011 (c) and (d) for SO_x emissions and Rule 2012 (c), (d) and (e) for NO_x emissions for purposes of determining the applicable requirements for Monitoring, Reporting and Recordkeeping (MRR). Use of RECLAIM MRR Protocols for Rule 219 equipment as specified in Rule 2011 (Rule 2011 Protocol, Appendix A, Chapter 3, Subsection F) and Rule 2012 (Rule 2012 Protocol, Appendix A, Chapter 4, Subsection F) is only allowed if the registered PERP equipment also qualifies for an exemption from permit under a separate provision of this Rule.
 - (4) Any equipment listed in Rule 222 – Filing Requirements for Specific Emission Sources Not Requiring a Written Permit Pursuant to Regulation II.
- (s) **Exceptions**
- Notwithstanding equipment identified in (a) through (r) of this rule, written permits are required pursuant to paragraphs (s)(1), (s)(2), and (s)(4), and filings are required under Rule 222 pursuant to paragraph (s)(3):
- (1) Equipment, process materials or air contaminants subject to:
 - (A) Regulation IX – Standards of Performance for New Stationary Sources (NSPS); or
 - (B) Regulation X – National Emission Standards for Hazardous Air Pollutants (NESHAP - Part 61, Chapter I, Title 40 of the Code of Federal Regulations); or

- (C) Emission limitation requirements of either the state Air Toxic Control Measure (ATCM) or NESHAP - Part 63, Title 40 of the Code of Federal Regulations; or
- (2) Equipment when the Executive Officer has determined that:
 - (A) the risk will be greater than identified in subparagraph (d)(1)(A), or paragraphs (d)(2) or (d)(3) in Rule 1401 – New Source Review of Toxic Air Contaminants; or,
 - (B) the equipment may not operate in compliance with all applicable District Rules and Regulations, including but not limited to SCAQMD Rule 402 – Nuisance.

Once the Executive Officer makes such a determination and written notification is given to the equipment owner or operator, the equipment shall thereafter be subject to Rules 201 and 203 for non-RECLAIM sources, Rule 2006 for RECLAIM sources, and Regulation XXX – Title V Permits for major sources.

- (3) The following equipment, processes or operations that are located at a single facility, which does not hold a written permit for any other equipment, processes or operations, and emit four (4.0) tons or more of VOCs in any Fiscal Year (July 1 to June 30) beginning July 1, 2007 or emitted four (4.0) tons or more of VOCs in the Fiscal Year July 1, 2006 – June 30, 2007. The four (4.0) ton per Fiscal Year threshold shall be calculated cumulatively for all categories of equipment, processes or operations listed in subparagraphs (A) through (C) below. One filing shall be required for all of the categories of equipment, processes or operations subject to this provision as listed in subparagraphs (A) through (C) below. Associated VOC emissions shall be reported under the Annual Emissions Reporting program and fees shall be paid pursuant to Rule 301, subdivision (u).
 - (A) Printing operations individually exempted under paragraph (h)(1) and (h)(7).
 - (B) Coating or adhesive application or laminating equipment and devices individually exempted under paragraphs (l)(6) and (l)(10).
 - (C) Hand applications of VOC containing materials individually exempted under paragraph (o)(4).
- (4) Equipment or control equipment subject to permitting requirements pursuant to Regulation XIV - Toxics and Other Non-criteria Pollutants.

(t) Recordkeeping

Any person claiming exemptions under the provisions of this Rule shall provide adequate records pursuant to Rule 109 and any applicable Material Safety Data Sheets (MSDS), to verify and maintain any exemption. Any test method used to verify the percentages, concentrations, vapor pressures, etc., shall be the approved test method as contained in the District's Test Method Manual or any method approved by the Executive Officer, CARB, and the EPA.

(u) Compliance Date

(1) The owner/operator of equipment previously not requiring a permit pursuant to Rule 219 shall comply with Rule 203 – Permit to Operate within one year from the date the rule is amended to remove the exemption unless compliance is required before this time by written notification by the Executive Officer. Effective on or after July 11, 2003 for purpose of Rule 301(e), emissions from equipment that has been removed from an exemption shall be considered “permitted” beginning January 1 or July 1, whichever is sooner, after Rule 219 is amended to remove the exemption, even if an application has not been submitted to obtain a permit.

(2) Agricultural sources constructed or operating prior to January 1, 2004 requiring Title V permits shall submit Title V permit applications on or before June 29, 2004.

(3) Existing agricultural permit units constructed or operating prior to January 1, 2004 at agricultural sources requiring Title V permits and requiring written permits pursuant to paragraph (q)(1) shall submit applications for a Permit to Operate by December 17, 2004. For the purpose of Rule 301(e), emissions from agricultural permit units subject to this paragraph shall be considered “permitted” July 1, 2005.

(4) Existing agricultural permit units constructed or operating prior to January 1, 2004 at agricultural sources not subject to Title V with actual emissions equal to or greater than the amounts listed in the table in subdivision (q) and requiring written permits pursuant to paragraph (q)(2) shall submit applications for a Permit to Operate by June 30, 2005. For the purpose of Rule 301(e), emissions from agricultural permit units subject to this paragraph shall be considered “permitted” July 1, 2005.

(5) Agricultural permit units built, erected, altered, modified, installed or replaced after January 1, 2004, but prior to January 1, 2005 if written

permits are required pursuant to subdivision (q), shall submit applications for a Permit to Operate by March 5, 2005. For the purpose of Rule 301(e), emissions from agricultural permit units subject to this paragraph shall be considered “permitted” July 1, 2005.

- (6) Agricultural permit units built, erected, altered, modified, installed or replaced on or after January 1, 2005, if written permits are required pursuant to subdivision (q) shall comply with Rule 201. For the purpose of Rule 301(e), emissions from agricultural permit units subject to this paragraph shall be considered “permitted” July 1, 2005.
- (7) Notwithstanding paragraph (u)(1), effective July 5, 2017, an owner/operator submitting an application for Permit to Construct or Permit to Operate pursuant to Rules 201 or 203 shall comply with paragraphs (e)(21) and (p)(23).

ATTACHMENT H

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Final Staff Report

Proposed Amended Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities

Proposed Amended Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II

April 2018

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WAYNE NASTRI

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EXECUTIVE SUMMARY

Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities, was adopted in 2001 to further reduce emissions of volatile organic compounds (VOC) from storage tanks located at petroleum facilities. The requirements of the rule apply to aboveground storage tanks that have a capacity of greater than 75,000 liters (or 19,815 gallons), are used to store organic liquids with a true vapor pressure greater than 5 mm of mercury (Hg) absolute under actual storage conditions, and are located at any petroleum facility that emits more than 20 tons per year of VOC in any emission year starting with emission inventory year 2000. Since the 2001 adoption, the rule has been amended only once (in 2006) to include a provision that allowed the use of alternatives to a slotted membrane fabric drain cover for external floating roofs.

Proposed Amended Rule (PAR) 1178 will incorporate a flexible enclosure system that encloses the entire surface of the slotted guidepole and serves as a VOC emission reduction option as outlined in the 2000 U.S. EPA Storage Tank Emission Reduction Partnership Program (STERPP) Agreement. This rule amendment will make this option available for application in certain configurations of floating roof tanks, including those ~~that~~ where the operator has chosen to conduct radar depth gauging. Other clarifications to the rule, including the inspection procedures and entries to compliance report forms, facilitate the inclusion of the flexible enclosure system option. The proposed amendments will provide tank operators with more flexibility, but these amendments are expected to have negligible impacts on emissions and are not expected to increase costs.

Rule 219 – Equipment Not Requiring A Written Permit Pursuant to Regulation II was adopted in 1976 and is an administrative rule that identifies equipment, processes, and operations that emit small amounts of air contaminants that do not require written permits, except for equipment, processes, and operations subject to subdivision (s) - Exceptions. Proposed Amended Rule 219 – is an administrative amendment that exempts from permit the replacement of a pole float used to control emissions from a slotted guidepole in floating roof storage tanks with a pole sleeve or a pole sleeve in combination with a flexible enclosure system. The proposed amended rule would also make paragraph (s)(1) of Rule 219 inapplicable for storage vessels that change from a pole float to a pole sleeve or to a pole sleeve in combination with a flexible enclosure system.

CHAPTER 1: BACKGROUND

INTRODUCTION

PUBLIC PROCESS

CONTROL TECHNOLOGY

INTRODUCTION

Rule 1178 – Further Reductions of Fugitive VOC Emissions from Storage Tanks at Petroleum Facilities was adopted on December 21, 2001, with the purpose of further reducing emissions of volatile organic compounds (VOCs) from storage seals and fittings on storage tanks at petroleum facilities with annual VOC emissions of more than 40,000 pounds (20 tons). Rule 1178 was adopted to implement Phase 1 of the 1999 Air Quality Management Plan (AQMP) Control Measure FUG-05 – Further Emission Reductions from Large Fugitive VOC Sources, Control Measure FUG-03 – Further Emission Reductions from Floating Roof Tanks, and portions of Control Measure FUG-04 – Further Emission Reductions from Fugitive Sources of the 1999 AQMP.

The rule was amended in ~~March~~April 2006 to include a provision that allowed the use of alternatives to a slotted membrane fabric drain cover for an external floating roof, provided that it had the equivalent control efficiency. The amendment also clarified the definition of mechanical shoe primary seal by requiring the use of VOC-impervious fabric to serve as a seal in the vapor space between the shoe seal and the roof. In addition, the amendment also specified guidelines for the distances which internal floating roof tank seals were allowed to be extended into the liquid and outside the liquid stored.

The provisions of the rule apply to petroleum facilities operating storage tanks with a design capacity equal to or greater than 75,000 liters (19,815 gallons) that are used to store organic liquids with a true vapor pressure of greater than 5 mm Hg (0.1 psi) absolute under actual storage conditions. The petroleum facilities subject to the Proposed Amended Rule 1178 include facilities engaged in the production, refining, storage, transfer or distribution of crude petroleum or petroleum products and staff estimates that there are approximately 40 facilities and more than 1,000 storage tanks that will be affected.

During the May 2017 rule development process to amend Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II, stakeholders requested consideration ~~of~~for exempting flexible enclosures for slotted guidepoles. The adoption resolution for Proposed Amended Rule 219 directed staff to work with stakeholders to introduce proposed amendments to Rule 1178 to incorporate VOC control technologies for guidepoles in floating roof tanks as recognized by the EPA in its 2000 STERPP agreement. The Governing Board also directed staff to explore mechanisms to minimize permitting impacts when addressing VOC control technologies for guidepoles in floating roof tanks that are subject to Rule 1178.

PUBLIC PROCESS

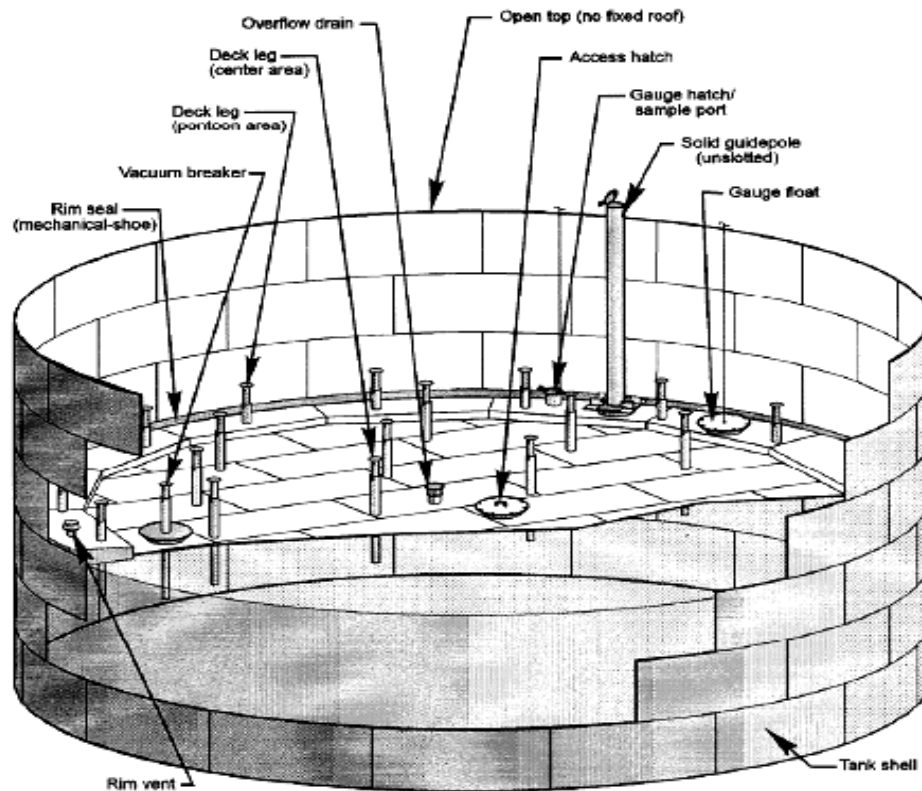
PAR 1178 is being developed through a public process. Two site visits were conducted to examine the flexible enclosure technology. A working group was formed to provide the public and stakeholders an opportunity to discuss the proposed rule amendment and provide the SCAQMD staff with important input during the rule development process. The working group and interested parties are comprised of a variety of stakeholders including representatives from industry, consultants, environmental groups, community groups, and public agency representatives. A Public Workshop was held on January 11, 2018 to present PAR 1178, the preliminary draft staff report, and receive public comment. The working group met on December 12, 2017 and on February 14, 2018. During the second working group, the proposed amendments to Rule 219 were

discussed. Comments that were received from the Public Workshop and subsequent communications have been incorporated into Appendix A of this draft staff report document.

