## AGENDA

#### **MEETING, DECEMBER 5, 2014**

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 AQMD Governing Board begins at 9:00 a.m. The Governing Board generally will consider items in the order listed on the agenda. However, <u>any item</u> may be considered in <u>any order</u>.
- 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

Barry R. Wallerstein, D. Env., Executive Officer

Recognize Employees with Twenty-Five, Thirty and Thirty-Five

**Burke** 

Years of Service

Staff/Phone (909) 396-

## **CONSENT CALENDAR (Items 1 through 27)**

Note: Consent Calendar items held for discussion will be moved to Item No. 28

1. Approve Minutes of November 7, 2014 Board Meeting McDaniel/2500

## Budget/Fiscal Impact

2. Establish Pilot Program with Commercial Electric Lawnmowers for Government and Non-Profits within San Bernardino Clean Communities Plan Pilot Study Area

**Chang/3186** 

In March 2011, the Board recognized \$2,913,123 from U.S. EPA's Targeted Air Shed Grant Program and executed contracts to implement eight incentive programs in two pilot study communities of San Bernardino and Boyle Heights for the Clean Communities Plan. In 2013, U.S. EPA and the Board approved the addition of commercial electric lawnmowers into the Targeted Air Shed This action is to issue a sole-source contract with Mean Green Products, LLC to purchase commercial electric lawnmowers for government and non-profit agencies within the City of San Bernardino. Funds for this purchase (\$415,838) are available in the Advanced Technology, Outreach, and Education Fund (17). (Reviewed: Administrative Committee, November 14, 2014; Recommended for Approval)

Miyasato/3249

 Recognize and Transfer Revenue and Execute Contracts to Develop and Demonstrate Fuel Cell and Plug-In Hybrid Heavy-Duty Trucks

On August 21, 2014, DOE notified SCAQMD of a \$9,725,000 award to develop and demonstrate zero emission drayage trucks under the Zero Emission Cargo Transportation II Program. Other partners are providing additional funds totaling \$4,783,979 to cost-share this project. This action is to recognize revenue upon receipt in the amount of \$14,508,979 into the Advanced Technology Goods Movement Fund (61). This action is to also transfer \$7,183,979 from the Clean Fuels Fund (31), which includes SCAQMD's cost share of \$2,400,000 and \$4,783,979 as a temporary loan, to the Advanced Technology Goods Movement Fund (61) and to execute contracts for the development and demonstration of zero emission drayage trucks. (Reviewed: Technology Committee, November 21, 2014; Recommended for Approval)

4. Renew SCAQMD's Membership in CaFCP for Calendar Year 2015, Provide Office Space for CaFCP, and Receive and File California Fuel Cell Partnership Executive Board Meeting Agenda and Quarterly Updates

Miyasato/3249

The SCAQMD has been a member of the California Fuel Cell Partnership (CaFCP) since March 2000. This action is to renew SCAQMD's membership in the CaFCP in an amount not to exceed \$87,800 for calendar year 2015 and cofund 50 percent of the CaFCP Regional Coordinator position located at SCAQMD, in addition to office space and utilities, in an amount not to exceed \$50,000 from the Clean Fuels Fund (31). Further actions are to continue providing in-kind office space and utilities for CaFCP employees in 2015 in an effort to educate the public and increase CaFCP's presence in Southern California. Finally, this action is to receive and file the CaFCP Executive Board Meeting Agenda and Quarterly Updates. (Reviewed: Technology Committee, November 21, 2014; Recommended for Approval)

5. Recognize, Transfer and Appropriate Funds, and Execute Contracts to Implement Enhanced Fleet Modernization Program

Miyasato/3249

On July 11, 2014, the Board approved release of an RFP to implement the AB 118 Enhanced Fleet Modernization Program (EFMP). The program focuses on providing greater incentives to eligible low- and middle-income owners of older vehicles to scrap their existing vehicle and receive a voucher to either help acquire a newer vehicle or cover the cost for transit passes or participation in car-sharing programs. Six proposals were received by the closing date of the RFP. These actions are to: 1) recognize upon receipt up to \$2.4 million for implementation of the EFMP and authorize Executive Officer to accept grant terms and conditions; 2) execute contracts in an amount not to exceed \$625,000 from the HEROS II Special Revenue Fund (56); 3) transfer and appropriate \$70,000 from the HEROS II Special Revenue Fund (56) to Science & Technology Advancement's FY 2014-15 or FY 2015-16 Budget to assist in implementing the EFMP; and 4) authorize the Executive Officer to approve vouchers to qualified program participants up to \$3,330,000. (Reviewed: Technology Committee, November 21, 2014; Recommended for Approval)

6. Issue RFP to Upgrade, Operate and Maintain Fast-Fill CNG Fueling Station at SCAQMD Headquarters, Amend Contract and Transfer and Appropriate Funds

Miyasato/3249

The SCAQMD has owned and operated a fast-fill public access CNG fueling station at Headquarters since January 2003, contracting out maintenance and management functions of the station to an outside contractor. At this time, to ensure continued reliable CNG dispensing capability to meet current and anticipated future needs of SCAQMD's natural gas fleet and the public, the station equipment requires upgrades. Additionally, staff proposes an independent contractor own, operate and maintain the station. This action is to issue an RFP to solicit competitive bids for an independent contractor to lease SCAQMD property and to own, upgrade, operate and maintain the station. In addition, this action is to amend a contract with Trillium CNG to add \$50,000 from the Fast-Fill CNG Fueling Station Enterprise Fund (71) to continue the maintenance and management of SCAQMD's existing fast-fill CNG fueling station until a new contractor is under contract. (Reviewed: Technology Committee, November 21, 2014; Recommended for Approval)

7. Recognize Revenue and Appropriate Funds for U.S. EPA PAMS Program, Amend and Award Contracts for Technical Support for U.S. EPA PAMS and Near-Roadway Programs, Issue Purchase Orders for Air Monitoring Equipment and Issue RFQ for Pure Air Generators

Tisopulos/3123

The U.S. EPA estimates awarding Section 105 funds in the amount of \$1,217,270 for the 23rd Year PAMS Program. These actions are to: 1) recognize revenue and appropriate funds into the FY 2014-15 Budget for the 23rd Year PAMS Program; 2) amend and award contracts for technical support for the U.S. EPA PAMS and Near-Roadway Programs; 3) issue purchase orders for air monitoring equipment; and 4) issue an RFQ for the purchase of pure air generators. (Reviewed: Administrative Committee, November 14, 2014; Recommended for Approval)

8. Execute Contract for Operation of Diamond Bar Headquarters Cafeteria

Johnson/3018

The current contract for operation of the Diamond Bar headquarters cafeteria expires December 31, 2014. On July 11, 2014, the Board approved release of an RFP to solicit proposals from firms interested in providing these services for the next three-year period. This action is to execute a contract with California Dining Services through December 31, 2017. (Reviewed: Administrative Committee, November 14, 2014; Recommended for Approval)

# 9. Execute Contract for Carpet Installation at Diamond Bar Headquarters

Johnson/3018

On May 2, 2014, the Board authorized release of an RFP for carpet installation in various areas at SCAQMD's Diamond Bar headquarters. This action is to execute a contract with Signature Commercial Floor Covering for carpet installation in an amount not to exceed \$99,107. Funding for this replacement project is available in the FY 2014-15 Budget. (Reviewed: Administrative Committee, November 14, 2014; Recommended for Approval)

## Reclassify Director Position to Assistant Deputy Executive Officer Position in Science and Technology Advancement

Johnson/3018

The Executive Officer is proposing to reclassify a Designated Deputy position as the Director of Technology Implementation to an Assistant Deputy Executive Officer classification to reflect the expanded duties and responsibilities for the position within the Office of Science and Technology Advancement. (Reviewed: Technology Committee, November 21, 2014; Recommended for Approval)

# 11. Issue Purchase Order for Ingres Relational Database Management System Software Support

Marlia/3148

The Ingres Relational Database Management System is used for the implementation of the Central Information Repository database. This database is used by most enterprise-level software applications at the SCAQMD and currently supports a suite of client/server and web-based applications known collectively as the Clean Air Support System (CLASS). The CLASS applications are used to support all of the SCAQMD core activities. Maintenance support for this software expires November 29, 2014. This action is to issue a three-year purchase order with Actian Corporation for a total amount of \$564,967. Funds for this expense are included in the FY 2014-15 Budget and will be included in subsequent fiscal year budget requests. (Reviewed: Administrative Committee, November 14, 2014; Recommended for Approval)

# 12. Execute Contract for Biennial Audit of Motor Vehicle Registration Revenues for FYs 2011-12 and 2012-13

O'Kelly/2828

Health and Safety Code Section 44244.1 requires any agency receiving fee revenues pursuant to Section 44243 or 44244 to be subject to an audit of each program or project funded at least once every two years. On July 11, 2014, the Board approved the release of an RFP to select an auditor to perform the biennial audit for FYs 2011-12 and 2012-13. The panel that evaluated the proposals comprised of a representative from the Local Governments, MSRC, and SCAQMD. This action is to award a contract to the firm of Simpson & Simpson, Certified Public Accountants. Local governments, the MSRC and SCAQMD will pay the cost of their own audits in the amounts of \$82,800, \$7,000 and \$4,460 respectively. (Reviewed: Administrative Committee, November 14, 2014; Recommended for Approval)