CONTROL TECHNOLOGY

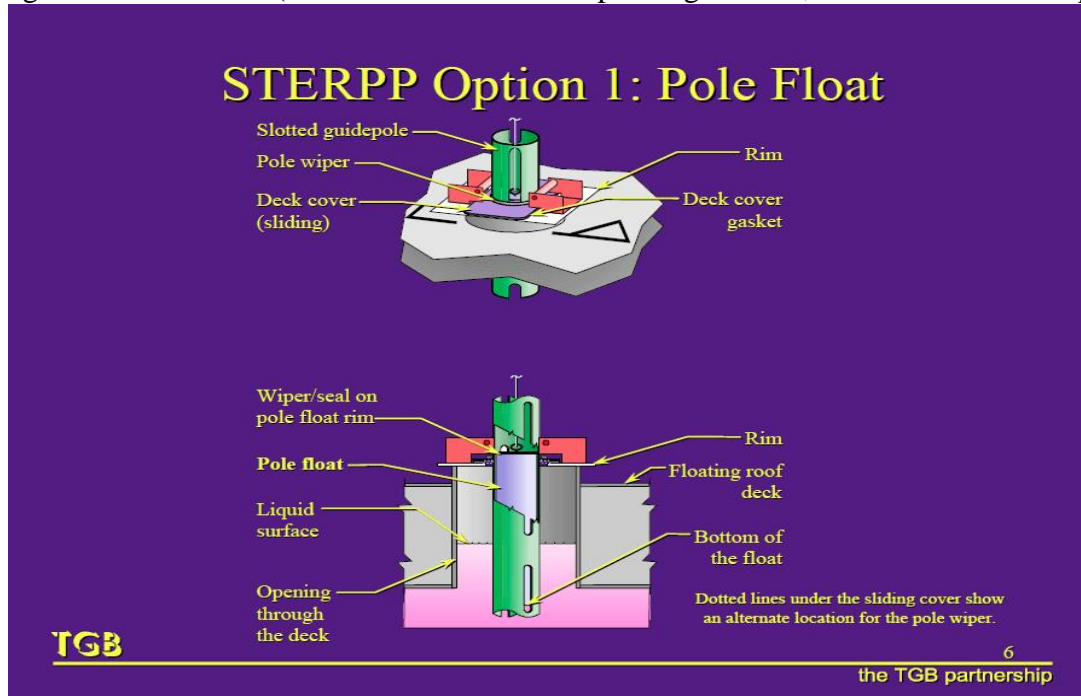
Floating roof storage tanks have fugitive VOC emissions caused by the evaporation of organic liquids stored. These emissions come from the annular space between the floating roof and the tank wall or from any deck openings. Seals are used to control emissions from the space between the walls and the roof; access hatches and deck openings are covered, gasketed and/or bolted. One such opening is from slotted guidepoles. A slotted guidepole is a cylindrical hollow shaft used in storage tanks as an anti-rotational device to guide the motion of the roof as it floats on the liquid surface of the storage tank contents. The slots allow the fluid to fill the shaft up to the liquid level which accommodates level depth gauging and sampling. Level depth gauging is often conducted by attaching a float to an incrementally marked cable or tape measure. The float is lowered through a hatch at the top of the slotted guidepole. Similarly, sampling is conducted by lowering a liquid sampler via a cable down the slotted guidepole hatch. Level depth gauging and liquid sampling are often conducted on a daily basis. Without emission controls, these slotted guidepoles allow significant VOC emissions.

Figure 1 –Floating Roof Tank (From AP-42, Section 7.1, U.S. EPA)



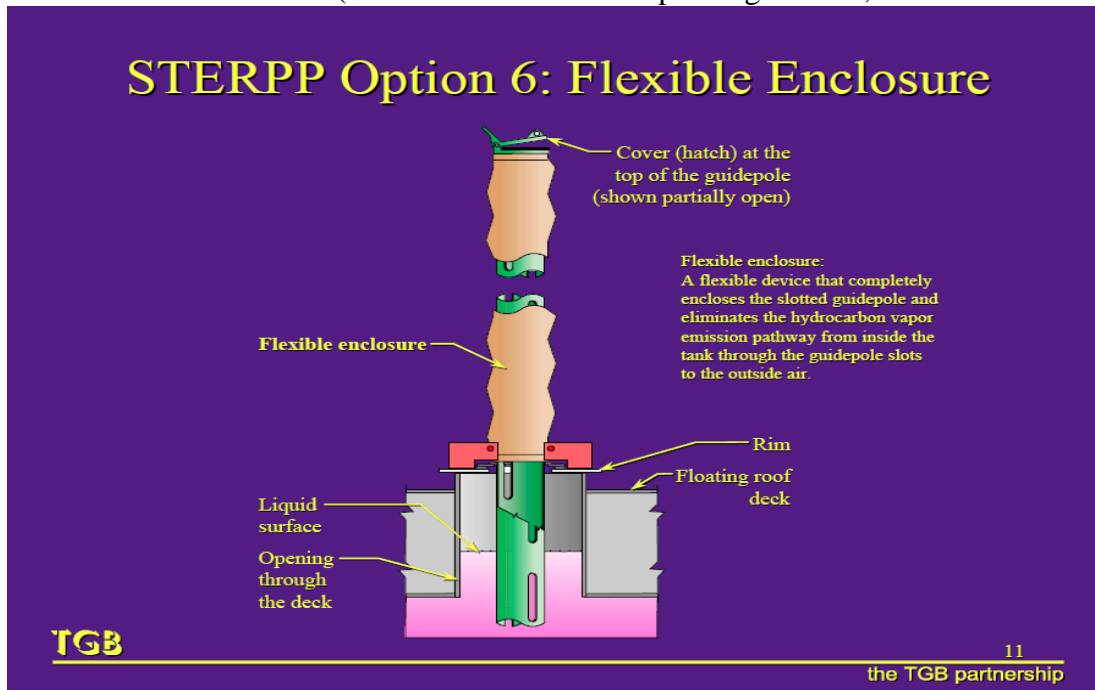
In 2001, Rule 1178 addressed this emission source by requiring a gasketed cover, a pole wiper, and a pole float as depicted below in Figure 2 for a storage tank with a slotted guidepole that is equipped with a pole float. For a slotted guidepole that did not have a pole float the rule included a provision that allowed the operator to control guidepole emissions by equipping it with a gasketed cover, a pole wiper and a pole sleeve. These were recognized as acceptable options to control slotted guidepole emissions by the U.S. EPA in its 2000 Storage Tank Emission Reduction Partnership Program (STERPP) agreement, notice of which was published at 65 Fed. Reg. 19891 (April 13, 2000).

Figure 2 – Pole Float (From The Slotted Guidepole Agreement, The TGB Partnership)



Another acceptable option in the STERPP Agreement is a flexible enclosure system as depicted in Figure 3 below. The amendments being proposed for Rule 1178 would provide a facility the option to remove the pole float and the pole float wiper, and replace them with a pole sleeve and flexible enclosure system from external floating roof tanks. The amendments also propose that facility has the option to replace a pole float and pole float wiper on internal floating roof tanks and external domed floating roof tanks with a flexible enclosure system.

Figure 3 – Flexible Enclosure (From The Slotted Guidepole Agreement, The TGB Partnership)



The flexible enclosure system is a fabric cover that completely encloses the slotted guidepole. The cover is made of material that is impervious to petroleum vapors and is clamped to the floating roof and the hatch. The emission pathway from liquid inside the tank to the atmosphere is blocked by the flexible enclosure system. With the pole float removed, radar level gauging systems may be used while still minimizing emissions. The radar level gauging system works by using a non-contact radar measurement system with no moving parts and only an antenna that is placed inside the tank atmosphere. The signal sent by the radar provides a measurement with high accuracy. This would reduce the need to conduct manual level depth gauging which requires the hatch to be opened, with subsequent fugitive VOC losses. However, sampling practices are expected to remain unchanged when the slotted guidepole is equipped with either the pole float or the flexible enclosure system.

CHAPTER 2: SUMMARY OF PROPOSED AMENDED RULES 1178 AND 219

PROPOSED AMENDED RULE 1178

PROPOSED AMENDED RULE 219

~~PAR 1178 FACILITIES~~

PROPOSED AMENDED RULE 1178

PAR 1178 will incorporate the Flexible Enclosure System (FES) as a VOC emission reduction option for floating roof tanks that employ slotted guidepoles as outlined in the U.S. EPA STERPP Agreement. This option will specifically allow facilities to replace a pole float and pole float wiper (or pole float seal) with an FES which completely encloses the slotted guidepole in internal floating roof tanks or domed floating roof tanks. For external floating roof tanks, the proposed amendment will allow the replacement of a pole float with a pole sleeve in combination with a flexible enclosure system.

Definitions - Subdivision (c)

PAR 1178 will include the definition for the term Flexible Enclosure System. This VOC reduction system ~~shall be~~ constructed of a VOC impervious material that is resistant to ultraviolet light to prevent degradation. The system ~~shall~~ completely encloses the slotted guidepole, thus controlling the vapor emission pathway from the organic liquid inside the storage tank to the air outside.

Requirements - Subdivision (d)

The proposed rule has been modified to provide the operator with additional combinations of configurations that are acceptable for controlling emissions from slotted guidepoles. Previously, clauses (d)(1)(A)(ix) and (d)(1)(A)(x) provided the operator with the option of operating an external floating roof tank with either a gasketed cover, a pole wiper and a pole sleeve, or a gasketed cover, a pole wiper and a pole float wiper. PAR 1178 now incorporates these two provisions with a new provision [into clause (d)(1)(A)(ix)] that allows the use of a flexible enclosure system when a pole float is replaced, provided a pole sleeve is in place. Clause (d)(1)(A)(x) is language that was formerly in clause (d)(1)(A)(xii). Clause (d)(1)(A)(xi) replaces the previous provision to address the specific conditions under which the FES may be operated. It must completely enclose the slotted guidepole such that it minimizes the transfer of VOC emissions from the liquid in the storage tank to the atmosphere by being free of holes, tears, slots, or rips; and be tightly double-clamped at the top of the guidepole and be secured to the tank roof with no visible gaps.

While paragraph (d)(1) refers directly to external floating roof tanks, its provisions are also referenced for domed external floating roof tanks and internal floating roof tanks. As such, modifications made to the provisions in paragraph (d)(1) would also be applicable to these two tank categories as well, including storage tanks having slotted guidepoles equipped with an FES.

Subparagraphs (d)(2)(D) and (d)(3)(C) have also been amended to recognize flexible enclosure systems as an acceptable option for controlling VOC emissions from slotted guidepoles in domed external floating roof tanks and internal floating roof tanks, respectively. Subparagraphs (d)(2)(D) and (d)(3)(C) outline the combination of components that are required to be used on a slotted guidepole similar to subparagraph (d)(1)(A)(ix) with the only difference being that when a pole float is removed, it may be replaced by a flexible enclosure system. The specific conditions under which the FES must be operated as outlined in clause (d)(1)(A)(xi) also apply.

Maintenance Requirements - Subdivision (g)

Language has been added to subdivision (g) for clarification indicating that repairs or replacement shall occur within 72 hours after any inspection where a defect, visible gap, or non-vapor tight condition specified in subdivision (f) determines that the equipment is not operating in compliance.

Record Keeping and Reporting Requirements - Paragraph (h)(3)

Language has been added to paragraph (h)(3) to clarify that semiannual reports for ~~fixed~~floating roof tanks are due on January 31 and July 31, ~~respectively~~, upon completion of two (2) consecutive quarterly inspections.

Attachment A – Inspection Procedures and Compliance Report Forms

The inspection procedure for ~~internal floating roof and external domed~~ floating roof tanks has been updated to require a visual inspection of the slotted guidepole flexible enclosure system if so equipped. Additionally, the language has been clarified that measurement of the organic vapor concentration in the vapor space above the roof applies to both internal floating roof and external domed floating roof tanks.

Rule 1178 Compliance Report

A provision has been included in the Compliance Report to include a visual inspection of the slotted guidepole flexible enclosure system, if applicable, at the same time as conducting the visual inspection of the roofs and secondary seals.

PROPOSED AMENDED RULE 219

Proposed Amended Rule (PAR) 219 is an administrative amendment ~~made to Rule 1178~~ to provide for the use of a Flexible Enclosure System (FES) as a VOC emission control option for floating roof storage tanks that have slotted guidepoles.

PAR 219 seeks to add paragraph (m)(25) as follows:

(m)(25) Storage and Transfer Equipment
~~(25)~~ *Replacement of a pole float used to control emissions from slotted guidepoles in floating roof storage tanks with a pole sleeve or a pole sleeve in combination with a flexible enclosure system. Paragraph (s)(1) does not apply to equipment utilizing this provision, but this does not excuse the duty to comply with any requirements of regulations listed in paragraph (s)(1) as those requirements may separately apply to the equipment.*

The amended rule would make paragraph (s)(1) of Rule 219 inapplicable for storage vessels that change from a pole float to a pole sleeve or to a pole sleeve in combination with a flexible enclosure system. While older storage vessels are not necessarily subject to more recent federal and state requirements, it is estimated that most storage vessels are subject to NSPS, a NESHAP, or both. If subparagraph (s)(1) were made to apply as it does for other equipment and processes listed, it would, by its terms, provide no exemption from the requirement for a written permit pursuant to Regulation II when an NSPS or NESHAP does apply to the storage vessel. The proposed language of (m)(25) would override this. However, the language also explains that nothing proposed in paragraph (m)(25) should be construed to limit or excuse the duty to comply with applicable requirements of NSPS or NESHAPs, as those requirements may separately apply. Of additional note, many storage vessels are part of a source that may also be a Title V permitted facility. Nothing in proposed paragraph (m)(25) should be construed to limit or excuse the duty to comply with separately applicable permit revision requirements of ~~Title V and Regulation XXX~~

– Title V Permits. While proposed paragraph (m)(25) would not require a permit pursuant to Regulation II, revision of a Title V permit, if applicable, may be needed and appropriate. It is expected that the minor permit revision process ~~may be~~ will be needed and used in many cases unless case specific circumstances would dictate the need for a significant permit revision, but at minimum, all appropriate Title V permit changes should be incorporated at the time of renewal.

It should be noted that there is a slight difference between the acceptable slotted guidepole configurations as proposed in PAR 1178 and the exemption provision proposed in PAR 219. For internal floating roof tanks and domed external floating roof tanks, PAR 1178 allows the use of an FES without a pole sleeve. However, the exemption from a permit under PAR 219 requires that the FES be utilized in combination with a pole sleeve. Thus internal floating roof tanks and domed external floating roof tanks using an FES without a pole sleeve would be required to modify their permit prior to making any changes to the guidepole. Internal floating roof tanks and domed external floating roof tanks using an FES in combination with a pole sleeve would not require a written permit pursuant to Regulation II, although, when applicable, permit revision under Regulation XXX may remain a consideration. The proposed exemption would apply when the only change made to the floating roof tank was to incorporate a pole sleeve or a pole sleeve in combination with the FES. Other physical changes made to the tank or changes to the process or contents of the tank may trigger the need for a written permit pursuant to Regulation II.

CHAPTER 3: IMPACT ASSESSMENT

AFFECTED FACILITIES

EMISSION IMPACT

SOCIOECONOMIC IMPACT

CALIFORNIA ENVIRONMENTAL QUALITY ACT

**DRAFT FINDINGS UNDER CALIFORNIA HEALTH AND SAFETY CODE
SECTION 40727**

REGULATORY COMPARATIVE ANALYSIS

AFFECTED FACILITIES

The petroleum facilities subject to PAR 1178 include facilities engaged in the production, refining, storage, transfer or distribution of crude petroleum or petroleum products as defined in the Standard Industrial Classification for crude petroleum and natural gas (SIC code 1311), petroleum refining (SIC code 2911), petroleum bulk stations and terminals (SIC code 5171), or other related industries (e.g., SIC codes 4226, 4612, 4613, 4923 and 5541). Staff estimates that there are approximately 40 facilities and 1,000 storage tanks that may be affected by this amendment of Rule 1178. While the proposed amendments provide additional regulatory flexibility and also clarify rule requirements, the option of removing a pole float from a slotted guidepole and replacing it with an FES may only be exercised by operators at some facilities to facilitate activities, including automatic radar gauging that may more accurately measure the organic liquid depth in storage tanks. This option is ~~not expected to provide options for adversely impact applicable facilities~~ facility operators and will not have any adverse impacts. PAR 219 will provide a cost savings by not requiring a permit for slotted guidepole flexible enclosure systems.