# 13. Approve Transfer of Monies from General Fund to Health Effects Research Fund

O'Kelly/2828

In 2008, the Board established a Health Effects Research Fund initially funded at \$1.5 million from the BP Arco Settlement Fund. The Board further authorized, upon annual Board approval, the transfer of 20% of annual penalty money received that exceeds \$4 million in receipts to the Health Effects Research Fund. This action is to transfer these monies received in FY 2013-14 to the Health Effects Research Fund. (Reviewed: Administrative Committee, November 14, 2014; Recommended for Approval)

## 14. Execute Contract for Marketing and Outreach Initiative for 2015 Lawn Mower Exchange Program

Atwood/3687

On October 3, 2014, the Board approved release of an RFP to solicit proposals from advertising agencies, public relations firms or other organizations to plan and execute a comprehensive outreach initiative for the 2015 Lawn Mower Exchange Program. Two proposals were received by the RFP deadline and were evaluated based on the criteria stated in the RFP. The Mobile Source Committee reviewed this item on November 21, 2014, and recommended executing a contract with Westbound Communications for \$75,000, to plan and execute an outreach initiative for the 2015 Lawn Mower Exchange Program, with an option to renew for two additional one-year contracts. (Reviewed: Mobile Source Committee, November 21, 2014; Recommended for Approval)

# 15. Execute Contracts for Legislative Representation in Sacramento, California

Smith/3242

At the September 5, 2014 meeting, the Board approved release of an RFP to solicit proposals for legislative representation in Sacramento, California. This item is to approve execution of contracts with two firms, Gonzalez, Quintana & Hunter, LLC and Joe A. Gonsalves & Son, for a total amount not to exceed \$350,000. (Reviewed: Legislative Committee, November 14, 2014; Recommended for Approval)

## 16. Approve Contract Awards and Modifications Approved by MSRC

McCallon

As part of their FYs 2012-14 AB 2766 Discretionary Fund Work Program, the MSRC approved a total of 14 new contracts under the Alternative Fuel Infrastructure and Major Event Center Transportation Programs, as well as a contract value increase under the Alternative Fuel School Bus Incentives Program and modifications to a contract under the Local Government Match Program. As part of their FYs 2014-16 Work Program, the MSRC approved a funding allocation towards the AB 118 Enhanced Fleet Modernization Program, including one new contract, with the balance of funds to support vehicle replacement, transit and car-sharing vouchers. At this time, the MSRC seeks Board approval of the contract awards and modification. (Reviewed: Mobile Source Air Pollution Reduction Review Committee, November 20, 2014; Recommended for Approval)

#### Action Item/No Fiscal Impact

## 17. Establish Board Meeting Schedule for Calendar Year 2015

Wallerstein/3131

The proposed Board Meeting Schedule for Calendar Year 2015 is submitted for Board consideration. The Administrative Committee meeting schedule, on the second Friday of each month, is included for information only. (Reviewed: Administrative Committee, November 14, 2014; Recommended for Approval)

#### <u>Items 18 through 27 - Information Only/Receive and File</u>

#### 18. Legislative & Public Affairs Report

Smith/3242

This report highlights the October 2014 outreach activities of Legislative and Public Affairs, which include: Environmental Justice Update, Community Events/Public Meetings, Business Assistance, and Outreach to Business and Federal, State, and Local Government. (No Committee Review)

#### 19. Hearing Board Report

Camarena/2500

This reports the actions taken by the Hearing Board during the period of October 1 through October 31, 2014. (No Committee Review)

#### 20. Civil Filing and Civil Penalty Report

Wiese/3460

This reports the monthly penalties from October 1 through October 31, 2014, and legal actions filed by the General Counsel's Office during October 1 through October 31, 2014. An Index of District Rules is attached with the penalty report. (Reviewed: Stationary Source Committee, November 21, 2014)

# 21. Lead Agency Projects and Environmental Documents Received by SCAQMD

**Chang/3186** 

This report provides, for the Board's consideration, a listing of CEQA documents received by the SCAQMD between October 1, 2014 and October 31, 2014, and those projects for which the SCAQMD is acting as lead agency pursuant to CEQA. (Reviewed: Mobile Source Committee, November 21, 2014)

#### 22. Rule and Control Measure Forecast

**Chang/3186** 

This report highlights SCAQMD rulemaking activities and public workshops potentially scheduled for the year 2015. (No Committee Review)

## 23. Use of Executive Officer Enforcement Discretion to Provide Onetime 90-day Extension of Submittal Deadline for 2015 Annual Emission Report

Chang/3186

Staff has been working on development of a new annual emission reporting system for the past two years. The new system will allow for collection of facility emissions at the permit unit/device level. The program is ready to be implemented in 2015. Per Rule 301(e), Annual Emission Report facilities are required to submit their 2014 emission reports by the report submittal deadline of March 6, 2015. Stakeholders have requested a one-time, 90-day extension of the report submittal deadline for the first year of implementation of the new system. The Executive Officer will use enforcement discretion to provide the requested extension. (Reviewed: Stationary Source Committee, November 21, 2014)

#### 24. Report of RFPs Scheduled for Release in December

O'Kelly/2828

This report summarizes the RFPs for budgeted services over \$75,000 scheduled to be released for advertisement for the month of December. (Reviewed: Administrative Committee, November 14, 2014; Recommended for Approval)

## 25. Annual Audited Financial Statements for FY Ended June 30, 2014

O'Kelly/2828

This agenda item transmits the annual audited financial statements of the SCAQMD. The SCAQMD has received an unmodified opinion (the highest obtainable) on its financial statements. (Reviewed: Administrative Committee, November 14, 2014; Recommended for Approval)

## 26. Annual Report on 457 Deferred Compensation Plan

Johnson/3018

SCAQMD sponsors an IRS-approved 457 deferred compensation program for its employees. The Annual Report addresses the Board's responsibility for monitoring the activities of the Deferred Compensation Plan Committee and ensuring the Committee carries out its fiduciary duties and responsibilities under the Committee Charter. (Reviewed: Administrative Committee, November 14, 2014; Recommended for Approval)

# 27. Status Report on Major Projects for Information Management Scheduled to Start During First Six Months of FY 2014-15

Marlia/3148

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 projects to be initiated by Information Management during the first six months of FY 2014-15. (No Committee Review)

#### 28. Items Deferred from Consent Calendar

#### **BOARD CALENDAR**

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36.

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

30. Investment Oversight Committee (Receive & File) Chair: Antonovich O'Kelly/2828

31. Legislative Committee (Receive & File) Chair: Gonzales Smith/3242

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

#### Agenda Item Recommendation Interview and Recommend Authorize the Chairman Execution of Contract(s) to execute contracts for Legislative Representation with Gonzalez, Quintana & in Sacramento, California Hunter, LLC and Joe A. Gonsalves & Son for Legislative Representation in Sacramento, California **Chang/3186** Mobile Source Committee (Receive & File) Chair: Parker Nazemi/2662 Stationary Source Committee (Receive & File) Chair: Yates Technology Committee (Receive & File) Miyasato/3249 Chair: J. Benoit Hogo/3184 Mobile Source Air Pollution Reduction **Board Liaison: Antonovich** Review Committee (Receive & File) McDaniel/2500 California Air Resources Board Monthly **Board Rep: Mitchell** Report (Receive & File)

## 37. Clean Fuels Program Draft 2015 Plan Update F Miyasato/3249

Every fall, staff brings the Clean Fuels Program Draft Plan Update before the Board to solicit input on the proposed distribution of potential project funds for the upcoming year before requesting final approval of the Plan Update each year in early spring. Staff proposes continued support for a wide portfolio of technologies, but with particular emphasis in this Draft Plan on hydrogen and fuel cell technologies and infrastructure as well as continued focus on heavyduty truck technologies with zero and near-zero emissions for goods movement applications. This action is to receive and file the Clean Fuels Program Draft 2015 Plan Update. (Reviewed: Technology Committee, November 21, 2014)

#### **PUBLIC HEARING**

38. Amend Rule 1325 - Federal PM2.5 New Source Review Program Fine/2239

Rule 1325 incorporates U.S. EPA's requirements for PM2.5 into Regulation XIII – New Source Review. The rule mirrors federal requirements and is applicable to major polluting facilities, which are defined by rule as sources with actual emissions, or the potential to emit, 100 tons per year or more of PM2.5 or its precursors. Based on comments received from the U.S. EPA regarding SIP approvability of Rule 1325, the proposed amended rule will incorporate administrative changes to definitions, provisions and exclusions. Typographical corrections and other minor clarifications are also included. This action is to adopt the resolution: 1) Determining that the proposed amendments to Rule 1325 - Federal PM2.5 New Source Review Program are exempt from the requirements of CEQA; and 2) Amending Rule 1325 - Federal PM2.5 New Source Review Program. (Reviewed: Stationary Source Committee, October 17, 2014)

#### **OTHER BUSINESS**

39. Approve Three-Year Labor Agreement with Teamsters Local 911 Johnson/3018 and Approve Comparable Terms for Non-Represented Employees

SCAQMD management and representatives of Teamsters Local 911, representing the Technical & Enforcement and Office Clerical & Maintenance bargaining units, have continued the bargaining process. Teamsters Local 911 have proposed terms of agreement. This action is to present the proposed agreement to the Board for consideration and approval. This action is also to present comparable terms for non-represented employees for the Board's consideration and approval. (No Committee Review)

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

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

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

#### CLOSED SESSION - (No Written Material)

It is necessary for the Board to recess to closed session pursuant to Government Code section 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:

- <u>CBE, CCAT v. EPA,</u> U.S. Court of Appeals, Ninth Circuit, Case No. 12-72358 (1315);
- <u>Communities for a Better Environment, et al. v. U.S. EPA, et al.</u>, U.S. Court of Appeals, Ninth Circuit, Case No. 13-70167 (Sentinel);
- <u>People of the State of California, ex rel SCAQMD v. Exide</u> <u>Technologies, Inc.</u>, Los Angeles Superior Court Case No. BC533528;
- In the Matter of SCAQMD v. Exide Technologies, Inc., SCAQMD Hearing Board Case No. 3151-29 (Order for Abatement);
- <u>Exide Technologies, Inc.</u>, Petition for Variance, SCAQMD Hearing Board Case No. 3151-31;
- <u>In re: Exide Technologies, Inc.</u>, U.S. Bankruptcy Court for the District of Delaware Case No. 13-11482 (KJC) (Bankruptcy case);
- <u>Fast Lane Transportation, Inc. et al. v. City of Los Angeles, et al.,</u> Contra Costa County Superior Court Case No. MSN14-0300 (formerly South Coast Air Quality Management District v. City of Los Angeles, et al., Los Angeles Superior Court Case No. BS 143381) (SCIG);
- <u>Friedman Marketing v. SCAQMD</u>, California Court of Appeal, Second Appellate District, Case No. B249836 (Rule 461);
- <u>Friends of the Fire Rings v. SCAQMD</u>, San Diego Superior Court, North County, Case No. 37-2014-00008860-CU-WM-NC (Nov. 26, 2013; transferred March 20, 2014);
- <u>Petition for Declaratory Order by U.S. Environmental Protection Agency,</u>
   Surface Transportation Board Docket No. FD 35803 (Railroad Rules);
- <u>Physicians for Social Responsibility</u>, et al. v. U.S. EPA, U.S. Court of Appeals, Ninth Circuit, Case No. 12-70016 (Monitoring);
- <u>Physicians for Social Responsibility, et al. v. U.S. EPA</u>, U.S. Court of Appeals, Ninth Circuit, Case No. 12-70079 (PM2.5);
- <u>Physicians for Social Responsibility, et al. v. U.S. EPA</u>, U.S. Court of Appeals, Ninth Circuit, Case No. 14-73362 (1-Hour ozone);
- <u>SCAQMD v. U.S. EPA</u>, U.S. Court of Appeals, Ninth Circuit, Case No. 13-73936 (Morongo Redesignation);
- <u>Sierra Club, et al. v. U.S. EPA</u>, U.S. District Court for Northern District of California Case No. 3:14-CV-04596 (PM2.5 designation to serious);
- <u>TAMCO, Inc. v. SCAQMD</u>, San Bernardino Superior Court Case No. CIVDS1416167 (RECLAIM allocation appeal); and
- <u>WildEarth Guardians v. U.S. EPA,</u> D.C. Circuit Court Case No. 14-1145 (PM2.5 moderate designation).

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) and pursuant to Government Code section 54956.9(b) due to significant exposure to litigation (one case).

In addition, it is necessary for the Board to recess to closed session pursuant to Government Code section 54957.6 to confer regarding upcoming labor negotiations with:

 designated representatives regarding represented employee salaries and benefits or other mandatory subjects within the scope of representation [Negotiator: William Johnson; Represented Employees: Teamsters Local 911 & SCAQMD Professional Employees Association];

#### and to confer with:

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

#### ADJOURNMENT

#### \*\*\*PUBLIC COMMENTS\*\*\*

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

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

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

#### **ACRONYMS**

AQIP = Air Quality Investment Program

AVR = Average Vehicle Ridership

BACT = Best Available Control Technology

Cal/EPA = California Environmental Protection Agency

CARB = California Air Resources Board

CEMS = Continuous Emissions Monitoring Systems

CEC = California Energy Commission

CEQA = California Environmental Quality Act

CE-CERT =College of Engineering-Center for Environmental

Research and Technology

CNG = Compressed Natural Gas

CO = Carbon Monoxide

CTG = Control Techniques Guideline

DOE = Department of Energy

EV = Electric Vehicle

FY = Fiscal Year

GHG = Greenhouse Gas

HRA = Health Risk Assessment

IAIC = Interagency AQMP Implementation Committee

LEV = Low Emission Vehicle LNG = Liquefied Natural Gas

MATES = Multiple Air Toxics Exposure Study

MOU = Memorandum of Understanding

MSERCs = Mobile Source Emission Reduction Credits

MSRC = Mobile Source (Air Pollution Reduction) Review

Committee

NATTS = National Air Toxics Trends Station

NESHAPS = National Emission Standards for

Hazardous Air Pollutants

NGV = Natural Gas Vehicle

NO<sub>x</sub> = Oxides of Nitrogen

NSPS = New Source Performance Standards

NSR = New Source Review

PAMS = Photochemical Assessment Monitoring

Stations

PAR = Proposed Amended Rule

PHEV = Plug-In Hybrid Electric Vehicle

 $PM_{10}$  = Particulate Matter  $\leq$  10 microns

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

PON = Public Opportunity Notice

PR = Proposed Rule

RFP = Request for Proposals

RFQ = Request for Quotations

SCAG = Southern California Association of Governments

SIP = State Implementation Plan

 $SO_x = Oxides of Sulfur$ 

SOON = Surplus Off-Road Opt-In for NO<sub>x</sub>

SULEV = Super Ultra Low Emission Vehicle

TCM = Transportation Control Measure

ULEV = Ultra Low Emission Vehicle

U.S. EPA = United States Environmental Protection

Agency

VOC = Volatile Organic Compound

VMT = Vehicle Miles Traveled

ZEV = Zero Emission Vehicle



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 1

MINUTES: Governing Board Monthly Meeting

SYNOPSIS: Attached are the Minutes of the November 7, 2014 meeting.

#### RECOMMENDED ACTION:

Approve Minutes of the November 7, 2014 Board Meeting.

Saundra McDaniel, Clerk of the Boards

SM:dg

#### FRIDAY, NOVEMBER 7, 2014

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:

Mayor Dennis R. Yates, Vice Chairman Cities of San Bernardino County

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

Mayor Pro Tem Ben Benoit Cities of Riverside County

Councilmember Joe Buscaino City of Los Angeles

Councilmember Michael A. Cacciotti (arrived at 9:20 a.m.) Cities of Los Angeles County – Eastern Region

Supervisor Josie Gonzales County of San Bernardino

Dr. Joseph K. Lyou Governor's Appointee

Mayor Judith Mitchell (arrived at 9:15 a.m.) Cities of Los Angeles County – Western Region

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

Mayor Miguel A. Pulido (left at 10:30) Cities of Orange County

#### Members absent:

Supervisor John J. Benoit County of Riverside

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

Supervisor Shawn Nelson County of Orange

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

- Pledge of Allegiance: Led by Dr. Lyou.
- Opening Comments

<u>Dr. Lyou</u>. Reported that he attended the California Hydrogen Business Council Fall Summit held in Sacramento on October 15 and 16, 2014, and it was evident that progress is being made in the fuel cell and hydrogen storage industry. He added that he viewed a demonstration of an Advanced Maritime Emissions Control System (AMECS) on October 20, 2014 and spoke with company representatives about this up-and-coming technology.

<u>Dr. Parker.</u> Announced that he attended the CaFCP Executive Board Meeting on October 21, 2014 where it was reported that the development of the previously projected 35 to 40 hydrogen fueling stations over the next two years is moving forward; noted that he will be speaking at the Fuel Cell Seminar in Los Angeles on November 11, 2014; and added that he attended the Taste of Soul event on October 18, 2014 in South Los Angeles, which was very well attended and included a presence by SCAQMD to provide information regarding air quality initiatives to local residents.

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

<u>Supervisor Gonzales</u>. Noted her involvement in developing solutions for transportation challenges and highlighted trucking company C.R. England, which has an expansive, new terminal in Colton and has made a commitment to invest in eco-friendly, alternatively-fueled heavy-duty trucks.

(Councilman Cacciotti arrived at 9:20 a.m.)

<u>Dr. Barry R. Wallerstein, Executive Officer</u>. Noted that staff will present a modification to Item No. 8 that will propose a partnership between the District and the warehouse developers.

Presentation of Retirement Award to Shailesh Patel

Vice Chairman Yates presented a retirement award to Shailesh Patel, Air Quality Engineer II, in recognition of over 24 years of dedicated District service.