EMISSION IMPACT

The proposed amendments recognize an acceptable emission control option identified by the 2000 U.S. EPA STERPP Agreement and are expected to have negligible emission impacts. Specifically, the proposed amendment will allow facilities to replace a pole float and float wiper/seal with a Flexible Enclosure System (FES), which completely encloses the slotted guidepole, in internal floating tanks or domed floating tanks. For external floating tanks, the proposed amendment will allow the same replacement provided pole sleeves are also employed.

Emission calculations were performed using US EPA's TANKS 4.0.9d program which estimates volatile organic compound (VOC) emissions from different types of storage tanks based on the emission estimation procedures from Chapter 7 of EPA's Compilation of Air Pollutant Emission Factors (AP-42). Although the TANKS 4.0.9d program does not provide an option to estimate emissions from the use of the FES, certain conclusions can nonetheless be drawn based on the nature of the FES, the nature of the tanks at issue, and what is known about the emissions associated with other options allowed under the rule. For external floating roof tanks, emissions associated with a pole sleeve are comparable to that of a pole float with float wiper/seal. Thus, it can be seen with reasonable certainty that a pole sleeve with a FES will provide equivalent or better emissions control as that of a pole float with float wiper/seal for external floating roof tanks. (It should be noted that the STERPP agreement does not require the inclusion of a pole sleeve with a FES for external floating roofs.) For internal or domed external floating roof tanks, pole sleeves will not be required with a FES. Even so, based on the nature of these tanks, the use of a FES in these circumstances is expected to yield comparable emission reduction estimates. In sum, based on the results of the calculations, the emission reductions estimates are comparable for all three slotted guidepole control configurations for domed external or internal floating roof tanks. Estimates indicate that there may be a negligible increase (less than one percent) when an FES is utilized. In the case of an external floating roof tank, there may be a more significant emission increase when replacing a pole float with an FES. Based on these emission reduction estimates, staff believes that a pole sleeve with a FES will provide equivalent emissions control as that of a pole float with float wiper/seal for external floating roof tanks, which are required under the existing rule requirements. However, for internal or domed external floating roof tanks, pole

~~sleeves will not be required with FES given the minimal emission reduction difference. It should be noted that the STERPP agreement does not require the inclusion of a pole sleeve with a FES for external floating roofs.~~ The proposed amendment seeks to make the proposed options equivalent in emissions to the options allowed under the existing rule and provides greater emission control than the 2000 U.S. EPA STERPP Agreement.

However, if it is determined that a modification that employs the FES option results in emission increases, Best Available Control Technology (BACT) will be required, pursuant to Regulation XIII – New Source Review.

SOCIOECONOMIC IMPACT ASSESSMENT

The proposed amendments to Rule 1178 clarify rule requirements and provide additional regulatory flexibility. Specifically, the proposed amendments will allow facilities to replace a pole float and float wiper/seal with a flexible enclosure system, which completely encloses the slotted guidepole in floating roof tanks. The cost of installing a flexible enclosure system for a 48 foot tall tank is estimated at \$5,500 with an additional cost of \$2,200 for an optional transition box. (<https://www.mesaetp.com/tank-products/vapor-guard-gauge-pole-cover/>). The proposed amendment that allows the use of the flexible enclosure system is completely voluntary and as such will have no adverse socioeconomic impacts. Proposed amendments to Rule 219 will provide a cost savings by not requiring a permit for slotted guidepole flexible enclosure systems.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

Pursuant to the California Environmental Quality Act (CEQA) and SCAQMD Rule 110, the SCAQMD, as lead agency for the proposed project, has reviewed the proposed amendments to Rules 1178 and 219 in accordance with: 1) CEQA Guidelines Section 15002(k) - General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA; and 2) CEQA Guidelines Section 15061 - Review for Exemption, procedures for determining if a project is exempt from CEQA. SCAQMD staff has determined that it can be seen with certainty that there is no possibility that the proposed amendments to Rules 1178 and 219 may have a significant adverse effect on the environment. Therefore, the project is considered to be exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Activities Covered by General Rule. A Notice of Exemption has been prepared pursuant to CEQA Guidelines Section 15062 – Notice of Exemption. If the project is approved, the Notice of Exemption will be filed with the county clerks of Los Angeles, Orange, Riverside and San Bernardino counties.

DRAFT FINDINGS UNDER CALIFORNIA HEALTH AND SAFETY CODE SECTION 40727

Requirements to Make Findings

California 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 staff report.

Necessity

Proposed Amended Rule 1178 and Proposed Amended Rule 219 are needed to clarify existing rule requirements and provide additional regulatory flexibility.

Authority

The SCAQMD Governing Board has authority to adopt Proposed Amended Rule 1178 and Proposed Amended Rule 219 pursuant to the California Health and Safety Code Sections 39002, 39650 et. seq., 40000, 40001, 40440, 40441, 40702, 40725 through 40728, 41508, 41700, and 41706.

Clarity

Proposed Amended Rule 1178 and Proposed Amended Rule 219 are written or displayed so that ~~its~~their meaning can be easily understood by the persons directly affected by ~~it~~them.

Consistency

Proposed Amended Rule 1178 and Proposed Amended Rule 219 are in harmony with and not in conflict with or contradictory to, existing statutes, court decisions or state or federal regulations.

Non-Duplication

Proposed Amended Rule 1178 and Proposed Amended Rule 219 will not impose the same requirements as any existing state or federal regulations. The proposed amended rules are necessary and proper to execute the powers and duties granted to, and imposed upon, the SCAQMD.

Reference

By adopting PAR 1178 and PAR 219, the SCAQMD Governing Board will be implementing, interpreting or making specific the provisions of the California Health and Safety Code Sections 40001 (rules to achieve and maintain ambient air quality standards), 41700 (nuisance), 41706(b) (emission standards for lead compounds from non-vehicular sources), Federal Clean Air Act (CAA) Section 112 (Hazardous Air Pollutants), and CAA Section 116 (more stringent state standards).

COMPARATIVE ANALYSIS

Health and Safety Code 40727.2 requires a comparative analysis of the proposed rule with any Federal or SCAQMD rules and regulations applicable to the same source. This analysis has been prepared with respect to PAR 1178. See Table 3-1.

The proposed amendments to Rule 219 allow replacement of a pole float used to control emissions with a pole sleeve or a pole sleeve in combination with a flexible enclosure system without requiring a permit. ~~These emissions are expected to be negligible. In addition,~~ There are no federal rules or regulations that exempt facilities from requiring a permit for equipment. Therefore, a comparative analysis ~~would~~is not be required for PAR 219.

Table 3-1: Comparison of PAR 1178 with Rule 463 and 40CFR60 K, Ka and Kb and BAAQMD Regulation 8, Rule 5

Applicability			
PAR 1178	Rule 463	40CFR60	BAAQMD Regulation 8, Rule 5
<p>Above ground storage tanks at petroleum facilities emitting 20tpy or more as of inventory year 1999, equal to or greater than 19,815 gallons, that are used to store petroleum liquids with a vapor pressure of 0.1 psia or greater.</p>	<p>Storage tanks from 19,815 gallons to 39,630 gallons containing organic liquids with a vapor pressure of 1.5 psia or greater. Storage tanks from 39,630 gallons containing organic liquids with a vapor pressure of 0.5 psia or greater. Storage tanks from 251 gal to 19,815 gal storing gasoline.</p>	<p>Subpart K Storage tanks from 40,000 gallons to 65,000 gallons built after 3/8/74, but before 5/19/78, containing petroleum liquids with a vapor pressure of 1.5 psia to 11.1 psia. Storage tanks from 40,000 gallons to 65,000 gallons built after 3/8/74, but before 5/19/78, containing petroleum liquids with a vapor pressure of 1.5 psia to 11.1 psia. Storage tanks from 65,000 gallons built after 6/11/73 but before 5/19/78, containing petroleum liquids with a true vapor pressure of 1.5 psia up to 11.1 psia. Subpart Ka Storage tanks from 40,000 gallons built after 5/18/78 and prior to 7/23/84, containing petroleum liquids with a true vapor pressure of 1.5 psia up to 11.1 psia. Subpart Kb Storage tanks built after 7/23/84, containing volatile organic liquids (including petroleum liquids) from 19,185 gallons up to 39,889 gallons with a vapor pressure between 4 psia and 11.1 psia and storage tanks greater than 39,889 gal with a maximum vapor pressure between 0.75 psia and 11.1 psia.</p>	<p>Storage Tanks between 9,906 gallons and 19,803 gallons storing a liquid with a true vapor pressure greater than 1.5 psia. Storage Tanks between 19,803 gallons and 39,626 gallons storing a liquid with true vapor pressure greater than 1.5 psia. Storage Tanks with a capacity less than or equal to 39,626 gallons storing a liquid with a true vapor pressure greater than 0.5 psia. Storage Tanks with capacity equal to or greater than 39,626 gallons with a true vapor pressure greater than 0.5 psia. Gasoline Storage Tanks less than or equal to 19,813 gallons. Storage tanks with a true vapor pressure greater than 11 psia.</p>

External Floating Roof Tank Requirements (Seals/Gaps)

PAR 1178	Rule 463	40CFR60	BAAQMD Regulation 8, Rule 5
<p>Rim seal system consisting of two seals, covering the annular space between the floating roof and the tank wall in a continuous fashion.</p> <p>Liquid mounted primary seals for both welded and riveted tanks.</p> <p>Secondary seals shall be rim-mounted.</p> <p>Rim seal system to cover the annular space between the floating roof and the wall in a continuous fashion.</p> <p><u>Primary Seal</u> Gaps between the tank shell and the primary seal shall not exceed 1.3 cm (1/2 in.) for a cumulative length of 30% of the tank circumference and 0.32 cm (1/8 in.) for 60% of the tank circumference.</p> <p>No gap b/w the tank shell and the primary seal shall exceed 3.8 cm (1-1/2 in.).</p> <p>No continuous gap b/w the tank shell and the primary seal shall exceed 10% of the tank circumference.</p> <p>Mechanical shoe primary seals shall be installed so that one end of the shoe extends into the stored liquid and the other end extends a minimum vertical distance of 61 cm (24 in.) above the stored organic liquid.</p> <p><u>Secondary Seal</u> Gaps between the tank shell and the secondary seal shall not exceed 0.32 cm (1/8 in.) for a cumulative length of 95% of the tank circumference. No gap between the tank shell and the secondary seal shall exceed 1.3 cm (1/2 in.).</p> <p>The secondary seal shall be installed in a way that permits the insertion of probes up to 3.8 cm (1-1/2 in.) in width to measure gaps in the primary seal.</p>	<p>Two seals, one above the other.</p> <p>Metallic shoe-type primary seals installed on or after August 1, 1977 shall be installed so that one end of the shoe extends into the stored organic liquid and the other end extends a minimum vertical distance of 61 centimeters (24 inches) above the stored organic liquid surface.</p> <p>No specification for other types of primary seals.</p> <p>(Gap requirements for primary and secondary seals same as Proposed Rule 1178).</p> <p>Secondary seals shall not be attached to the primary seal. Both seals may be removed for preventive maintenance upon notification of the E.O. for a period of up to 72 hours. There shall be no holes, tears or openings in the secondary seal or in the primary seal envelope surrounding the annular vapor space enclosed by the roof edge, seal fabric, and secondary seal.</p>	<p>Subpart K No seal specs. given</p> <p>Subpart Ka The closure device has to consist of 2 seals, one above the other. The floating roof has to be floating on the liquid at all times, except during emptying or refilling.</p> <p>The primary seal can either be a metallic shoe seal, a liquid-mounted or a vapor mounted seal.</p> <p>For tanks with metallic shoe, one end of the metallic shoe is to extend into the stored liquid and the other end is to extend a minimum vertical distance of 61 cm (24 in) above the stored liquid surface.</p> <p>There are to be no holes, tears, or other openings in the shoe, seal fabric, or seal envelope</p> <p>The secondary seal type is not specified.</p> <p>Subpart Kb The closure device consists of 2-seals, one above the other. The floating roof has to float on the liquid at all times, except during emptying or refilling.</p> <p>Primary seals may be metallic shoe or liquid mounted.</p> <p>Secondary seals must cover the annular space between the rim and the tank wall in a continuous fashion.</p> <p>Primary and secondary seals need to meet certain gap criteria.</p> <p>There are to be no holes, tears, or other openings in the shoe, seal fabric, or seal envelope.</p>	<p>An external floating roof tank shall be equipped with a primary and secondary seal.</p> <p><u>Primary Seal</u> The primary seal fabric shall have no holes, tears or other openings, which would allow the emission of organic vapors.</p> <p>The primary seal may be liquid-mounted or may be of the metallic shoe type. Metallic shoe type seals shall be installed so that one end of the shoe extends a minimum vertical distance of 61 cm (24 in.).</p> <p>For <u>welded</u> tanks, no gap between the tank shell and the primary seal shall exceed 3.8 cm (1-1/2 in.); No continuous gap greater than 0.32 cm (1/8 in.) shall exceed 10% of the circumference of the tank. The cumulative length of all primary seal gaps exceeding 1.3 cm (1/2 in.) shall not be more than 10% of the circumference. The cumulative length of all primary seal gaps exceeding 0.32 cm (1/8 in.) shall not be more than 40% of the circumference.</p> <p>For <u>riveted</u> tanks, no gap between the tank shell and the primary seal shall exceed 6.4 cm (2-1/2 in.). The cumulative length of all primary seal gaps exceeding 3.8 cm (1-1/2 in.) shall not be more than 10% of the circumference.</p> <p><u>Secondary Seals</u> The secondary seal shall allow easy insertion of probes up to 3.8 cm (1-1/2 in.) in width in order to measure gaps in the primary seal.</p>

External Floating Roof Tank Requirements (Seals/Gaps continued)			
PAR 1178	Rule 463	40CFR60	BAAQMD Regulation, Rule 5
<p>There shall be no holes, tears or openings in the secondary seal or in the primary seal envelope surrounding the annular vapor space enclosed by the roof edge, seal fabric and the secondary seal.</p>			<p>For <u>welded</u> tanks, no gap between the tank shell and the secondary seal shall exceed 1/3 cm (1/2 in.). The cumulative length of all secondary seal gaps exceeding 0.32 cm (1/2 in.) shall not be more than 5% of the circumference of the tank.</p> <p>For <u>welded</u> external floating roof tanks with seals installed after 9/4/85, no gap between the tank shell and the secondary seal shall exceed 1.5 mm (0.06 in.). The cumulative length of all secondary seal gaps exceeding 0.5 mm (0.02 in.) shall be no more than 5% of the circumference of the tank, excluding gaps less than 5 cm (1.79 in.) from vertical weld seams.</p> <p>For riveted tanks, the secondary seal shall consist of at least two sealing surfaces, such that the sealing surfaces prevent the emission of organic compounds around the rivets. Serrated surfaces are allowed if the length of the serration does not exceed 15.2 cm (6 in.). No gap between the tank shell and the secondary seal shall exceed 1.3 cm (1/2 in.). The cumulative length of all secondary seal gaps exceeding 0.32 cm (1/8 in.) shall be not more than 5% of the circumference.</p>