#### **CONSENT CALENDAR**

1. Approve Minutes of October 3, 2014 Board Meeting

2. Set Public Hearing December 5, 2014 to Consider Amendments and/or Adoption to SCAQMD Rules and Regulations

Amend Rule 1325 - Federal PM2.5 New Source Review Program

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

- 3. Execute Contract to Conduct 2014 Leaf Blower Exchange Program
- 4. Execute Contracts to Demonstrate Commercial-Grade Electric Lawn and Garden Equipment
- 5. Recognize Revenue and Amend and Execute Contracts to Implement DC Fast Charging Network
- 6. This item was withdrawn by staff.
- 7. Amend Existing Contract for Third Party Oversight and Monitoring of Mitigation Activities Implemented at Exide Technologies
- 8. Execute Contract with Institute of Transportation Engineers to Further Enhance Information Regarding Vehicle Trips Associated with Large Warehouse Operations
- 9. Approve Contract Modifications Approved by MSRC

#### Items 10 through 15 - Information Only/Receive and File

- 10. Legislative & Public Affairs Report
- 11. Hearing Board Report
- 12. Civil Filing and Civil Penalty Report
- 13. Lead Agency Projects and Environmental Documents Received by SCAQMD
- 14. Rule and Control Measure Forecast

15. Status Report on Major Projects for Information Management Scheduled to Start During First Six Months of FY 2014-15

#### 16. <u>Items Deferred from Consent Calendar</u> -

7. Amend Existing Contract for Third Party Oversight and Monitoring of Mitigation Activities Implemented at Exide Technologies

Dr. Tom Williams, Sierra Club, requested that more information be provided to the public and suggested utilizing a webpage to provide information specifically pertaining to Exide.

8. Execute Contract with Institute of Transportation Engineers to Further Enhance Information Regarding Vehicle Trips Associated with Large Warehouse Operations

Dr. Tom Williams, Sierra Club, addressed the Board regarding the impacts of the High Desert Corridor and expressed concern that they have not seemed to acknowledge that they are part of a much larger logistics system.

Dr. Wallerstein explained that approval of this item will facilitate discussions of a panel of experts as to the best methods to collect additional data and potentially prompt additional studies in the future that would follow the methodology recommended by the panel of experts, with the goal to have better data which allows for local jurisdictions to make better decisions and to reduce conflicts that can occur in the permitting process. He noted that the trade association for the warehouse developers has offered to equally co-fund this initial effort with the District and be an active participant in meetings with the Institute of Transportation Engineers. He added that this development amends staff's recommendation under Item 1 by reducing the amount of funding from \$50,000 to \$25,000 and adding that this will be performed in partnership with the trade association.

Peter Herzog, NAIOP Commercial Real Estate Development Association, noted the Association's desire to be a full partner with the SCAQMD and provide joint-funding for this project.

Supervisor Antonovich commented that when the High Desert Corridor is completed it is expected to remove approximately 20,000 trucks from local freeways, resulting in a large reduction in pollution and traffic congestion in the Basin.

Supervisor Gonzales expressed enthusiasm for the opportunity to develop parameters and methodologies for the truck trip generation data collection and analysis for area warehouses. She inquired about what will be done with the resulting information and how that will be shared with the trucking industry.

Dr. Wallerstein responded that additional discussions need to occur in this regard with the partnering organizations, but it is likely that the recommendations would be presented to a working group, and would include a public process allowing for stakeholder input and eventually be presented to the Mobile Source Committee and the Board.

#### 10. Legislative & Public Affairs Report

Dr. Tom Williams, Sierra Club, complimented SCAQMD staff member Susan Nakamura on her thoughtful presentation at the Symposium on the Impact of Oil Extraction held at Cal State Fullerton.

#### Lead Agency Projects and Environmental Documents Received by SCAQMD

Dr. Tom Williams, Sierra Club, noted that the EIR for the High Dessert Corridor is being prepared and it would be prudent to take guidance from it in regards to warehouse issues and environmental considerations.

#### 14. Rule and Control Measure Forecast

Dr. Tom Williams, Sierra Club, urged for a better calendar for rulemaking on the SCAQMD webpage so that the public can stay better informed of the rule development process.

## Status Report on Major Projects for Information Management Scheduled to Start During First Six Months of FY 2014-15

Dr. Tom Williams, Sierra Club, stressed the importance of providing the public with access to information and asked that enhanced reporting be prioritized.

# 5. Recognize Revenue and Amend and Execute Contracts to Implement DC Fast Charging Network

Councilman Cacciotti asked if there was a listing of the locations of the fast charging stations, and suggested the UCLA Luskin Center work in coordination with the local council of governments or associated government organization when placing the stations. Dr. Matt Miyasato, DEO/Technology Advancement, responded that a map with proposed sites was presented to the Technology Committee, but once a more definite plan is in place, that will be made available.

Dr. Lyou announced his abstention on Item No. 9 because The Better World Group, Inc. is a potential source of income to him, and on Item No. 5 because NRG eVgo is a potential source of income to him, he also stated that he left the room during discussion on Item No. 5.

MOVED BY CACCIOTTI, SECONDED BY B. BENOIT, AGENDA ITEMS 1 THROUGH 15 APPROVED AS RECOMMENDED, WITH THE MODIFICATION TO ITEM NO. 8 AS NOTED BELOW, BY THE FOLLOWING VOTE:

AYES: Antonovich, B. Benoit, Buscaino,

Cacciotti, Gonzales, Lyou (except Items #5 and #9), Mitchell, Parker

and Yates.

NOES: None.

ABSTAIN: Lyou (Items #5 and #9 only).

ABSENT: J. Benoit, Burke, Nelson and

Pulido.

**Item No. 8** – Amend Recommended Action 1, as follows:

"1. Authorize the Executive Officer to execute a contract from the Rule 1309.1 Priority Reserve Fund (36) with ITE in an amount of \$50,000 \$25,000 to initiate the first step of a potential multi-phase project to better characterize trip-generation characteristics associated with large warehouse operations, to be conducted in partnership with NAIOP."

#### **BOARD CALENDAR**

- 17. Legislative Committee
- 18. Mobile Source Committee

- 19. Stationary Source Committee
- 20. Technology Committee
- 21. Mobile Source Air Pollution Reduction Review Committee
- 22. California Air Resources Board Monthly Report

MOVED BY CACCIOTTI, SECONDED BY PARKER, AGENDA ITEMS 17 THROUGH 22 APPROVED AS RECOMMENDED, RECEIVING AND FILING THE COMMITTEE, MSRC AND CARB REPORTS, BY THE FOLLOWING VOTE:

AYES: Antonovich, B. Benoit, Buscaino,

Cacciotti, Gonzales, Lyou, Mitchell, Parker, Pulido and

Yates.

NOES: None.

ABSENT: J. Benoit, Burke and Nelson.

### Staff Presentation/Board Discussion

23. Review of SCAQMD Socioeconomic Assessment

Dr. Jin Huang, Abt Associates (Abt), presented an evaluation of Abt's socioeconomic assessments.

Joe Cassmassi, Planning and Rules Manager, provided the staff response to Abt's findings.

The following individuals addressed the Board on Item No. 23:

Dr. Tom Williams, Sierra Club, commented on the importance of utilizing socioeconomic analyses and expressed his interest in reviewing the complete report and having an opportunity to provide input.

(Mayor Pulido left at 10:30 a.m.)

Peter Herzog, NAIOP, explained that the business community is invested in this issue and looks forward to continuing to work closely with staff through the implementation phase of the study.

#### Written Comments Submitted by:

Don St. Clair, et al., BizFed

Councilmember Buscaino noted that one of the key recommendations was to increase transparency, which coincides with input he has received from the business community about the need to provide ample time for stakeholder review and comment in the rulemaking process. He asked, in light of the findings, whether or not a review of past impact studies would also be performed.

Dr. Wallerstein confirmed that staff has already initiated a review of past studies and that staff plans to provide an update to the Board in the second quarter of 2015. In regards to the comments about the time available for review, reports are typically made available at least 30 days in advance of a Board meeting; however, as a result of the assessment findings, staff plans to produce documents that will make key information more accessible for all stakeholders.

In response to Mayor Mitchell's question about what factors are included in the baseline determination, Dr. Elaine Chang, DEO/Planning and Rules, detailed how the socioeconomic forecasts received from SCAG have been utilized in the past, and explained that staff will be requesting that SCAG provide traffic model outputs with and without SIP committed traffic control measures for inclusion in the 2016 AQMP.

- Dr. Parker asked staff to respond to the claim that was made in written comments by BizFed about overlooking the request to have the consultant assess the long term impact of SCAQMD policies on the ability of workers with a high school or less education to gain living-wage.
- Dr. Wallerstein explained that staff's recommendation, in response to those concerns, is to identify studies and other tools currently available to further address this issue, and return to the Board with a recommendation.

In response to Mayor Mitchell's inquiry about poverty and workforce issues, Dr. Wallerstein noted that the issue likely requires a different type of analysis than what has been performed by Abt; and staff will continue to stay informed in that regard, especially as part of the 2016 AQMP process, in an effort to promote stronger economic benefits along with lower pollution rates and continued Board oversight.

MOVED BY CACCIOTTI, SECONDED BY MITCHELL, AGENDA ITEM NO. 23 APPROVED AS RECOMMENDED BY STAFF, BY THE FOLLOWING VOTE:

AYES: Antonovich, B. Benoit, Buscaino,

Cacciotti, Gonzales, Lyou,

Mitchell, Parker and Yates.

NOES: None.

ABSENT: J. Benoit, Burke, Nelson and

Pulido.

#### **PUBLIC HEARING**

24. Adopt Proposed Rule 1153.1 – Emissions of Oxides of Nitrogen from Commercial Food Ovens (Continued from October 3, 2014 Board Meeting)

Joe Cassmassi, Planning and Rules Manager, gave the staff presentation.