External Floating Roof Tank Requirements (Fittings)

PAR 1178	Rule 463	40CFR60	BAAQMD Regulation 8, Rule 5
<p>Access hatches, gauge float.</p> <p>Wells shall be equipped with covers that are gasketed and bolted, with no visible gaps. Gauge hatch/sample wells shall be equipped with covers that are gasketed and bolted, with no visible gaps.</p> <p>Adjustable roof legs wells shall be equipped with gaskets or the legs shall be covered with VOC impervious socks whenever the roof is floating.</p> <p>Floating roof rim vents and vacuum breakers shall be gasketed and closed at all times except when the tank roof is floated off or landed on its leg supports.</p> <p>Unslotted guidepoles shall be equipped with gasketed covers at the end of the poles. The covers shall be closed at all times, with no visible gaps, except when sampling.</p> <p>Unslotted guidepole wells shall be equipped with gasketed sliding covers and flexible fabric sleeves or wipers.</p> <p>Slotted guidepoles shall be equipped with:</p> <ul style="list-style-type: none"> - A gasketed cover, a pole wiper, and a pole float with a wiper or seal; or - A gasketed cover, a pole wiper and a pole sleeve that extends into the liquid; or - A gasketed cover, a pole wiper, a pole sleeve and a flexible enclosure system 	<p>All openings in the roof except pressure-vacuum (PV) valves, shall provide a projection below the liquid surface to prevent belching, escape, or entrainment of organic liquid, and shall be equipped with a cover, seal or lid. The cover, seal, or lid shall at all times be in a closed position, with no visible gaps, except when the device or appurtenance is in use.</p> <p>PV valves shall be set to within 10 percent of the maximum allowable working pressure of the roof</p>		<p>Except for the pressure vacuum valves, all openings shall meet the following conditions: The opening shall provide a projection below the liquid surface to prevent belching of liquid and reduce escaping of organic vapors. The view ports and other openings, except floating roof legs, shall be equipped with a gasketed cover, seal or lid, which shall remain in a closed position at all times, except when the opening is in use.</p> <p>Effective 6/1/93, view ports and other openings, except floating roof legs shall be equipped with a gasketed cover, seal or lid. For inaccessible openings on internal floating roof tanks, there shall be no visible gaps as viewed from the fixed roof manway, except when the opening is in use.</p> <p>Pressure-vacuum valves shall be set to within 10% of the maximum allowable working pressure of the roof or at least 25 mm Hg (0.5 psig) and shall be properly installed, maintained, and in good operating order and shall remain in a gas tight condition (10,000 ppm, as methane), above background, except when the operating pressure exceeds the valve set pressure.</p> <p>Solid sampling and gauge wells shall be equipped with a cover, seal or lid, which shall be in a closed position with no gap exceeding 0.32 cm (1/8 in.) except when in use.</p>

External Floating Roof Tank Requirements (Fittings continued)

PAR 1178	Rule 463	40CFR60	BAAQMD, Regulation 8, Rule 5
<p>Roof drains shall be equipped with a slotted membrane fabric that covers 90 percent of the roof drain opening or other device with an equivalent control efficiency</p>	<p>Roof drains shall be equipped with a slotted membrane fabric that covers at least 90% of the roof drain area opening</p>	<p>Subpart Ka Roof drains to be equipped with slotted fabric membranes covering at least 90% of the opening.</p> <p>Subpart Kb Roof drains to be equipped with slotted fabric membranes covering at least 90% of the roof drain opening.</p>	<p>As of 6/1/2000, the well on an EFRT shall be equipped with the following: a sliding cover, well gasket, pole sleeve, pole wiper and an internal float and float wiper designed to minimize the gap between the float and the well, provided that the gap shall in no case exceed 1/2 in. or shall be equipped with a well gasket, a zero gap pole wiper seal and a pole sleeve that projects below the liquid surface.</p> <p>Any emergency roof drain shall be provided with a slotted membrane fabric cover, or equivalent, that covers at least 90% of the area of the opening.</p>

Domed External Floating Roof Tanks (Seals and Fittings)			
PAR 1178	Rule 463	40CFR60	BAAQMD, Regulation 8, Rule 5
<p>Rim seal system must consist of a primary and a secondary seal.</p> <p>Rim seal specifications must be the same as those for External Floating Roof Tanks</p> <p>Slotted guidepoles shall be equipped with:</p> <ul style="list-style-type: none"> - A gasketed cover, a pole wiper, and a pole float with a wiper or seal; or - A gasketed cover, a pole wiper and a pole sleeve that extends into the liquid; or - A gasketed cover, a pole wiper and a flexible enclosure system 	<p>Rule has no requirements for Domed External Floating Roof Tanks</p>	<p>Rule has no requirements for Domed External Floating Roof Tanks</p>	<p>Rule has no requirements for Domed External Floating Roof Tanks</p>

Internal Floating Roof Tanks (Fittings)			
PAR 1178	Rule 463	40CFR60	BAAQMD, Regulation 8, Rule 5
<p>As of 7/1/2004:</p> <p>Same requirements for roof fittings as external floating roof tanks.</p> <ul style="list-style-type: none"> - Support columns and wells shall be equipped with sliding covers that are gasketed or with flexible fabric sleeves. <p>As of 7/1/2003, tank roof openings shall be in a vapor tight condition (500 ppm per Method 21).</p> <p>Slotted guidepoles shall be equipped with:</p> <ul style="list-style-type: none"> - A gasketed cover, a pole wiper, and a pole float with a wiper or seal; or - A gasketed cover, a pole wiper and a pole sleeve that extends into the liquid; or - A gasketed cover, a pole wiper and a flexible enclosure system 	<p>After 6/1/84:</p> <p>May have a single liquid-mounted primary seal or primary/secondary seals.</p> <p>(Organic) vapor space above the roof must be:</p> <ol style="list-style-type: none"> 1. < 50% of LEL for tanks installed prior to 6/1/84 2. < 30% of LEL for tanks installed after 6/1/84 <p>All fittings and openings shall be gasketed and controlled.</p>	<p>Subpart Ka</p> <p>Each opening in the cover except for automatic bleeder vents, rim space vents, stub drains and leg sleeves is to be equipped with a cover, seal, or lid which is to be maintained in a closed position at all times (i.e., no visible gap) except when the device is in actual use.</p> <p>Each opening in the cover except for automatic bleeder vents and the rim space vents is to provide a projection below the liquid surface.</p> <p>Subpart Kb</p> <p>May have single foam or liquid filled liquid mounted seal, a mechanical shoe seal or double seal of which the primary may be vapor mounted.</p> <p>Each opening in the cover except for automatic bleeder vents, rim space vents, stub drains and leg sleeves is to be equipped with a cover, seal, or lid which is to be maintained in a closed position at all times (i.e., no visible gap) except when the device is in actual use.</p> <p>Each opening in the cover except for automatic bleeder vents and the rim space vents is to provide a projection below the liquid surface</p>	<p>The internal floating roof shall be either :</p> <p>(a) A liquid mounted primary seal, mounted in full contact with the liquid in the annular space b/w the tank shell and the floating roof or</p> <p>(b) A vapor mounted primary and secondary seal.</p> <p>Metallic shoe-type seals shall be installed so that one end of the shoe extends into the stored liquid and the other end extends a minimum vertical distance of 18 inches above the stored liquid surface.</p> <p>For welded external floating roof tanks installed after 2/1/93, no gap b/w the tank shell and secondary seal shall exceed 1.5 mm (0.06 in.).</p>

Inspection and Maintenance Requirements			
PAR 1178	Rule 463	40CFR60	BAAQMD, Regulation 8, Rule 5
<p>Semiannual inspections of primary and secondary seals and each time the tank is emptied and degassed done by certified person.</p> <p>All piping, valves, pressure-vacuum valves and other openings shall be inspected on an annual basis and each time the tank is emptied and degassed.</p> <p>All defects shall be repaired within 72 hours after an inspection determines that equipment is not operating in compliance or prior to putting a tank that has been emptied and degassed back in service.</p> <p>Slotted guidepoles with a flexible enclosure system (FES) to be visually inspected for holes, tears, slots, rips or gaps to ensure FES is properly secured to the top of the guidepole and to the tanks cover at the bottom</p>	<p>Semiannual inspections of primary and secondary seals and each time the tank is emptied and degassed done by certified person All defects shall be repaired within 72 hours or prior to putting the tank back in service</p>	<p>Subpart K Records of products stored, period of storage and maximum vapor pressure of the liquid stored.</p> <p>Subpart Ka Records of products stored, period of storage and maximum vapor pressure of the liquid stored.</p> <p>Subpart Kb Measurements of gaps between the tank wall and the primary seal (seal gaps) shall be performed during the hydrostatic testing of the vessel or within 60 days of the initial fill with VOL and at least once every 5 years thereafter. Measurements of gaps between the tank wall and the secondary seal shall be performed within 60 days of the initial fill with VOL and at least once per year thereafter.</p>	<p>Primary Seal Inspection For welded EFRTs with seals installed after 9/4/85 and welded IFRTs with seals installed after 2/1/93, the seal shall be inspected for compliance by the operator once every 10 years. After 12/1/93, once every 10 years, for IFRTs. Once every 5 years for all other tanks.</p> <p>Secondary Seal Inspection For welded EFRTs with seals installed after 9/4/85 and welded IFRTs with seals installed after 2/1/93, the seal shall be inspected for compliance by the operator once every 10 years. After 12/1/93, once every 10 years, for IFRTs. Annually for all other tanks. The primary and secondary seals of all IFRTs shall be visually inspected for holes, tears, or other openings in the seal fabric which allow the emission of organic vapors.</p>

Recordkeeping and Reporting			
PAR 1178	Rule 463	40CFR60	BAAQMD Regulation 8, Rule 5
<p>Inspection reports filled out on District approved forms and mailed to the District within 5 working days of completion of inspections and on January 31 and July 31, respectively, upon completion of 2 consecutive quarterly inspections.</p> <p>Records to be kept for 5 years</p>	<p>Inspection reports filled out on District approved forms and mailed to the District within 5 working days or 120 hours if violations are found.</p> <p>All compliance inspection reports to be submitted electronically or by hard copy within 5 working days.</p> <p>Inspection and repair records to be maintained for 3 years.</p> <p>Emission data records to be maintained for most recent 2-year period.</p> <p>Written violation reports to be submitted within 120 hours of the violation determination.</p>	<p>Subpart Kb Inspection reports of floating roof tanks submitted within 30 days. For fixed roof tanks vented to vapor recovery a report an operating plan shall be kept, indicating the parameter monitored. For fixed roofs vented to a flare or incinerator a report shall be submitted indicating any period of pilot flame out within 6 months of initial start-up and on a semi-annual basis thereafter Records to be kept for a minimum of 2 years.</p>	<p>An accurate record of liquids stored and their true vapor pressure ranges of such liquids shall be maintained. For primary seals, certification of actual gap measurements shall be submitted upon installation of such primary seal, replacement of such seal or prior to installation of secondary seals, and at least every 5 years following such installation or replacement, unless the secondary seal is for: An Internal Floating Roof Tank (IFRT) or a welded floating roof tank installed after 9/4/85 (for External Floating Roof Tanks - EFRTs) and after 2/1/93 (for IFRTs), respectively. Then it shall be done every 10 years. For secondary seals, EFRT - Annual certification of gap measurement. Time interval between certification not to exceed 15 months. IFRT - At least once every 10 years.</p>

Test Methods			
PAR 1178	Rule 463	40CFR60	BAAQMD Regulation 8, Rule 5
<p>For VOC leaks EPA Method 21 Efficiency of a vapor recovery system shall be determined according to EPA Methods 25 or 25A; District Method 25.1 or 25.3.</p> <p>Vapor pressure determination of liquids stored determined by flash point (ASTM Method D-93) and 10% evaporation (ASTM Method D86).</p>	<p>For VOC leaks EPA Method 21. Efficiency of a vapor recovery system shall be determined according to SCAQMD Test Method 501.1 for the determination of total organic compound emissions. EPA Methods 25 or 25A may be used, as applicable, in place of SCAQMD Test Method 25.1 specified in Method 501.1. The Reid vapor pressure specified in paragraph (b)(3) and the Reid vapor pressure used in determining the true vapor pressure limit specified in paragraph (d)(5) shall be determined according to ASTM D-323-82 or California Code of Regulations, Title 13, Section 2297</p>	<p>Subpart Ka The true vapor pressure of materials stored is determined using available data on typical Reid Vapor Pressure from API Bulletin 2517 and maximum expected storage temperature</p> <p>Subpart Kb Vapor Pressure of crude and distillates is determined from monographs in API Bulletin 2517 or ASTM Method D2879-83 or is calculated or measured by an equivalent method.</p>	<p>For VOC leaks: EPA Method 21. RVP: Manual of Procedures; Vol. III, Lab. Method 13 Analysis of Samples, Total Vapor Pressure: Vol. IV, Lab. Method 28 Determination of Emissions: Manual of Procedures, Vol. IV, ST-4 Vol. IV, ST-7</p>

Rule Exemptions			
PAR 1178	Rule 463	40CFR60	BAAQMD Regulation 8, Rule 5
<ol style="list-style-type: none"> 1. Pressurized storage tanks designed to operate in excess of 15 psig without any emissions to the atmosphere under emergency conditions. 2. Domed external floating roof tanks installed prior to 1/1/02 shall be exempt from rim seal system and other doming requirements outlined in this rule. 3. Facilities with an emissions cap equal to or less than 40,000 pounds (20 tons) per year of VOC shall be exempt from the requirements of the rule. 4. External floating roof tanks with permit conditions limiting the true vapor pressure of the stored organic liquids in the tanks to 3 psia or lower shall be exempt from the doming requirements of the rule. 5. Portable Baker tanks storing liquids with true vapor pressure of between 0.1 and 0.5 psia and equipped with carbon canisters meeting the 500 ppmv outlet concentration shall be exempt from performance testing, provided the operator conducts periodic EPA Method 21 measurement to ensure the 500 ppmv system standard is maintained. 	<p>Oil production tanks with a capacity of between 19,815 gallons and 42,008 gallons, which have a properly maintained vapor-tight roof and are equipped with a pressure-vacuum valve, which is set to within 10% of the maximum allowable working pressure of the tank, are exempt from the control requirements of the rule when:</p> <ol style="list-style-type: none"> 1. The liquid contents do not comply with paragraph (c) only when heated for shipment, and such heating occurs for no more than 48 hours and not more than once in any 20-day period <u>or</u> the tank has a monthly average throughput of no more than 30 barrels of oil per day and was constructed prior to 6/1/84. 2. Tanks being brought into compliance within the 72-hr period from the determination of non-compliance. 	<p>Subpart K Storage vessels for petroleum or condensate stored, processed, and/or treated at a drilling and production facility prior to custody transfer.</p> <p>Subpart Ka Petroleum liquid storage vessels with a capacity of less than 420,000 gallons used for petroleum or condensate stored, processed, or treated prior to custody transfer is exempt from the requirements of this subpart.</p> <p>Subpart Kb</p> <ol style="list-style-type: none"> 1. Vessels at coke oven by-product plants 2. Pressure vessels designed to operate in excess of 204.9 kPa and without emissions to the atmosphere. 3. Vessels permanently attached to mobile vehicles such as trucks, railcars, barges or ships. 4. Vessels with a design capacity less than or equal to 1589.874 cubic meters (420,045 gallons) used for petroleum or condensate stored, processed, or treated prior to custody transfer. 5. Vessels located at bulk gasoline plants. 6. Storage vessels located at gasoline service stations. 7. Vessels used to store beverage alcohol 	<ol style="list-style-type: none"> 1. Underground gasoline storage tanks at gasoline dispensing facilities are exempt from this rule. 2. The rule does not apply to tanks storing organic liquids with a true vapor pressure of less than or equal to 0.5 psia as determined by the test methods outlined in the rule.