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

Dr. Lyou applauded the infrared burner technology and urged that the use of such burners be promoted and incentivized. He requested that Rule 1153.1 be added to the list of exempted rules under Rule 1147 in the future.

MOVED BY CACCIOTTI, SECONDED BY BUSCAINO. AGENDA ITEM NO. 24 APPROVED AS RECOMMENDED BY STAFF, ADOPTING RESOLUTION NO. 14-19. CERTIFYING THE FINAL ENVIRONMENTAL ASSESSMENT FOR PROPOSED RULE 1153.1 AND ADOPTING RULE 1153.1, BY THE FOLLOWING VOTE:

AYES: Antonovich, B. Benoit, Buscaino,

Cacciotti, Gonzales, Lyou, Parker

and Yates.

NOES: None.

ABSENT: J. Benoit, Burke, Mitchell, Nelson

and Pulido.

#### OTHER BUSINESS

25. Report of RFPs Scheduled for Release in November

MOVED BY ANTONOVICH, SECONDED BY LYOU, AGENDA ITEM NO. 25 APPROVED AS RECOMMENDED BY STAFF, BY THE FOLLOWING VOTE:

AYES: Antonovich, B. Benoit, Buscaino,

Cacciotti, Gonzales, Lyou, Parker

and Yates.

NOES: None.

ABSENT: J. Benoit, Burke, Mitchell, Nelson

and Pulido.

26. TAMCO's Petition to Governing Board Requesting Hearing on Title V Permit Renewal

Kurt Wiese, General Counsel, provided background information for the petition that is before the Board for consideration; and noted that from the presentation that was distributed by TAMCO's legal counsel, it appears they will be attempting to argue the merits of the case as a whole, rather than simply requesting the Board set a hearing pursuant to Regulation XII.

Dr. Wallerstein added that the petitioner has already been denied an appeal by the Hearing Board and has filed suit in Superior Court following the standard practice in these instances.

Thomas Long of Nossaman LLP, representing TAMCO, asked the Board to assist in resolving a discrepancy in Table 2 of Rule 2002 which resulted in TAMCO's Title V permit to be issued with no SOx RTC allocation for their electric arc furnace.

Chairman Yates reiterated that the agendized item is strictly to decide whether or not to grant a hearing.

THE PETITION TO REQUEST A HEARING ON TAMCO'S TITLE V PERMIT RENEWAL WAS DENIED BY A UNANIMOUS VOTE OF THE BOARD, AS FOLLOWS:

AYES: Antonovich, B. Benoit, Buscaino,

Cacciotti, Gonzales, Lyou,

Mitchell, Parker and Yates.

NOES: None.

ABSENT: J. Benoit, Burke, Nelson and

Pulido.

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

Tom Williams, Sierra Club, expressed disappointment that the California Freight Mobility Plan failed to include or account for empty cargo containers, and stressed the need for an integrated model of air emissions for tonnage, as well as how the truck traffic impacts the communities along the major corridors.

#### **CLOSED SESSION**

The Board recessed to closed session at 11:25 a.m., pursuant to Government Code sections 54956.9(a) and 54956.9(d)(1) to confer with its counsel regarding pending litigation which has been initiated formally and to which the District is a party, as follows:

- <u>People of the State of California, ex rel SCAQMD v. Exide Technologies, Inc.</u>, Los Angeles Superior Court Case No. BC533528;
- <u>In the Matter of SCAQMD v. Exide Technologies, Inc.</u>, SCAQMD Hearing Board Case No. 3151-29 (Order for Abatement);
- <u>Exide Technologies, Inc.</u>, Petition for Variance, SCAQMD Hearing Board Case No. 3151-31;
- In re: Exide Technologies, Inc., U.S. Bankruptcy Court for the District of Delaware, Case No. 13-11482 (KJC) (Bankruptcy case);
- <u>Physicians for Social Responsibility, et al. v. U.S. EPA</u>, U.S. Court of Appeals, Ninth Circuit, Case No. 14-73362 (1-Hour ozone); and
- <u>Sierra Club, et al. v. U.S. EPA</u>, U.S. District Court for Northern District of California Case No. 3:14-CV-04596 (seek leave to intervene).

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

## <u>ADJOURNMENT</u>

There being no further business, the meeting was adjourned by Kurt Wiese at 12:05 p.m.

The foregoing is a true statement of the proceedings held by the South Coast Air Quality Management District Board on November 7, 2014.

Respectfully Submitted,

Denise Garzaro Senior Deputy Clerk

Date Minutes Approved:	
• •	

Dr. William A. Burke, Chairman

#### **ACRONYMS**

AQMP = Air Quality Management Plan

CARB = California Air Resources Board

EIR = Environmental Impact Report

FY = Fiscal Year

MSRC = Mobile Source (Air Pollution Reduction) Review Committee

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

RFP = Request for Proposals

RTC = RECLAIM Trading Credit

SCAG = Southern California Associated Governments

SIP = State Implementation Plan

SOx = Oxides of Sulfur

TCM = Transportation Control Measure

U.S. EPA = United States Environmental Protection Agency



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 2

PROPOSAL: Establish Pilot Program with Commercial Electric Lawnmowers

for Government and Non-Profits within the San Bernardino Clean

Communities Plan Pilot Study Area

SYNOPSIS: In March 2011, the Board recognized \$2,913,123 from U.S. EPA's

Targeted Air Shed Grant Program and executed contracts to

implement eight incentive programs in two pilot study

communities of San Bernardino and Boyle Heights for the Clean Communities Plan. In 2013, U.S. EPA and the Board approved the addition of commercial electric lawnmowers into the Targeted Air Shed Grant. This action is to issue a sole source contract with Mean Green Products, LLC to purchase commercial electric lawnmowers for government and non-profit agencies within the City of San Bernardino. Funds for this purchase (\$415,838) are available in the Advanced Technology, Outreach, and Education

Fund (17).

COMMITTEE: Administrative, November 14, 2014; Recommended for Approval

#### **RECOMMENDED ACTION:**

Authorize the Executive Officer to execute a sole source contract with Mean Green Products, LLC at a not-to-exceed amount of \$415,838 for the purchase of commercial electric lawnmowers for government and non-profit organizations within San Bernardino, to be paid from the Advanced Technology, Outreach, and Education Fund (17).

Barry R. Wallerstein, D.Env. Executive Officer

EC:SN:AK

#### **Background**

On March 4, 2011 the Board recognized revenue from the U.S. EPA Targeted Air Shed Grant Program in an amount not to exceed \$2,913,123, to implement eight incentive programs for reduction of toxic air contaminants and criteria air pollutants in the two pilot communities of Boyle Heights and San Bernardino under SCAQMD's 2010 Clean Communities Plan (CCP). Since March 2011, the Board has approved several revisions to the list of incentive programs including the addition of a new program for commercial electric lawnmowers at non-profit and government agencies, which was approved on July 5, 2013. To date, \$1,199,755 has been spent on a variety of projects such as rebates for low VOC coatings, auto refinishing spray equipment, boiler and process heater upgrades, low VOC commercial green cleaners, water-based brake cleaners, yard equipment exchanges (low emission commercial leaf blowers and electric lawn mowers), and air filtration in schools. Staff is proposing to issue a contract with Mean Green Mowers, Inc. to purchase commercial electric lawnmowers for government and non-profit organizations within San Bernardino as part of a long term pilot program to identify the long term usage benefits and any improvements needed to further develop this technology.

On May 8, 2014, SCAQMD staff held a demonstration event for commercial electric lawnmowers at Wildwood Park in San Bernardino to government agencies and non-profit organizations that operate commercial lawnmowers within the City of San Bernardino. The event was attended by staff from nine different agencies and provided an opportunity to learn and test the equipment at a San Bernardino City park. Based on the event, eight of the nine agencies responded they would like to participate in a pilot program and provided their desirable equipment list shown in Attachment A. SCAQMD staff is working on a similar demonstration event for government and non-profits that operate commercial lawnmowers within Boyle Heights.

#### **Proposal**

SCAQMD staff proposes to implement a pilot program with the government agencies and non-profit organizations listed in Attachment A that operate commercial lawnmower equipment within San Bernardino. Under this pilot program SCAQMD will have a Memorandum of Agreement (MOA) in place with each recipient, in part, to provide performance reporting data back to the SCAQMD for further evaluation and ensure usage of the equipment. This proposal is to purchase the equipment listed in Attachment A for each recipient organization for a total amount not to exceed \$415,838 for the purchase, delivery, training and warranty of this equipment.

#### **Benefits to SCAQMD**

Use of commercial electric lawnmowers will reduce emissions of carbon monoxide, VOCs, particulates, and NO<sub>x</sub>. Commercial lawn mowers are typically used multiple times per day, can be used for over ten years, and can consume thousands of gallons of

gasoline per year. Replacing one commercial electric lawn mower for an existing gasoline powered mower is expected to yield emission reductions of 204 lbs/yr (0.102 tons/yr) of PM2.5, 152 lbs/yr (0.08 tons/yr) of VOC and 316 lbs/yr (0.158 tons/yr) of NOx. These anticipated emission reductions are based on combustion and evaporation of 700 gallons per year of gasoline in an existing commercial mower. Under this pilot program, the monitoring and reporting requirements will help better quantify the emission benefits by using the hourly logs built into the equipment and the reported fuel savings.

#### **Sole Source Justification**

A sole source award is authorized under Sections IV.B.4 of the Procurement Policy and Procedure when a purchase does not lend itself to substitution. Section VIII.B.2 of the Procurement Policy and Procedure identifies four major provisions under which a sole source award may be justified for contracts funded in whole or part with federal funds. The request for a sole source contract with Mean Green Products, LLC is made under Sections IV.B.4 and VIII.B.3.a of the Procurement Policy and Procedure; the item is available from only one source. The availability of this equipment from one source is based on research staff has conducted with the commercial yard equipment industry and bid responses recently received to SCAQMD RFP#2015-04: Commercial Grade Electric Lawnmower Demonstration.

## **Resource Impacts**

The proposed action will not have an impact on SCAQMD's financial resources. Funding will be provided under the U.S. EPA Targeted Air Shed Grant Program. Funds for this pilot project are available in the Advanced Technology, Outreach, and Education Fund (17).

#### **Attachment**

Attachment A – List of Organizations and Lawnmowers to be Purchased

## ${\bf Attachment} \; {\bf A-List} \; {\bf of} \; {\bf Organizations} \; {\bf and} \; {\bf Lawnmowers} \; {\bf to} \; {\bf be} \; {\bf Purchased}$

Organization	Lawnmowers Requested (Size)	Equipment Cost (Includes Shipping and Training)
San Bernardino International Airport	3 (33", 48", and 60")	\$50,214
City of San Bernardino	3 (three 60")	\$71,886
Urban Conservation Corp/Southern California Mountains Foundation	2 (48"and 60")	\$40,576
CSU San Bernardino	3 (33", 48", and 60")	\$50,214
Inland Empire 66ers (SB City Owned)	2 (48" and 52")	\$40,699
San Bernardino Police Department	2 (48" and 52")	\$40,699
County of San Bernardino	2 (60")	\$48,107
US Forest Service	4 (33", 48" and two 60")	\$73,443
Total	21	\$415,838



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 3

PROPOSAL: Recognize and Transfer Revenue and Execute Contracts to

Develop and Demonstrate Fuel Cell and Plug-In Hybrid Heavy-

Duty Trucks

SYNOPSIS: On August 21, 2014, DOE notified SCAQMD of a \$9,725,000

award to develop and demonstrate zero emission drayage trucks

under the Zero Emission Cargo Transportation II Program.

Other partners are providing additional funds totaling \$4,783,979 to cost-share this project. This action is to recognize revenue upon receipt in the amount of \$14,508,979 into the Advanced Technology Goods Movement Fund (61). This action is to also transfer \$7,183,979 from the Clean Fuels Fund (31), which includes SCAQMD's cost-share of \$2,400,000 and \$4,783,979

as a temporary loan, to the Advanced Technology Goods Movement Fund (61) and to execute contracts for the

development and demonstration of zero emission drayage trucks.

COMMITTEE: Technology, November 21, 2014; Recommended for Approval

#### **RECOMMENDED ACTIONS:**

- 1. Recognize upon receipt up to \$9,725,000 from the DOE into the Advanced Technology Goods Movement Fund (61).
- 2. Recognize upon receipt up to \$4,783,979 from other project partners, comprised of \$2,400,000 from CEC; \$1,000,000 from LADWP; \$1,133,979 from the Ports' Technology Advancement Program (TAP); and \$250,000 from the Southern California Gas Company (SoCalGas), into the Advanced Technology Goods Movement Fund (61).
- 3. Transfer \$4,783,979 as a temporary loan and \$2,400,000 for SCAQMD's cost-share from the Clean Fuels Fund (31) into the Advanced Technology Goods Movement Fund (61).
- 4. Authorize the Chairman to execute contracts, upon DOE approval, with the following entities, from the Advanced Technology Goods Movement Fund (61):
  - A. Center for Transportation and the Environment (CTE) for the development and demonstration of one Class 8 fuel cell range extended electric drayage truck in the amount not to exceed \$7,059,384;

- B. Transportation Power (TransPower) for the development and demonstration of two Class 8 fuel cell range extended electric drayage trucks in the amount not to exceed \$1,634,896;
- C. U.S. Hybrid for the development and demonstration of two Class 8 fuel cell range extended electric drayage trucks in the amount not to exceed \$2,073,034;
- D. Gas Technology Institute (GTI) for the development and demonstration of one Class 8 CNG hybrid electric drayage truck in the amount not to exceed \$5, 315,881; and
- E. International Rectifier (IR) for the development and demonstration of one diesel hybrid electric drayage truck in the amount not to exceed \$825,784.

Barry R. Wallerstein, D.Env. Executive Officer

MMM:JI

## **Background**

The SCAQMD, CARB and SCAG — the agencies responsible for preparing the State Implementation Plan required under the federal Clean Air Act — have agreed that attainment of federal air quality standards for the region will require a transition to the broad use of zero and near-zero emission energy sources in cars, trucks and other equipment. Accordingly, the 2012 AQMP, the SCAG 2012 Regional Transportation Plan, and the "Vision for Clean Air: A Framework for Air Quality and Climate Control Planning" all identify the need to immediately enact a phasing in of zero and near-zero emission technologies to meet air quality goals.

On June 11, 2014, SCAQMD submitted a proposal under DOE's Zero Emission Cargo Transport Demonstration Funding Opportunity Announcement. The proposal consisted of two technologies for goods movement operations between the Ports of Los Angeles and Long Beach near dock rail yards and warehouses: 1) development and demonstration of zero-emission fuel cell range extended electric drayage trucks and 2) development and demonstration of hybrid electric drayage trucks. The purpose of these projects is to accelerate deployment of zero emission cargo transport technologies to reduce harmful diesel emissions, petroleum consumption and greenhouse gases in the surrounding communities along the goods movement corridors that are impacted by heavy diesel traffic and the associated air pollution. On August 21, 2014, the DOE notified SCAQMD that the project proposal to develop and demonstrate zero-emission drayage trucks had been selected for an award.

## **Proposal**

This action is to recognize and transfer revenue into the Advanced Technology Goods Movement Fund (61) and to execute contracts from the Advanced Technology Goods Movement Fund (61) for the following projects. The projects described below are based on the applicants' proposals and fuel specifications may change as the designs are finalized, optimized and subject to DOE approval.

#### Center for Transportation and the Environment (CTE)

Under project management by CTE, BAE Systems will develop a battery electric truck with hydrogen fuel cell range extender. This project will leverage the expertise of BAE Systems and Ballard Power Systems to test their hybrid electric fuel cell propulsion system, currently used for transit buses, in drayage applications. The power output of the electric drive train is comparable to currently used Class 8 truck engines power output. AC traction motors will be mounted one on each rear drive axle and the electric drive train in the architecture is set up to be fully redundant. The vehicle will operate primarily from the batteries, engaging the fuel cell system only when the batteries reach a specified state of charge. BAE anticipates that the 30 kg of hydrogen (25 kg usable) will provide approximately 112 miles of range between re-fueling.

#### Transportation Power (TransPower)

TransPower will develop two battery electric trucks with hydrogen fuel cell range extenders. To extend the operating range of battery-electric trucks operating in the San Pedro Bay Ports while maintaining zero emissions, TransPower proposes to employ a small fuel cell, capable of increasing the amount of onboard energy available between vehicle recharging or refueling events by a factor of 3.25. The preliminary technical concept for the proposed fuel cell range extender project is to use TransPower's proven ElecTruck<sup>TM</sup> drive system as a foundation and add fuel cells provided by Hydrogenics, one of the world's leading suppliers of hydrogen fuel cells. The proposed project will result in the manufacturing and deployment of two demonstration trucks, one with a 30 kW fuel cell and one with a 60 kW fuel cell, enabling a direct comparison of both variants. The higher power output of the 60 kW systems is expected to be better suited to trucks carrying heavy loads over longer distances that might exceed the average power capacity of the 30 kW systems. The system will store 25-30 kg of hydrogen onboard based on an estimated 7.37 miles per kg fuel economy. TransPower's system also includes a bi-directional J1772-compliant charger that can recharge the vehicle batteries or provide power export.

#### U.S. Hybrid

U.S. Hybrid will develop two battery electric trucks with an onboard hydrogen fuel cell generator. U.S. Hybrid has been involved with fuel cell-powered vehicles for several years (including cargo vans, transit/shuttle buses and heavy-duty military vehicles) and believes the technology and product has reached maturity beyond feasibility and is ready for commercial demonstration deployment. The truck is powered by a lithium-ion battery with an 80 kW hydrogen fuel cell generator in charge sustaining mode,

eliminating the need for charging. The fuel cell power plant is sized to sustain continuous operation based on average power demand for drayage applications. As a result, the battery size is significantly reduced, as is the required charging infrastructure. The proposed technology will provide a 150-200 mile range between refueling. Each truck will carry approximately 20 kg of hydrogen storage at 350 bar with an estimated fueling time of less than 10 minutes.

#### Gas Technology Institute (GTI)

Under project management by GTI, contractor BAE Systems will develop one battery electric truck with CNG range extender and optional catenary capability. The proposed technical concept provides a well-balanced blend of all electric and CNG-based operation to provide a system that can operate in a zero emissions (all-electric) mode and in a conventional hybrid electric mode using CNG. The electric drive train will be based on BAE Systems HybriDrive® Series (HDS) propulsion system hardware. The electric drive train will include an Integrated Starter Generator (ISG), mounted on the engine and rated for up to 200 kW continuous output, two dual 200kW propulsion control systems (PCS) and two AC traction motors (ACTM) which can provide a combined propulsion power output of 320 kW (430 hp) continuous. The power output of the electric drive train is comparable to currently used Class 8 truck engines power output.