REFERENCES

Ferry, R. 2000. *Slotted Guidepole Agreement*. Prepared by R. Ferry, the TGB Partnership

U.S. Environmental Protection Agency, Slotted Guidepoles at Certain Petroleum and Organic Liquid Storage Vessels, Federal Register 65 FR 19891, April 13, 2000

SCAQMD, Staff Report - Proposed Amended Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II, May 2017,

APPENDIX A: COMMENTS AND RESPONSES

Definitions

Comment 1-1:

The definition of Flexible Enclosure System (FES) includes the material being resistant to ultraviolet radiation. Since the FES that is installed on internal floating and a domed external floating roof tanks will not be exposed to sunlight/ultraviolet (UV) radiation since they will be installed below the fixed roof portion of the tank, the material of the FES in these circumstances should not be required to be UV resistant. Only the FES for the external floating roof tank should be required to be manufactured from UV resistant material.

Response to Comment 1-1:

Based on manufacturer information Flexible Enclosure Systems are manufactured from a standard material that is resistant to ultraviolet radiation and there is no distinction of material based on the type of tank. In addition, having an FES that is made of ultraviolet resistant material may add useful life to the FES and as such may result in cost savings for the operator of internal floating and domed external floating roof tanks.

Slotted Guidepole Requirements

Comment 1-2:

When a Flexible Enclosure System (FES) is installed on a slotted guidepole, the use of a wiper and a pole sleeve will not provide additional emission reductions. In addition, during a visual inspection, there will be no way to confirm whether or not the slotted guidepole is actually equipped with either a wiper or a pole sleeve.

Response to Comment 1-2:

A slotted guidepole that has had its pole float removed will no longer have a float wiper associated with the guidepole and this requirement has not been proposed in the rule amendment. In the case of an internal floating and a domed external floating roof tank, PAR 1178 requires installation of a gasketed cover, a pole wiper and a FES on a slotted guidepole when the pole float is removed. However, based on Tank 4:09 VOC sample emission calculations, removal of a pole float from an external floating roof tank slotted guidepole would significantly increase emissions and based on the lack of specific emissions calculations for the FES replacement, therefore there would be a need for a pole sleeve is being required in order to ensure comparable reductions in emissions. to be installed in order to mitigate these emissions. ~~Therefore there would be a need for a pole sleeve is being required in order to ensure comparable reductions in emissions. to be installed in order to mitigate these emissions.~~ The inability to limitation that there is no

confirmation whether or not a slotted guidepole is actually equipped with either a wiper or a pole sleeve during a visual inspection does not invalidate the need for the device.

Comment 1-3:

The rule provision that requires the Flexible Enclosure System (FES) be tightly double-clamped and secured at both the top and the bottom of the slotted guidepole should be amended to require the FES being double-clamped and secured at the top of the guidepole, while the bottom of the FES should be secured tightly by a single clamp to the top of the floating roof of the storage tank since the bottom of the guidepole will be submerged and under the floating roof.

Response to Comment 1-3:

Staff agrees with this comment and will incorporate these suggestions into PAR 1178.

Comment 1-4:

The provisions of the rule amendment limit the use of an FES only in conjunction with radar gauging. However, currently industry uses the FES/slotted guidepole configuration, not only for gauging, but also for other purposes such as sample collection. In some cases storage tanks are equipped with multiple slotted guidepoles which are not all equipped with radar gauges. Therefore, limiting the use of an FES to be only in conjunction with radar gauging could result in non-compliance.

Response to Comment 1-4:

Staff agrees with this comment and will incorporate these suggestions into PAR 1178.

Comment 1-5:

When an FES is used on a slotted guidepole, PAR 1178 requires that pole wipers be required for all categories of storage tanks and pole sleeves be required for external floating roof tanks. Logically, it would seem that since the FES provides a vapor barrier, there is no pathway to atmosphere and the addition of wipers and sleeves would not provide additional control and in addition, 65 FR 19891 establishes equivalent control when EPA states that the FES can reduce emissions to a level comparable to that achievable with a pole float system.

Response to Comment 1-5:

Although the U.S. EPA recognizes the FES as an emission control option, in the absence of data that shows the extent to which emissions would be reduced, staff is unable to quantify any emission reductions that may be achieved by the FES. As such, staff believes that PAR 1178 should maintain the existing rule requirements that call for pole wipers and pole sleeves in order to eliminate the chance of creating emission increases. Additionally, while the STERPP agreement announced acceptable options for slotted guidepoles for NSPS Subpart Ka/Kb tanks, PAR 1178 is

not intended to authorize inconsistencies with any potential applicable requirements in 40 CFR Part 61 and 63. For example, when a storage vessel may be subject to 40 CFR Part 63, Subpart WW, the pole wiper may be a required component.

Comment 1-6:

There is some concern that some facilities may have FES installed, but may have done so without a wiper or a pole sleeve to be consistent with the STERPP agreement, thereby creating a non-compliance issue. In addition, retrofitting a tank with the FES may also require that the tank be drained which may create additional emissions which may be required to be controlled per Rule 1149.

Response to Comment 1-6:

Staff agrees that there is a possibility that this scenario may occur. However, in the event that this situation may arise, staff will work with facility operators on a case-by-case basis to address this issue to ensure compliance with PAR 1178.

Inspections

Comment 1-7:

Will the scope of the current visual inspection technique for internal floating roof and domed external floating roof tanks, which includes visual inspections of gaskets, seals and other fittings be expanded to include the inspection of the FES on these categories of storage tanks where they apply with no physical contact with the FES?

Response to Comment 1-7:

The scope of the current visual inspection will be expanded to include visual inspections for the FES where they exist on slotted guidepoles associated with internal floating roof and domed external floating roof tanks. Based on current practice, a visual inspection may be conducted from the platform.

Rule 219 Exemptions



Western States Petroleum Association
Credible Solutions • Responsive Service • Since 1907

Bridget McCann

Manager, Southern California Region

February 12, 2018

David De Boer
Planning and Rules Manager
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178

Via e-mail at: ddeboer@aqmd.gov

Re: Proposed Amended Rule 1178, Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities

Dear Mr. DeBoer:

Western States Petroleum Association (WSPA) appreciates this opportunity to provide feedback on Proposed Amended Rule 1178, Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities. WSPA is a non-profit trade association representing companies that explore for, produce, refine, transport and market petroleum, petroleum products, natural gas and other energy supplies in five western states including California.

On May 5, 2017, the South Coast Air Quality Management District (SCAQMD) Governing Board adopted the following resolution language on amendments to Rule 219, Equipment Not Requiring a Written Permit Pursuant to Regulation II:

“BE IT FURTHER RESOLVED, that the Governing Board directs staff to work with the United States Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB) and interested stakeholders to introduce proposed amendments to Rule 1178 - Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities within the first quarter of 2018 to incorporate VOC emission control technologies for guidepoles in a floating roof tank, as recognized by U.S. EPA including the Storage Tank Emission Reduction Partnership Program (STERPP). The Governing Board also directs staff to explore various mechanisms to minimize permitting impacts when addressing VOC control technologies for guidepoles in a floating roof tank that are recognized in any amendment to Rule 1178, including a possible Rule 219 exemption;”¹

In accordance with the May 2017 SCAQMD Governing Board resolution, and as recognized by the U.S. EPA STERPP, WSPA requests that the District minimize permitting impacts and allow facilities to utilize the various VOC control technologies for guidepoles currently permissible under Rule 1178, and that flexible enclosure systems (vapor socks) be allowed under a Rule 219 exemption.

2-1

¹ SCAQMD Board Hearing Agenda No. 27 Proposal: Amend Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II; and Amend Rule 222 – Filing Requirements for Specific Emission Sources Not Requiring a Written Permit Pursuant to Regulation II, <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-may5-027.pdf?sfvrsn=12>

970 W. 190th Street, Suite 304, Torrance, California 90502
(310) 808-2148 Fax: (310) 324-9063
bmccann@wspa.org www.wspa.org

Mr. De Boer, SCAQMD
February 12, 2018
Page 2

If you have any questions, please contact me at (310) 808-2146 or by email at bmccann@wspa.org.

Sincerely,



cc: Michael Morris, SCAQMD
Kennard Ellis, SCAQMD
Patty Senecal, WSPA

970 W. 190th Street, Suite 304, Torrance, California 90502
(310) 808-2146 Fax: (310) 324-9063
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Rule 219 Exemptions



2350 E. 2223rd Street
Carson, CA 90810

310-847-3630
andeavor.com

February 6, 2018

Mr. Michael Morris
Program Supervisor
South Coast Air Quality Management District
21865 Copley Dr.
Diamond Bar, CA 91765

Via e-mail at: mmorris@aqmd.gov

Re: Proposed Amended Rule 1178, Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities

Andeavor appreciates the opportunity to submit comments on the draft proposed amendments to Rule 1178 as well as the Preliminary Draft Staff Report that were discussed at the January 10, 2018 Working Group meeting.

May 5, 2017 Board Resolution Language

As a preface to our comments, the following SCAQMD Board Resolution language, from the May 5, 2017, adoption hearing on amendments to Rule 219, provides context.

BE IT FURTHER RESOLVED, that the Governing Board directs staff to work with the United States Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB) and interested stakeholders to introduce proposed amendments to Rule 1178 - Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities within the first quarter of 2018 to incorporate VOC emission control technologies for guidepoles in a floating roof tank, as recognized by U.S. EPA including the Storage Tank Emission Reduction Partnership Program (STERPP). The Governing Board also directs staff to explore various mechanisms to minimize permitting impacts when addressing VOC control technologies for guidepoles in a floating roof tank that are recognized in any amendment to Rule 1178, including a possible Rule 219 exemption; and

The genesis of this resolution language was the Andeavor (at the time Tesoro) request to streamline any permitting requirements for the simple replacement of a pole float on a slotted guidepole of a floating roof tank with a "vapor sock" or flexible enclosure, an equivalent emissions control technology as recognized by USEPA.

SCAQMD
 Proposed Amended Rule 1178
 December 14, 2017
 Page 2

219 Exemption

Andeavor believes that the best and most straightforward approach to addressing the substitution of vapor socks for pole floats is via a Rule 219 exemption. We do not believe that amendments to Rule 1178 are a necessary prerequisite to including such a provision in Rule 219. Rule 1178 already requires

any opening associated with slotted guidepoles to be covered. We suggest wording similar to the existing exemption in 219 regarding floating tank seal replacement.

Replacement of floating roof tank seals, provided that the replacement seal is of a type and model which the Executive Officer has determined is capable of complying with the requirements of Rule 463.

Specifically, Andeavor recommends the following Rule 219 language:

Substitution of pole floats with flexible enclosures if the flexible enclosure is of a type and model which the Executive Officer has determined is capable of complying with the requirements of Rule 1178.

Alternatively, Rule 1178 could be amended to specifically mention flexible enclosures can be substituted for pole floats on slotted guidepoles, but indicate that permit modifications are not necessary to allow this substitution.

Given that the Board directed staff to minimize permitting impacts associated with flexible enclosures, we strongly believe that requiring permit modifications would be contrary to Board direction.

Equivalent or better emission reductions

Andeavor has been pleased to host two separate site visits for SCAQMD personnel to view a tank that replaced its pole float with a vapor sock / flexible enclosure to enable use of radar gauging to test for fluid level in the tank. On both occasions, no VOCs were detected with a FLIR camera. Our experience is consistent with USEPA's STERRP agreement conclusions, that substituting a pole float with a vapor sock will result in equivalent emissions, if not even lower emissions.

SCAQMD Permit Streamlining Objective

Andeavor's recommendation for Rule 219 treatment for flexible enclosures is consistent with SCAQMD's objective to reduce the permitting backlog and streamline the permitting experience. Although emissions will be equivalent, and possibly even less, than the current technology of pole floats, Andeavor's experience has been that the process to permit flexible enclosures has been lengthy, taking almost two years to complete. Of course, in the give and take of permitting, Andeavor's responses to questions from SCAQMD has factored into the length of time necessary to obtain the permits. However, we submit that the replacement of flexible enclosures for pole floats is in keeping with permit streamlining objectives and should be eligible for Rule 219 Exemption treatment so that no lag time is necessary in making this replacement.

2-2

SCAQMD
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Conclusion

Andeavor appreciates staff's willingness to consider ways to minimize permitting impacts for flexible enclosures, as directed by the SCAQMD Board's resolution. We believe a Rule 219 exemption is the best approach to implement the Board's direction. We are committed to continuing to work with SCAQMD on this issue.

Please let me know if you have any questions.

Sincerely,

Susan R. Stark

Susan R. Stark
Senior Manager, Regulatory Affairs
682.465.1925

cc: David DeBoer, Planning and Rules Manager, SCAQMD
Robert Nguyen, Tesoro Los Angeles Refinery
Donna DiRocco, Tesoro Logistics
Ruthanne Walker, Tesoro Logistics

Responses to Comments 2-1 and 2-2:

Staff has amended Rule 219 to incorporate the exemption for Flexible Enclosure Systems as requested by stakeholders.

ATTACHMENT I



South Coast Air Quality Management District

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

SUBJECT: NOTICE OF EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

PROJECT TITLE: PROPOSED AMENDED RULE 1178 – FURTHER REDUCTION OF VOC EMISSIONS FROM STORAGE TANKS AT PETROLEUM FACILITIES; AND PROPOSED AMENDED RULE 219 – EQUIPMENT NOT REQUIRING A WRITTEN PERMIT PURSUANT TO REGULATION II

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, the South Coast Air Quality Management District (SCAQMD) is the Lead Agency and has prepared a Notice of Exemption for the project identified above.

SCAQMD staff has reviewed the proposed project to amend Rule 1178 - Further Reduction of VOC Emissions from Storage Tanks at Petroleum Facilities, and Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II in accordance with: 1) CEQA Guidelines Section 15002(k) - General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA; and 2) CEQA Guidelines Section 15061 - Review for Exemption, procedures for determining if a project is exempt from CEQA.

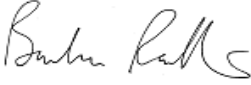
The proposed project is comprised of amendments to Rules 1178 and 219 which would provide storage tank operators with an additional option for controlling volatile organic compound (VOC) emissions from aboveground floating roof tanks. The proposed amendments are consistent with the 2000 United States Environmental Protection Agency (U.S. EPA) Storage Tank Emission Reduction Partnership Program (STERPP) Agreement. Specifically, the proposed amendments to Rule 1178 would: 1) allow the installation of a Flexible Enclosure System on a slotted guidepole of any internal, external, or domed floating roof tank provided that the applicable combination of components is used to replace a pole float and float wiper/seal; 2) clarify that repairs or replacements shall occur within 72 hours after an inspection determines equipment is not operating in compliance; 3) clarify that inspection reports and related documents are due on January 31 and July 31, respectively, after completion of two consecutive quarterly inspections; and 4) update inspection procedures and compliance report forms to incorporate data observed from visual inspections of slotted guidepoles equipped with a Flexible Enclosure System. Note that for an external floating roof tank, the proposed amendments to Rule 1178 also require installation of a pole sleeve in conjunction with a Flexible Enclosure System. The purpose of the proposed amendments to Rule 219 are to exempt certain installations of a Flexible Enclosure System that occur in accordance with the proposed amendments to Rule 1178 from the requirement to obtain a written permit. Specifically, the proposed amendments to Rule 219 would add new paragraph (m)(25) to exempt storage and transfer equipment from the requirement to obtain a written permit when a pole float used to control emissions from slotted guidepoles in floating roof storage tanks is replaced with a pole sleeve or a pole sleeve in combination with a Flexible Enclosure System. If these optional replacements occur for external floating roof tanks, VOC emissions associated with a pole sleeve will be comparable to those of a pole float with float wiper/seal; thus, it can be

seen with reasonable certainty that a pole sleeve with a Flexible Enclosure System will provide equivalent or better VOC emissions control as that of a pole float with float wiper/seal for external floating roof tanks. Similarly, if these optional replacements occur for internal or domed external floating roof tanks, even though a pole sleeve will not be required with a Flexible Enclosure System, the use of a Flexible Enclosure System in these circumstances is also expected to yield comparable VOC emissions control.

SCAQMD staff has determined that it can be seen with certainty that there is no possibility that the proposed amendments to Rules 1178 and 219 may have a significant adverse effect on the environment. Therefore, the project is considered to be exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Activities Covered by General Rule. A Notice of Exemption has been prepared pursuant to CEQA Guidelines Section 15062 – Notice of Exemption. If the project is approved, the Notice of Exemption will be filed with the county clerks of Los Angeles, Orange, Riverside and San Bernardino counties.

Any questions regarding this Notice of Exemption should be sent to Ryan Bañuelos (c/o Planning, Rule Development and Area Sources) at the above address. Mr. Bañuelos can also be reached at (909) 396-3479. Mr. Kennard Ellis is also available at (909) 396-2457 to answer any questions regarding the proposed amended rules.

Date: March 22, 2018

Signature: 

Barbara Radlein
Program Supervisor, CEQA Section
Planning, Rules, and Area Sources

Reference: California Code of Regulations, Title 14

NOTICE OF EXEMPTION

To: County Clerks Counties of Los Angeles, Orange, Riverside, and San Bernardino	From: South Coast Air Quality Management District 21865 Copley Drive Diamond Bar, CA 91765
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Project Title: Proposed Amended Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities; and Proposed Amended Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II

Project Location: The SCAQMD has jurisdiction over the four-county South Coast Air Basin (all of 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 SCAQMD’s jurisdiction includes the federal nonattainment area known as the Coachella Valley Planning Area, which is a sub-region of Riverside County and the SSAB.

Description of Nature, Purpose, and Beneficiaries of Project: The proposed project is comprised of amendments to Rules 1178 and 219 which would provide storage tank operators with an additional option for controlling volatile organic compound (VOC) emissions from aboveground floating roof tanks. The proposed amendments are consistent with the 2000 United States Environmental Protection Agency (U.S. EPA) Storage Tank Emission Reduction Partnership Program (STERPP) Agreement. Specifically, the proposed amendments to Rule 1178 would: 1) allow the installation of a Flexible Enclosure System on a slotted guidepole of any internal, external, or domed floating roof tank provided that the applicable combination of components is used to replace a pole float and float wiper/seal; 2) clarify that repairs or replacements shall occur within 72 hours after an inspection determines equipment is not operating in compliance; 3) clarify that inspection reports and related documents are due on January 31 and July 31, respectively, after completion of two consecutive quarterly inspections; and 4) update inspection procedures and compliance report forms to incorporate data observed from visual inspections of slotted guidepoles equipped with a Flexible Enclosure System. Note that for an external floating roof tank, the proposed amendments to Rule 1178 also require installation of a pole sleeve in conjunction with a Flexible Enclosure System. The purpose of the proposed amendments to Rule 219 are to exempt certain installations of a Flexible Enclosure System that occur in accordance with the proposed amendments to Rule 1178 from the requirement to obtain a written permit. Specifically, the proposed amendments to Rule 219 would add new paragraph (m)(25) to exempt storage and transfer equipment from the requirement to obtain a written permit when a pole float used to control emissions from slotted guidepoles in floating roof storage tanks is replaced with a pole sleeve or a pole sleeve in combination with a Flexible Enclosure System. If these optional replacements occur for external floating roof tanks, VOC emissions associated with a pole sleeve will be comparable to those of a pole float with float wiper/seal; thus, it can be seen with reasonable certainty that a pole sleeve with a Flexible Enclosure System will provide equivalent or better VOC emissions control as that of a pole float with float wiper/seal for external floating roof tanks. Similarly, if these optional replacements occur for internal or domed external floating roof tanks, even though a pole sleeve will not be required with a Flexible Enclosure System, the use of a Flexible Enclosure System in these circumstances is also expected to yield comparable VOC emissions control.

Public Agency Approving Project:
South Coast Air Quality Management District

Agency Carrying Out Project:
South Coast Air Quality Management District

Exempt Status: CEQA Guidelines Section 15061(b)(3) – Activities Covered by General Rule

Reasons why project is exempt: SCAQMD staff has reviewed the proposed amendments to Rules 1178 and 219 pursuant to: 1) CEQA Guidelines Section 15002(k) - General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA; and 2) CEQA Guidelines Section 15061 - Review for Exemption, procedures for determining if a project is exempt from CEQA. To comply with the proposed amendments to Rules 1178 and 219 storage tank operators would have the option of controlling VOC emissions from a slotted guidepole with a Flexible Enclosure System. The construction activities associated with the optional installation and operation of a Flexible Enclosure System due to implementation of the proposed amendments to Rules 1178 and 219 requirements are minimal. Further, if these optional replacements occur for external floating roof tanks, VOC emissions associated with a pole sleeve will be comparable to those of a pole float with float wiper/seal; thus, it can be seen with reasonable certainty that a pole sleeve with a Flexible Enclosure System will provide equivalent or better VOC emissions control as that of a pole float with float wiper/seal.

wiper/seal for external floating roof tanks. Similarly, if these optional replacements occur for internal or domed external floating roof tanks, even though a pole sleeve will not be required with a Flexible Enclosure System, the use of a Flexible Enclosure System in these circumstances is also expected to yield comparable VOC emissions control. Therefore, SCAQMD staff has determined that it can be seen with certainty that there is no possibility that the amendments to Rules 1178 and 219 may have a significant adverse effect on the environment. Therefore, the project is considered to be exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Activities Covered by General Rule.

Date When Project Will Be Considered for Approval (subject to change):

SCAQMD Governing Board Hearing: April 6, 2018; SCAQMD Headquarters

CEQA Contact Person: Mr. Ryan Bañuelos	Phone Number: (909) 396-3479	Email: rbanuelos@aqmd.gov	Fax: (909) 396-3982
Rule Contact Person: Mr. Kennard Ellis	Phone Number: (909) 396-2457	Email: kellis@aqmd.gov	Fax: (909) 396- 3324

Date Received for Filing: _____ **Signature:** _____ *(Signed Upon Board Approval)*
Barbara Radlein
Program Supervisor, CEQA Section
Planning, Rule Development & Area
Sources

Proposed Amended Rule 1178 - Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities

Proposed Amended Rule 219 - Equipment Not Requiring a Written Permit Pursuant to Regulation II



Public Hearing
April 6, 2018



Background

- Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II
 - Amended in May 2017; adoption Resolution directed staff to work with stakeholders to amend Rule 1178 to:
 - Incorporate VOC control technologies for guidepoles in floating roof storage tanks as recognized by U.S. EPA; and
 - Explore mechanisms to minimize permitting impacts of VOC control technologies for guidepoles in floating roof tanks subject to Rule 1178



PAR 1178 Proposal

PAR 1178 will provide the option for facilities to utilize the Flexible Enclosure System technology identified in EPA's Storage Tank Emission Reduction Partnership (STERPP) agreement

Tank Type	Option to Replace (Guidepole) Pole Float with		
Internal Floating Roof and Domed External Floating Roof	<ul style="list-style-type: none">▪ Flexible Enclosure System		
External Floating Roof Tank	<ul style="list-style-type: none">▪ Flexible Enclosure System and Pole Sleeve		

PAR 219 Proposal

- Exempts from permit the replacement of a pole float with a pole sleeve or a pole sleeve used in combination with a Flexible Enclosure System

Tank Type	Replace (Guidepole) Pole Float with
All Floating Roof Tanks	<ul style="list-style-type: none">▪ Pole Sleeve OR▪ Pole Sleeve and Flexible Enclosure System

- Paragraph (m)(25):
 - Overrides paragraph (s)(1); but should not be construed to limit or excuse the duty to comply with applicable requirements of NSPS or NESHAPS
 - Does not exempt operators from complying with Title V or Reg. XXX permit revision requirements

Staff Recommendation

Adopt the attached Resolution:

- Determining that proposed amendments to Rules 1178 and 219 are exempt from the requirements of CEQA
- Amending Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities
- Amending Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II

BOARD MEETING DATE: April 6, 2018

AGENDA NO. 25

PROPOSAL: Approve an Amendment to Executive Management Agreement with General Counsel

SYNOPSIS: This action is to present an amendment of the Executive Management Agreement with the General Counsel. Upon review of comparable terms for the Executive Officer, it is recommended that the provision relating to the application of the compensatory time policy for managers be removed, and that the General Counsel's salary be increased by an equivalent amount.

COMMITTEE: Administrative, March 9, 2018; Recommended for Approval

RECOMMENDED ACTION:

Approve amendments to the Executive Management Agreement with the General Counsel to amend salary and benefit provisions, removing the application of compensatory time accrual and sell back provisions and adjusting the salary accordingly. Proposed amendments are shown in Attachment A.

Dr. William A. Burke
Chairman

AJO:mm

Background

On February 2, 2018, the Board appointed Bayron Gilchrist as General Counsel, and approved an Executive Management Agreement with Mr. Gilchrist, which sets forth the terms and conditions of his employment. The Agreement includes a provision allowing the General Counsel to earn compensatory time in the same manner and under the same conditions as SCAQMD management employees. In addition, the Agreement provides that the General Counsel may sell back up to 60 hours of compensatory time earned each year, and will be paid for the balance of any compensatory leave hours at the time of his termination. These provisions were in the Executive Management Agreement of the previous General Counsel, Kurt Wiese. At the February Board meeting, the issue was raised as to whether these provisions are consistent with other executive management agreements and whether this compensatory time should instead be reflected as salary. In comparison, the Executive Officer's Executive Management

Agreement includes a provision that specifically excludes him from the SCAQMD policy for compensatory time for overtime for management employees.

Proposal

It is recommended that the provisions in the General Counsel’s Executive Management Agreement, in relation to compensatory time, be made consistent with the same provisions for the Executive Officer. This proposal is to amend the Agreement with the General Counsel to exclude him from the SCAQMD policy for compensatory time for overtime for management employees. To offset this reduction in benefits, the salary is proposed to be increased by an amount equivalent to the sell back of 60 hours of compensatory time. Specifically, the General Counsel’s base salary would be increased from \$202,684 to \$208,531. Proposed changes to the Executive Management Agreement with the General Counsel are reflected in Attachment A.

Resource Impacts

The amendments are an offset of compensation provisions in the General Counsel’s employment contract; there are minimal financial impacts.

Attachment

A. Proposed Revisions to Executive Management Agreement with General Counsel

ATTACHMENT A
AMENDMENTS TO EXECUTIVE MANAGEMENT AGREEMENT
GENERAL COUNSEL

EXECUTIVE MANAGEMENT AGREEMENT
between
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
and
GENERAL COUNSEL

I. TERMS OF AGREEMENT

- B. General Counsel shall initially receive a base salary of \$202,684. The term "base salary" shall not include any benefits that the General Counsel shall receive under the terms of this Agreement. The District Board may consider increases to the General Counsel's base salary based on his annual performance evaluation and as part of the District's annual budget process. Said annual salary shall be less federal and state taxes which are also applicable to other employees of the District and shall be payable every two weeks commencing on the first applicable payday following Board approval of this Agreement.

Effective April 6, 2018, General Counsel shall receive a base salary of \$208,531. Effective July 1, 2018, General Counsel shall receive a base salary increase of 2.75% (~~\$208,258~~\$214,265). Effective July 1, 2019, General Counsel shall receive a base salary increase of 2.75% (~~\$213,985~~\$220,158). Effective July 1, 2020, General Counsel shall receive a base salary increase of 2.75% (~~\$219,870~~\$226,212). The District Board will determine subsequent increases to the General Counsel's base salary, at the time and in the manner it deems appropriate.

- D. The receipt of benefits customarily given to regular employees does not create a property interest for General Counsel in his job. General Counsel shall be entitled to receive the following additional fringe benefits during this Agreement based upon the conditions as set forth below. In no event shall the District's liability exceed the actual cost to the District of the benefits described herein.