### <u>International Rectifier (IR)</u>

IR will develop one plug-in hybrid-electric truck (PHEV) and an ultra-fast charger (UFC) for use in or near the ports. IR's technology will demonstrate a bolt-on architecture that can form the basis of a conversion kit. This kit could be applied to standard Class 8 drayage vehicles, turning them into PHEVs capable of operating in a zero emissions (all-electric) mode for all the required its duty cycles while it is within a predetermined distance from the Ports of Los Angeles and Long Beach. Once outside that predetermined zero emission zone, the Class 8 PHEV would switch from all electric to hybrid-electric mode, whereby the vehicle would operate at higher efficiencies to reduce diesel fuel consumption. Furthermore, the PHEVs are capable of ultra-fast charging (15 to 20 minutes), so that their utilization rates are on par with those of conventional drayage vehicles.

#### **Sole Source Justification**

Section VIII.B.3. of the Procurement Policy and Procedure identifies provisions under which a sole source award may be justified when funded in whole or in part with federal funds. The request for a sole source award for this project is made under the provisions B.3.c: the awarding federal agency authorizes noncompetitive proposals; and B.2.d.: Other circumstances exist which in the determination of the Executive Officer require such waiver in the best interest of the SCAQMD. Specifically, these circumstances are: B.2.d.(1) Projects involving cost-sharing by multiple sponsors. The five truck manufacturers approved by DOE for this zero-emission cargo transport demonstration project: Center for Transportation and the Environment, Gas Technology Institute, International Rectifier, Transportation Power and U.S. Hybrid, each have extensive

knowledge and experience in advanced electric, fuel cell and hybrid vehicle technologies that are needed to successfully complete this project. The manufacturers will utilize their proprietary technologies in the development of prototype drayage trucks to improve system reliability, efficiency and costs over previous generations. This demonstration project will be cost-shared by the five truck manufacturers and SCAQMD, CEC, LADWP, Port of Los Angeles, Port of Long Beach and Southern California Gas Company as discussed in the Resource Impacts section.

#### **Benefits to SCAQMD**

Projects to support implementation of various clean fuel vehicle incentive programs are included in the *Technology Advancement Office Clean Fuels Program 2014 Plan Update* under the categories of "Electric/Hybrid Technologies & Infrastructure" and "Hydrogen and Fuel Cell Technologies and Infrastructure". This project is to develop and demonstrate zero-emission drayage trucks with fuel cell range extended and hybrid electric technologies for goods movement operations. Successful demonstration of such projects will contribute to the attainment of clean air standards in the South Coast Air Basin by eliminating PM and NO<sub>x</sub> emissions from replaced diesel drayage trucks.

## **Resource Impacts**

The total cost for this proposed project is \$19,984,820, comprised of \$9,725,000 from DOE, \$2,400,000 from SCAQMD and \$4,783,979 from other project partners as well as \$3,075,841 in OEM indirect cost-share, as follows:

Project Partner	<b>Funding Amount</b>	Percent
DOE	\$9,725,000	49%
OEMs	\$3,075,841	15%
CEC	\$2,400,000	12%
SCAQMD (requested)	\$2,400,000	12%
LADWP	\$1,000,000	5%
Ports' TAP	\$1,133,979	6%
SoCalGas	\$250,000	1%
Total	\$19,984,820	100%

The \$14,508,979 in revenue from DOE and other project partners will be recognized into the Advanced Technology Goods Movement Fund (61). A transfer of \$4,783,979 as a temporary loan and \$2,400,000 for SCAQMD's cost share will be made from the Clean Fuels Fund (31) into the Advanced Technology Goods Movement Fund (61), from which contracts will be executed. Any unspent funds will be returned to the Clean Fuels Fund (31) upon project completion.

The proposed contractors and sources of funds are outlined in the table below.

Proposed	Total	DOE	OEM	SCAQMD
Contractor	<b>Project Cost</b>	Funding	Cost-Share	& Partners
U.S. Hybrid	\$3,220,694	\$1,350,692	\$1,147,660	\$722,342
TransPower	\$2,359,531	\$1,180,196	\$724,635	\$454,700
CTE	\$7,109,384	\$3,554,691	\$50,000	\$3,504,693
GTI	\$5,627,319	\$2,813,637	\$311,438	\$2,502,244
IR	\$1,667,892	\$825,784	\$842,108	
Total	\$19,984,820	\$9,725,000	\$3,075,841	\$7,183,979

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



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 4

PROPOSAL: Renew SCAQMD's Membership in CaFCP for Calendar Year

2015, Provide Office Space for CaFCP, and Receive and File California Fuel Cell Partnership Executive Board Meeting Agenda

and Quarterly Updates

SYNOPSIS: The SCAQMD has been a member of the California Fuel Cell

Partnership (CaFCP) since March 2000. This action is to renew SCAQMD's membership in the CaFCP in an amount not to exceed

\$87,800 for calendar year 2015 and cofund 50 percent of the CaFCP Regional Coordinator position located at SCAQMD, in addition to office space and utilities, in an amount not to exceed \$50,000 from the Clean Fuels Fund (31). Further actions are to continue providing in-kind office space and utilities for CaFCP employees in 2015 in an effort to educate the public and increase CaFCP's presence in Southern California. Finally, this action is to receive and file the CaFCP Executive Board Meeting Agenda and

Quarterly Updates.

COMMITTEE: Technology, November 21, 2014; Recommended for Approval

### **RECOMMENDED ACTIONS:**

- 1. Authorize the Chairman to execute a contract in the amount up to \$137,800 from the Clean Fuels Fund (31) with Bevilacqua-Knight Inc. (BKi), acting on behalf of the CaFCP, to:
  - a. Continue SCAQMD's membership for calendar year 2015 for a total amount not to exceed \$87,800 for common expenses of the CaFCP;
  - b. Continue support for a Regional Coordinator located at SCAQMD for a total amount not to exceed \$50,000; and
  - c. Continue to provide office space and utilities on a month-to-month basis for four cubicles for CaFCP staff and storage at SCAQMD headquarters.

2. Receive and file the attached Executive Board Meeting Agenda and Quarterly Updates.

Barry R. Wallerstein, D.Env. Executive Officer

MMM:LHM

## **Background**

The California Fuel Cell Partnership (CaFCP) was initiated in 1999 as a means to accelerate response to the CARB Zero Emission Vehicle (ZEV) regulations, which was a technology-forcing mandate requiring up to 22,000 ZEVs by 2003, which was subsequently amended. In January 2012, CARB approved Advanced Clean Car regulations, which harmonize California requirements with federal requirements from 2017 – 2025 and incorporate GHG emission reductions. The AQMP and the Technology Advancement Office Clean Fuels Program 2015 Plan Update have identified fuel cells for on- and off-road applications as a core technology for attaining and maintaining cleaner air quality. Because of the alignment of the SCAQMD and CaFCP goals for accelerated fuel cell vehicle commercialization, the SCAQMD Board accepted the CaFCP's formal invitation to join as a full member in March 2000.

Initially, the CaFCP Program focused on development of vehicle, infrastructure and outreach plans for future projects. The CaFCP was involved in the demonstration of cars and buses using gaseous and liquid hydrogen and methanol through 2003. A limited number of fleet customer placements began in 2002. In addition, the bus transit partners operated several zero-emission fuel cell buses. CaFCP and members continue to demonstrate fuel cell cars and buses using gaseous hydrogen fuel at 350 bar and 700 bar pressures. Automakers started retail placement of fuel cell vehicles near hydrogen stations in a few early market communities. The CaFCP with member support developed a Roadmap for the introduction of fuel cell passenger vehicles with sufficient hydrogen fueling stations in California and a Bus Roadmap.

With the commitment of funding under AB 8 to develop and operate 100 hydrogen fueling stations in California through 2023, and the collaboration of California with other states to support ZEVs, automakers are planning to ramp up fuel cell vehicle production for market launch starting in 2015. Some automakers are combining efforts to share intellectual property, build component supply chains, and leverage resources; Daimler with Ford and Nissan, Toyota with BMW, and General Motors with Honda. Germany, Japan, and Korea have also committed funding to build more hydrogen stations.

At the request of SCAQMD, the CaFCP has expanded its presence in Southern California due to the increased deployment of vehicles, the largest number of fueling stations and the greatest air quality need in this region. A CaFCP Regional Coordinator is located at SCAQMD headquarters to increase support for member activities and outreach in the district and an Infrastructure Specialist facilitates hydrogen station development.

Major accomplishments during calendar year 2014 include:

- The announcements by several automakers of fuel cell vehicles for model year 2015 retail production and continued demonstration of fuel cell cars and buses in California;
- Update of the Roadmap for passenger vehicle and hydrogen station deployment (HyPPO);
- Provided training for emergency responders to help familiarize communities with fuel cell vehicles and fueling supported by a website focused on their needs and supported transition to national efforts through H2First and H2USA; and
- Increased the presence of the CaFCP in Southern California through coordination of ombudsman activities in early market communities with Regional Coordinator & Infrastructure Specialist staff based at SCAQMD.