11. Other.

- f. Personal Time. Customarily, overtime is inherent in an executive manager's position. General Counsel will be accorded reasonable flexibility in absenting himself from the office for brief intervals, not to exceed one-half the General Counsel's assigned work day per occasion, if personal reasons so require. ~~General Counsel will be granted compensatory, but not paid time, on an hour-for-hour basis, for five or more hours of overtime worked in a single day. Annual sell back of and termination pay for accrued compensatory time will be in accordance with the then current District policy for management employees, except that General Counsel may sell back up to 60 hours of accrued unused compensatory time per year.~~ The District's policy as to compensatory time for overtime for management employees will not apply to the General Counsel.

 [Back to Agenda](#)

BOARD MEETING DATE: April 6, 2018

AGENDA NO. 26

PROPOSAL: Approve Three-Year Labor Agreement with SCAQMD Professional Employees Association

SYNOPSIS: SCAQMD management and SCAQMD Professional Employees Association, representing the Professional Unit employees, have completed the bargaining process, and have reached a tentative agreement on a new three-year MOU. This action is to present the proposed agreement to the Board for consideration and approval.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:

Authorize the Executive Officer to sign the ratified three-year agreement for a successor Memorandum of Understanding (MOU) with the SCAQMD Professional Employees Association (PEA), concerning the Professional Unit employees. New and revised provisions for the proposed 2018-2020 PEA MOU are shown in Attachment A. All other provisions remain unchanged from the previous (2015-2017) MOU.

Wayne Natri
Executive Officer

AJO:mm

Background

SCAQMD negotiators have met and conferred with the representatives for SCAQMD Professional Employees Association (PEA), representing the Professional Unit employees. The PEA bargaining unit members have approved the proposed terms of the new agreement. This action is to present the proposed PEA MOU to the Board for its consideration. The new and revised provisions for the proposed 2018-2020 PEA MOU are shown in Attachment A. All other provisions in the proposed MOU remain the same as in the previous agreement.

Proposal

The proposed terms for a successor PEA MOU include: the addition of three new Salary Steps (6,7,8) with a 2.75% salary increase with each Step advance, effective July 1 of 2018, 2019, and 2020, respectively; an annual payment of \$600 to each member for the 3-year period; a modified accrual limit, and a new sell back provision for Holiday Earned Hours; a modified accrual policy, and a revised payout provision for Vacation Hours; a \$1 increase to the Standby Pay rate; a modification to Call-Back Pay requirements and pay; expansion of the eligibility for Rideshare incentives to all members; and a reopener of the Group Insurance provision in September 2018 and 2019 to discuss potential increases in health insurance premiums. Other provisions in the proposed MOU address changes to work conditions, and language clarifications.

Resource Impacts

There is sufficient funding available for the first six months of the three-year agreement in the FY 2017-18 Budget. Funding for the remaining term of the labor agreement will be requested in future fiscal years' budgets.

Attachment

Attachment A – PEA MOU Changes

ATTACHMENT A

SOUTH COAST AIR QUALITY

MANAGEMENT DISTRICT

MEMORANDUM OF

UNDERSTANDING

PROFESSIONAL UNIT

January 1, 2015¹⁸ – January 1, 2017²⁰

ARTICLE 3

SALARIES

~~Section 1. Salaries during the term of this contract will be those in effect on the start of the pay period encompassing January 1st of 2015, 2016, and 2017, as listed in Appendix A.~~

~~Section 2. Upon ratification by the bargaining unit members and approval by the Governing Board, each employee shall receive a one-time payment of \$560.00 in pay period 1304, or as soon thereafter as practicable.~~

~~Section 3. As soon as practicable after November 1, 2013, each employee shall receive a one-time payment of \$491.00.~~

Section 2. As soon as practicable after June 1, 2018, each member shall receive a one-time payment of \$600. As soon as practicable after June 1, 2019, each member shall receive a one-time payment of \$600. As soon as practicable after June 1, 2020, each member shall receive a one-time payment of \$600.

ARTICLE 4

WORKING OUT-
OF-CLASS

Section 1. SCAQMD may work employees out of classification. No employee shall be worked out-of-class for more than 60 consecutive calendar days per assignment. With approval from Human Resources, a working out-of-class assignment may be extended up to an additional 60 consecutive calendar days. Employees who have completed a working out-of-class assignment shall not be eligible for another working out-of-class assignment in the same job classification for 90 calendar days. If an employee works out-of-class for more than 8 working days, after the 8th working day, the employee shall receive the pay for the classification worked.

ARTICLE 5

WORK WEEK

Section 1. The work week shall consist of four 10-hour days within a 7-calendar-day period. Work days will be Tuesday through Friday, beginning May 1, 1996, except that management may designate alternative work days for individual employees when operational needs require it. Nothing contained herein shall be construed as guaranteeing to any employee a minimum number of hours per day, days per week, weeks per year, or any other guarantee of work.

~~This work schedule shall be applied to all employees unless specifically exempted by management.~~

Employees may choose, subject to supervisory approval, to start work as early as 6:30 a.m. and to end work as late as 7:00 p.m.

This work schedule shall be applied to all employees unless specifically exempted by management.

ARTICLE 9

(Salary Resolution, Section 24, "Standby Pay")

STANDBY PAY

Section 1. Standby Pay. When authorized, a ~~\$1.00~~2.00-per-hour payment may be paid to any person assigned regularly scheduled periods of standby service at off-duty times.

Employees who are required to stand by shall must be available to return to duty with minimal delay, which may or may not require travel to SCAQMD headquarters or another location. Employees on standby shall not be considered to be inconvenienced or have their normal activities restricted if they are required to wear a paging device be available to respond to phone calls or text messages by mobile phone, or are required to leave a telephone number where they can be reached by management, or management's designee be available to respond to pages or emails.

When an employee on standby service is required to return to duty, the employee shall receive Call-Back pay, in accordance with Article 10.

ARTICLE 10

(Salary Resolution, Section 25, "Call-Back Pay")

CALL-BACK PAY

Section 1. Call-Back Pay.

- a. Whenever employees are unexpectedly ordered ~~by their supervisor~~ to return to duty because of unanticipated work requirements, such return to duty shall be deemed to be a call back if the order to return is given to the employee following termination of his or her normal work shift and departure from the work location, and such return occurs within 24 hours of when the order is given but not less than 2 hours before the established starting time of the employee's next regular shift.

An employee on standby service shall receive Call-Back pay when required to return to duty, in accordance with Section 1.b below.

- b. Any employee in a full-time permanent position shall receive call-back pay as follows:
- (1) ~~Minimum payment equal to 4 hours of pay at time and one-half (1-1/2) or~~ If the order to return to work requires travel to District headquarters or to another location to do the work,
- (a) a minimum payment equal to 4 hours of pay at time-and-one-half (1-1/2) the employee's regular rate, or
- (b) a minimum payment equal to 4 hours of compensatory time at time-and-one-half (1-1/2) to be added to his or her balance.
- (2) ~~Minimum payment equal to 4 hours of compensatory time at time-and-one-half (1-1/2) to be added to his or her balance. If the order to return to work does not require travel to District headquarters or to another location to do the work,~~

ARTICLE 10

CALL-BACK PAY

(a) a minimum payment equal to 2 hours of pay at time-and-one-half (1-1/2) the employee's regular rate, or

(b) a minimum payment equal to 2 hours of compensatory time at time-and-one-half (1-1/2) to be added to his or her balance.

If the total number of hours worked during the ~~call-back~~ return to duty exceeds ~~4 hours~~ the minimum payment, the employee shall receive compensation at time-and-one-half (1-1/2) for all hours worked. As an alternative, the employee may opt to receive compensatory time hours at time-and-one-half (1-1/2) the employee's regular rate for all hours worked. The compensatory time and overtime provisions of this section shall apply regardless of the compensatory time balance of the employee prior to being called back.

ARTICLE 14

(Salary Resolution, Section 28, "Holidays")

HOLIDAYS

Section 1. For the term of this Agreement, SCAQMD-paid holidays shall be:

- a. July 4 (Independence Day)
- b. The first Monday in September (Labor Day)
- c. November 11 (Veteran's Day)
- d. The fourth Thursday and the following Friday in November (Thanksgiving)
- e. December 25 (Christmas)
- f. January 1 (New Year's Day)
- g. The third Monday in January (Martin Luther King, Jr.'s Birthday)
- h. The third Monday in February (Presidents' Day)
- i. The last Monday in May (Memorial Day)

On each September 1 during the term of this Agreement, SCAQMD employees shall be granted 10 hours of floating holiday time (or 8 hours of floating holiday time if working a 4/8 or 5/8 schedule) in lieu of celebrating Admissions Day. On each February 1 during the term of the Agreement, SCAQMD employees shall be granted 10 hours (or 8 hours if working a 4/8 or a 5/8 schedule) of floating holiday time in lieu of celebrating Abraham Lincoln's birthday.

Whenever any employee is unable to take such time off as provided by this section regarding floating holidays, such time may be carried over into the next succeeding calendar year during which year such time off must be taken or it is lost. However, if a pay period bridges two calendar years, an employee will have until the end of that pay period to take off floating holiday time before it is lost.

Section 2. Paid Leave. Any employee who is employed on a biweekly basis shall be entitled to paid leave for holidays as defined by Section 1 above, as follows:

ARTICLE 14

HOLIDAYS

a. 40-hour-per-week employees and employees exempted for a medical condition from the 4/10 work schedule who are regularly scheduled to work a minimum of four 8-hour days per week:

- (1) Any employee working a 4/10 work schedule shall receive 10 hours of holiday pay for each said holiday.
- (2) Any employee working a 4/8 or a 5/8 schedule shall receive 8 hours of holiday pay for each said holiday.
- (3) Whenever an employee's regularly scheduled day off falls on a holiday, he or she shall be granted 10 hours of compensatory holiday earned time (8 hours if working a 4/8 or a 5/8 schedule). ~~This time shall be accounted for in the same manner as that earned under Article 6 of the MOU.~~

c. Holiday Earned

- (1) Whenever any employee is unable to take such time off as provided by this section 2a.(3) above in the same calendar year in which it is earned, such time may be carried over into the next succeeding calendar year during which year such time off must be taken or it is lost. However, if a pay period bridges two calendar years, an employee will have until the end of that pay period to take off holiday time before it is lost accrued for up to 140 hours. Holiday earned accrual will resume at the beginning of the pay period immediately following the pay period in which the balance falls below 140. This paragraph does not apply to compensatory time earned under Section 2a.(3) above.

Beginning April 6, 2018, or as soon as practicable, accrued holiday earned time will be tracked separately from accrued compensatory time. From April 6, 2018 through April 30, 2018, an employee may transfer up to 70 holiday earned hours accrued and unused during the previous 26 pay periods from the employee's compensatory time balance to the employee's holiday earned balance.

- (2) From April 6, 2018 through April 30, 2018, any employee who has held a permanent full-time position for 26 consecutive pay periods shall have the option of selling back to SCAQMD up to 70 hours of holiday earned leave time accrued, and not used, during the previous 26 pay periods. Once an employee has sold back any amount of holiday earned leave time, the employee may not do so again for another 26 pay periods.

ARTICLE 14

HOLIDAYS

Beginning May 1, 2018, any employee who has held a permanent full-time position for 26 consecutive pay periods shall have the option of selling back to SCAQMD up to 40 hours of holiday earned leave time accrued, and not used, during the previous 26 pay periods. Once an employee has sold back any amount of holiday earned leave time, the employee may not do so again for another 26 pay periods.

ARTICLE 15

(Salary Resolution, Article 9, "Vacations")

VACATIONS

Section 6. Time of Taking Vacations.

Vacations may be taken in the year in which they are earned or in subsequent years. An employee may have more than 360 hours of accrued vacation ~~on the books until~~ through the end of the last pay period beginning in December. ~~This pay period in Fiscal Year 2005-2006 is December 19, 2005, through January 1, 2006. For Fiscal Year 2006-2007, the pay period is December 18, 2006, through December 31, 2006. For Fiscal Year 2007-2008, the pay period is December 31, 2007, through January 13, 2008. No more than 360 hours of vacation may be carried over from these pay periods to the next.~~ Employees whose vacation accrual balances exceed 360 hours by the end of the last pay period beginning in December may not accrue additional vacation until balances are lowered to 360 hours. Vacation accrual will resume at the beginning of the pay period immediately following the pay period in which the balance falls to 360 or less. Employees will be paid for all accrued vacation time at termination.

~~In any event, the maximum payoff for accrued vacation at termination shall be no more than 360 hours.~~ A Professional employee who has 360 hours of current and deferred vacation will be allowed to sell back up to 40 hours of vacation providing the employee has taken off at least 80 hours of vacation in the prior 12 months. Once an employee has sold back vacation time, he may not do so again for another 26 biweekly pay periods. Employees hired after January 1, 2006, are not eligible to sell back vacation.

ARTICLE 17

GROUP INSURANCE
(Health, Dental, Life,
and Vision Insurance)

Section 2. Effective September 1, 2010, the total monthly contribution to be paid by SCAQMD for health, dental, vision, and \$10,000 life insurance shall be an amount not to exceed \$1,320.60.

~~Upon ratification by the bargaining unit members and approval of the MOU by the Governing Board, AQMD shall pay each employee the amount of \$1,440.00, which is based on payments of \$90.00 per month for the period September 1, 2011 through December 31, 2012 that would have been paid directly to the health insurance providers resulting in a reduction of premiums paid by employees. The payment shall be made in pay period 1304, or as soon thereafter as practicable.~~

~~Beginning January 1, 2013, AQMD shall pay on behalf of each employee an amount of \$140.00 per month directly to the health insurance providers resulting in a reduction of premiums paid by employees.~~

~~Beginning January 1, 2014, SCAQMD shall pay on behalf of each employee an additional amount of \$100.00385.00 per month (for a total of \$240.00 per month) on behalf of each employee directly to the health insurance providers, resulting in a reduction of premiums paid by the employees.~~

Any amount necessary to fund insurance coverage in excess of amounts listed above for each contract year shall be the responsibility of the individual employee. SCAQMD is authorized to deduct any amount necessary to maintain coverage of health, dental, life, and vision insurance in excess of the amounts listed above for each contract year by deducting the difference from the employee's biweekly pay warrant.

Any unused portion of the monthly benefit amount remaining after premiums for medical, dental, life, and, if selected by the employee, vision insurance plans have been paid will be reimbursed as cash.

Section 7. ~~No earlier than October 1, 2015 and 2016~~ September 15, 2018 and September 15, 2019, the parties agree to a reopener of Article 17, Section 2 of the MOU for purposes of discussing potential health insurance premium increases effective on or after January 1, ~~2016-2019 and 2017~~2020, respectively.

ARTICLE 26

EMPLOYEE PARKING
AND RIDESHARE

(*Administrative Code*, Section 162, "Employee Parking")

Section 2. Once a month, bargaining unit employees who rideshare and who qualify under rules in effect in the 1988-1991 MOU, except those designated by management as ineligible because of their SCAQMD vehicle assignments, will be paid \$25. ~~All Employees hired after January 1, 2006, are not eligible to receive either this payment or rideshare incentive payments.~~

ARTICLE 31

EMPLOYEE LIST
AND NEW HIRE
ORIENTATION

Section 1. Within 60 calendar days from the effective date of this MOU in a manner consistent with the California Public Records Act, SCAQMD shall provide the Union a list of the names, addresses, and classifications of all employees in the Unit represented by the Union. AQMD shall provide the Union with the name, address, and classification of any new employee thereafter with 30 calendar days of hire the name, job title, department, work location, work, home, and personal cellular telephone numbers on file, personal email addresses on file, and home address of any newly hired employee in its bargaining unit within 30 days of the date of hire or by the first pay period of the month following hire.

Section 2. Quarterly, AQMD shall, upon request, provide the Union with a list of the names, addresses, and classifications of all employees in the bargaining unit represented by the Union. In a manner consistent with the California Public Records Act, SCAQMD shall provide the Union with the name, job title, department, work location, work, home, and personal cellular telephone numbers on file, personal email addresses on file, and home address of all employees in its bargaining unit at least every 120 days.

Section 3. New Hire Orientation. As part of the onboarding process, new hires will be provided release time to attend a new hire orientation by the Union. The scheduling of the new hire orientation will be by mutual agreement between the Union and Human Resources.

ARTICLE 40

AUTHORIZED AGENTS

For the purpose of administering the terms and provisions of this MOU, principal authorized agents shall be:

1. Representing management:

~~William Johnson~~ A. John Olvera
Assistant DEO, Administrative & Human Resources
Human Resources
21685 Copley Drive
Diamond Bar, CA 91765-4182
Telephone No. (909) 396-30182309

2. Representing SC-PEA:

~~David De Boer~~ Neil Fujiwara, Vice President
South Coast-Professional Employees Association
21865 Copley Drive
Diamond Bar, CA 91765
Telephone No. (909) 396-~~2329~~3512

ARTICLE 42
RENEGOTIATION

Section 1. The parties shall commence renegotiations under the terms of this Agreement beginning no later than October 15, ~~2017~~2020, except as provided for in Section 2 of this Article.

ARTICLE 44
TERM OF MOU

Section 1. The term of this MOU shall commence on January 1, ~~2015~~2018, and shall continue for the period through December 31, ~~2017~~2020.

ARTICLE 45
PERSONNEL SYSTEM
PROCEDURE

Section 5. Examination Procedures.

c. Posting of Eligible Lists. Eligible lists are public records and will be posted ~~in~~by Human Resources on the internal website for SCAQMD staff. ~~Copies will be posted on bulletin boards in the affected divisions and field offices.~~ Cutoff scores for placement on Eligible Lists shall be made solely at the discretion of management, and are not grievable. Eligible lists shall be posted with names listed in the order of their rank, and shall include the number of those who participated in the process and the cutoff score that was used to determine inclusion on the eligible list.

ARTICLE 48
TELECOMMUTING
SUBCOMMITTEE
TELEWORK PILOT
PROGRAM

~~A joint labor-management telecommuting subcommittee shall be established within thirty (30) calendar days of the of the Governing Board's approval of this new article. The telecommuting subcommittee will consist of one (1) member appointed by each of the SCAQMD bargaining units as well as three (3) management representatives appointed by the Executive Officer or designee. The subcommittee will establish the eligibility criteria for participation and the criteria used to measure the effectiveness of the program. These criteria will be presented as a recommendation to the Executive Officer for consideration as part of a SCAQMD policy and program for telecommuting.~~

A joint labor-management teleworking committee has been established. A teleworking pilot program has been initiated. This pilot program will remain in effect until December 31, 2018, unless extended by the Executive Officer for an additional 6 months. At the end of the pilot program, the committee will make a recommendation to the Executive Officer on the approval of a SCAQMD program for teleworking, including recommendations for policy requirements and guidelines. During the pilot program, the committee will meet on a quarterly basis and submit a quarterly report to the Executive Officer.

APPENDIX A
PROFESSIONAL BARGAINING UNIT
EFFECTIVE WITH PAY PERIOD ENCOMPASSING JANUARY 1, 2015

		Approximate Annual 1 st Step	Approximate Annual 5 th Step
AQ Analysis & Compliance Supv.	62F	95,079	117,767
AQ Chemist	53D	74,193	91,885
AQ Engineer I	53D	74,193	91,885
AQ Engineer II	55E	78,580	97,346
AQ Specialist	55E	78,580	97,346
Asst. AQ Chemist	46F	61,766	76,491
Asst. AQ Engineer	49E	66,611	82,530
Asst. AQ Specialist	49E	66,611	82,530
Meteorologist	54K	77,417	95,892
Principal AQ Chemist	62F	95,079	117,767
Program Supervisor	62F	95,079	117,767
Public Affairs Specialist	44H	58,506	72,537
Sr. AQ Chemist	56D	80,555	99,786
Sr. AQ Engineer	58D	86,437	107,081
Sr. Meteorologist	58B	84,563	104,753
Sr. Staff Specialist	58B	84,563	104,753
Sr. Transportation Specialist	58B	84,563	104,753
Staff Specialist	55E	78,580	97,346
Supv. AQ Engineer	62F	95,079	117,767
Tech. Info Center Librarian	46G	61,644	76,371

APPENDIX A
PROFESSIONAL BARGAINING UNIT
EFFECTIVE WITH PAY PERIOD ENCOMPASSING JANUARY 1, 2016

		Approximate Annual 1 st Step	Approximate Annual 5 th Step
AQ Analysis & Compliance Supv.	62F	96,505	119,534
AQ Chemist	53D	75,306	93,263
AQ Engineer I	53D	75,306	93,263
AQ Engineer II	55E	79,758	98,806
AQ Specialist	55E	79,758	98,806
Asst. AQ Chemist	46F	62,693	77,638
Asst. AQ Engineer	49E	67,610	83,768
Asst. AQ Specialist	49E	67,610	83,768
Meteorologist	54K	78,578	97,331
Principal AQ Chemist	62F	96,505	119,534
Program Supervisor	62F	96,505	119,534
Public Affairs Specialist	44H	59,384	73,625
Sr. AQ Chemist	56D	81,763	101,282
Sr. AQ Engineer	58D	87,733	108,687
Sr. Meteorologist	58B	85,832	106,324
Sr. Staff Specialist	58B	85,832	106,324
Sr. Transportation Specialist	58B	85,832	106,324
Staff Specialist	55E	79,758	98,806
Supv. AQ Engineer	62F	96,505	119,534
Tech. Info Center Librarian	46G	62,568	77,517

APPENDIX A
PROFESSIONAL BARGAINING UNIT
EFFECTIVE WITH PAY PERIOD ENCOMPASSING JANUARY 1, 2017

		Approximate Annual 1 st Step	Approximate Annual 5 th Step
AQ Analysis & Compliance Supv.	62F	97,953	121,327
AQ Chemist	53D	76,436	94,662
AQ Engineer I	53D	76,436	94,662
AQ Engineer II	55E	80,955	100,288
AQ Specialist	55E	80,955	100,288
Asst. AQ Chemist	46F	63,633	78,803
Asst. AQ Engineer	49E	68,624	85,025
Asst. AQ Specialist	49E	68,624	85,025
Meteorologist	54K	79,757	98,791
Principal AQ Chemist	62F	97,953	121,327
Program Supervisor	62F	97,953	121,327
Public Affairs Specialist	44H	60,275	74,730
Sr. AQ Chemist	56D	82,989	102,802
Sr. AQ Engineer	58D	89,049	110,317
Sr. Meteorologist	58B	87,119	107,919
Sr. Staff Specialist	58B	87,119	107,919
Sr. Transportation Specialist	58B	87,119	107,919
Staff Specialist	55E	80,955	100,288
Supv. AQ Engineer	62F	97,953	121,327
Tech. Info Center Librarian	46G	63,507	78,680

APPENDIX A
PROFESSIONAL BARGAINING UNIT
EFFECTIVE WITH PAY PERIOD ENCOMPASSING JANUARY JULY 1, 2017 18

		Approximate Annual 1 st Step	Approximate Annual 5 th Step	<u>Approximate Annual 6th Step</u>
AQ Analysis & Compliance Supv.	62F	97,953	121,327	<u>124,663</u>
AQ Chemist	53D	76,436	94,662	<u>97,264</u>
AQ Engineer I	53D	76,436	94,662	<u>97,264</u>
AQ Engineer II	55E	80,955	100,288	<u>103,046</u>
AQ Specialist	55E	80,955	100,288	<u>103,046</u>
Asst. AQ Chemist	46F	63,633	78,803	<u>80,969</u>
Asst. AQ Engineer	49E	68,624	85,025	<u>87,362</u>
Asst. AQ Specialist	49E	68,624	85,025	<u>87,362</u>
Meteorologist	54K	79,757	98,791	<u>101,508</u>
Principal AQ Chemist	62F	97,953	121,327	<u>124,663</u>
Program Supervisor	62F	97,953	121,327	<u>124,663</u>
Public Affairs Specialist	44H	60,275	74,730	<u>76,784</u>
Sr. AQ Chemist	56D	82,989	102,802	<u>105,629</u>
Sr. AQ Engineer	58D	89,049	110,317	<u>113,350</u>
Sr. Meteorologist	58B	87,119	107,919	<u>110,887</u>
Sr. Staff Specialist	58B	87,119	107,919	<u>110,887</u>
Sr. Transportation Specialist	58B	87,119	107,919	<u>110,887</u>
Staff Specialist	55E	80,955	100,288	<u>103,046</u>
Supv. AQ Engineer	62F	97,953	121,327	<u>124,663</u>
Tech. Info Center Librarian	46G	63,507	78,680	<u>80,844</u>

APPENDIX A
PROFESSIONAL BARGAINING UNIT
EFFECTIVE WITH PAY PERIOD ENCOMPASSING JANUARY JULY 1, 201719

		Approximate Annual 1 st Step	Approximate Annual 5 th Step	<u>Approximate Annual 6th Step</u>	<u>Approximate Annual 7th Step</u>
AQ Analysis & Compliance Supv.	62F	97,953	121,327	<u>124,663</u>	<u>128,092</u>
AQ Chemist	53D	76,436	94,662	<u>97,264</u>	<u>99,939</u>
AQ Engineer I	53D	76,436	94,662	<u>97,264</u>	<u>99,939</u>
AQ Engineer II	55E	80,955	100,288	<u>103,046</u>	<u>105,880</u>
AQ Specialist	55E	80,955	100,288	<u>103,046</u>	<u>105,880</u>
Asst. AQ Chemist	46F	63,633	78,803	<u>80,969</u>	<u>83,196</u>
Asst. AQ Engineer	49E	68,624	85,025	<u>87,362</u>	<u>89,765</u>
Asst. AQ Specialist	49E	68,624	85,025	<u>87,362</u>	<u>89,765</u>
Meteorologist	54K	79,757	98,791	<u>101,508</u>	<u>104,299</u>
Principal AQ Chemist	62F	97,953	121,327	<u>124,663</u>	<u>128,092</u>
Program Supervisor	62F	97,953	121,327	<u>124,663</u>	<u>128,092</u>
Public Affairs Specialist	44H	60,275	74,730	<u>76,784</u>	<u>78,896</u>
Sr. AQ Chemist	56D	82,989	102,802	<u>105,629</u>	<u>108,534</u>
Sr. AQ Engineer	58D	89,049	110,317	<u>113,350</u>	<u>116,467</u>
Sr. Meteorologist	58B	87,119	107,919	<u>110,887</u>	<u>113,936</u>
Sr. Staff Specialist	58B	87,119	107,919	<u>110,887</u>	<u>113,936</u>
Sr. Transportation Specialist	58B	87,119	107,919	<u>110,887</u>	<u>113,936</u>
Staff Specialist	55E	80,955	100,288	<u>103,046</u>	<u>105,880</u>
Supv. AQ Engineer	62F	97,953	121,327	<u>124,663</u>	<u>128,092</u>
Tech. Info Center Librarian	46G	63,507	78,680	<u>80,844</u>	<u>83,067</u>

APPENDIX A
PROFESSIONAL BARGAINING UNIT
EFFECTIVE WITH PAY PERIOD ENCOMPASSING JANUARY JULY 1, 201720

		Approximate Annual 1 st Step	Approximate Annual 5 th Step	<u>Approximate Annual 6th Step</u>	<u>Approximate Annual 7th Step</u>	<u>Approximate Annual 8th Step</u>
AQ Analysis & Compliance Supv.	62F	97,953	121,327	<u>124,663</u>	<u>128,092</u>	<u>131,614</u>
AQ Chemist	53D	76,436	94,662	<u>97,264</u>	<u>99,939</u>	<u>102,687</u>
AQ Engineer I	53D	76,436	94,662	<u>97,264</u>	<u>99,939</u>	<u>102,687</u>
AQ Engineer II	55E	80,955	100,288	<u>103,046</u>	<u>105,880</u>	<u>108,791</u>
AQ Specialist	55E	80,955	100,288	<u>103,046</u>	<u>105,880</u>	<u>108,791</u>
Asst. AQ Chemist	46F	63,633	78,803	<u>80,969</u>	<u>83,196</u>	<u>85,484</u>
Asst. AQ Engineer	49E	68,624	85,025	<u>87,362</u>	<u>89,765</u>	<u>92,233</u>
Asst. AQ Specialist	49E	68,624	85,025	<u>87,362</u>	<u>89,765</u>	<u>92,233</u>
Meteorologist	54K	79,757	98,791	<u>101,508</u>	<u>104,299</u>	<u>107,167</u>
Principal AQ Chemist	62F	97,953	121,327	<u>124,663</u>	<u>128,092</u>	<u>131,614</u>
Program Supervisor	62F	97,953	121,327	<u>124,663</u>	<u>128,092</u>	<u>131,614</u>
Public Affairs Specialist	44H	60,275	74,730	<u>76,784</u>	<u>78,896</u>	<u>81,065</u>
Sr. AQ Chemist	56D	82,989	102,802	<u>105,629</u>	<u>108,534</u>	<u>111,519</u>
Sr. AQ Engineer	58D	89,049	110,317	<u>113,350</u>	<u>116,467</u>	<u>119,670</u>
Sr. Meteorologist	58B	87,119	107,919	<u>110,887</u>	<u>113,936</u>	<u>117,069</u>
Sr. Staff Specialist	58B	87,119	107,919	<u>110,887</u>	<u>113,936</u>	<u>117,069</u>
Sr. Transportation Specialist	58B	87,119	107,919	<u>110,887</u>	<u>113,936</u>	<u>117,069</u>
Staff Specialist	55E	80,955	100,288	<u>103,046</u>	<u>105,880</u>	<u>108,791</u>
Supv. AQ Engineer	62F	97,953	121,327	<u>124,663</u>	<u>128,092</u>	<u>131,614</u>
Tech. Info Center Librarian	46G	63,507	78,680	<u>80,844</u>	<u>83,067</u>	<u>85,351</u>