Typically, each CaFCP Partner provides up to \$87,800 or more plus in-kind support for defraying the costs of the CaFCP. Current partners include:

- Eight auto manufacturers (General Motors, Toyota, Daimler, Chrysler, Honda, Hyundai, Nissan and Volkswagen);
- One fuel cell technology company (AFCC); and
- Five government agencies (SCAQMD, CARB, California Energy Commission, U.S. DOE and U.S. EPA).

Corporate Associate Members each pay \$15,000, and Affiliate Members contribute \$3,300 per year but could apply for a two-year waiver (comparable to the CA PEV Collaborative), for 2014-15. There are currently 24 Associate and Affiliate Members, including Bay Area AQMD and US Hybrid (previously UTC Power) who recently joined.

The CaFCP retains Bevilacqua-Knight, Inc. (BKi) to provide the needed support for the common tasks agreed to by the CaFCP, and each partner/member contracts directly with BKi acting on behalf of the CaFCP.

## **Proposal**

Members of the CaFCP are committed to the continuation of CaFCP activities through 2016, which is considered the fourth phase "Preparing for Market Launch." The fee of up to \$87,800 per full member is proposed to support the activities planned for 2015

and beyond, although the fee may be reduced compared to previous years, if possible. The majority of fuel cell vehicle deployment activities are anticipated to be within the South Coast Air Basin over the next few years.

The proposed CaFCP activities for 2015 are to:

- Convene members and stakeholders in a common forum to leverage resources, bring together new players and overcome challenges more quickly than could be accomplished by individual action;
- Communicate, educate, inform and promote hydrogen and fuel cell vehicle benefits and opportunities. Implement and expand hydrogen readiness by focusing outreach in early market communities with a goal of easing station implementation, including community relations, education and outreach to policy-makers, stakeholders and the public.
- Collaborate to identify and address emerging challenges. Support Roadmap
  progress and hydrogen station implementation by encouraging station codes
  and standards development and implementation, transitioning emergency
  responder training to national programs, help address barriers to station
  implementation, and develop strategies for medium and heavy-duty vehicles.

CY 2015 will be a transitional year for the CaFCP, both organizationally as well as commercially. The long-time and original Executive Director, Catherine Dunwoody, was recently moved back to CARB to manage fuel cell deployments for the state. This has accelerated the need to evaluate the current member structure, dues and staffing at the CaFCP. In addition, fuel cell vehicles are now available commercially by Hyundai and will be available from Toyota in 2015.

This action is to execute a contract with BKi to renew SCAQMD's membership in the CaFCP for calendar year 2015 and continue to cofund the CaFCP Regional Coordinator position located at SCAQMD as well as provide in-kind office space and utilities for CaFCP employees in calendar year 2015. This action is also to receive and file the CaFCP Executive Board Meeting Agenda and Quarterly Updates for April-June and July-September 2014.

### **Sole Source Justification**

Section VIII.B.2. of the Procurement Policy and Procedure identifies provisions under which a 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 require such waiver in the best interest of SCAQMD. Specifically, these circumstances are B.2.d.(1): Projects involving cost sharing by multiple sponsors. The multiple sponsors contributing financially to the CaFCP include eight automakers, one fuel cell technology company and five government agencies.

## **Benefits to SCAQMD**

Membership in the CaFCP is consistent with the *Technology Advancement Office Clean Fuels 2014 Plan Update* under "Hydrogen and Mobile Fuel Cell Technologies & Infrastructure" and "Assessment and Technical Support of Advanced Technologies and Information Dissemination." SCAQMD supports the development, demonstration and commercialization of zero and near-zero emission vehicles and strives to educate public and private organizations regarding the benefits and characteristics of these vehicles.

## **Resource Impacts**

SCAQMD's support of the CaFCP for calendar year 2015, provided through a contract with BKi, shall not exceed \$137,800 from the Clean Fuels Fund (31), comprised of \$87,800 for common project costs to cover administrative, technical and program management costs and half the cost or \$50,000 for the Regional Coordinator position located at SCAQMD Headquarters and reporting to the CaFCP Executive Director. SCAQMD is also providing additional in-kind cost-share of office space for CaFCP staff and utilities at SCAQMD headquarters, representing annual foregone rent of approximately \$10,440 for the four cubicles.

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

#### **Attachments**

California Fuel Cell Partnership Executive Board Meeting Agenda California Fuel Cell Partnership Quarterly Update (April - June 2014) California Fuel Cell Partnership Quarterly Update (July - September 2014)



## **CaFCP Executive Board**

October 21, 2014 8:00am – 5:30pm

LOCATION: California Energy Commission (CEC), 1516 9th Street, Sacramento, CA 95814 - Hearing Room A

8:00am – 8:30am	Gathering and registration		
6:00am = 6:30am	Gathering and registration		
8:30am – 8:40am Robert Bienenfeld, Chair	1. Welcome Welcome and remarks from the CaFCP Chair		
8:40am – 9:30am Daimler Honda Hyundai Toyota	2. <b>Automaker briefing</b> The market launch of FCEVs has begun and will continue as new automaker products are rolled out in the next few years. Automakers will report on these commercial releases, their actions to prepare customers, communities and dealerships as vehicles are entering the market.		
9:30am – 10:30am GO-Biz (lead) CEC CARB Air Liquide Air Products FirstElement Fuel GTI H2 Frontier HTEC HyGen Industries ITM Power Linde Stratos Fuel	3. Hydrogen station briefing With the current nine public hydrogen stations set to expand to more than 50 by the end of 2015, California is close to achieving CaFCP's "A California Roadmap" goal of 68 stations to enable the initial market launch. Speakers will review progress and present next steps and plans for building the hydrogen network.		
10:30am – 10:50 am	BREAK		
10:50am – 11:20am Sandia National Lab, National Renewable Energy Lab	4. Accelerating hydrogen infrastructure through R&D H2First is a new collaboration that brings federal, state and other stakeholders together to advance the industry. The speaker will address H2First's initial projects that will address immediate California and long-term national needs.		
11:20am – 12:00pm General Motors (lead) ARB CEC	5. Achieving the <i>Roadmap</i> : State progress and highlights In July CaFCP published <i>Hydrogen Progress, Priorities and Opportunities</i> that outlines next steps and actions for a successful FCEV and hydrogen station market launch. Speakers will present actions the State of California has taken to support hydrogen infrastructure and FCEV deployment.		
12:00pm – 1:00pm	Lunch – on your own		
<b>1:00pm – 1:30pm</b> DMS ARB	6. Enabling retail hydrogen sales  DMS will present new hydrogen dispenser accuracy standards and information from their testing of hydrogen stations in California.		

1:30pm – 2:30pm EIN (lead) CDFA Newport Coast Honda	7. Hydrogen: will customers have sticker shock? How will customers react to fuel that's sold by the kilogram. Is this the "right" unit of measurement? Speakers will review existing regulations and processes for selling units of fuel, and potential impacts.	
<b>2:30pm – 3:00pm</b> Daimler	8. The customer experience As Daimler's first F-Cell leases are ending, what did the automaker learn about the FCEV customer experience? Where can CaFCP members work together to change or improve customer experience as more FCEVs come to market?	
3:00pm – 3:20pm	BREAK	
3:45pm – 5:00pm CaFCP staff	9. Business items CaFCP's executive director will review-progress to 2014 goals and other operationa updates. The board will approve or deny affiliate waivers for 2015 & 2016, approve or deny proposal for GOBiz to join, approve or revise the draft 2015 program plan and budget and determine the 2015 executive board chair and vice-chair.	
5:00pm – 5:30pm Robert Bienenfeld, Chair	10. Public comment period	
5:30pm Robert Bienenfeld, Chair	11. Meeting wrap up	

# No-host gathering at Fox and Goose after meeting 1001 R Street in Sacramento

#### **Antitrust Guidelines**

It is the express intent of the CaFCP and its members that none of the organization's activities will violate or be in conflict with any federal, state or local antitrust law, rule or policy (collectively, the antitrust laws). Each member will conduct its affairs in conformity with this intent. Each member is aware that there are significant civil and criminal penalties for violating antitrust laws. To the extent possible, the CaFCP and the members will act in a manner substantially in compliance with the policy entitled "Antitrust Guidelines for Collaboration Among Competitors" issued by the Federal Trade Commission and the Department of Justice and dated April 2000. This document is available for reference on CaFCP's member resources website.

This meeting is open to the public and will not be available by phone. This facility is accessible to persons with disabilities. Deadline for requesting ADA modification is October 7, 2014. Meeting materials will be posted at <a href="https://www.cafcp.org">www.cafcp.org</a>.

Agenda items may be taken out of order and times may vary from those listed in the agenda. The board may choose to limit public comment at the chair's discretion.

This facility is accessible by public transit. For transit information, call (909) 839-7000 for Sacramento Regional Transit (916) 321-BUSS (2877), website: <a href="http://www.sacrt.com/schedulesfares.stm">http://www.sacrt.com/schedulesfares.stm</a>. And California Transit link: <a href="http://www.apta.com/resources/links/unitedstates/Pages/CaliforniaTransitLinks.aspx">http://www.apta.com/resources/links/unitedstates/Pages/CaliforniaTransitLinks.aspx</a>.

### **CaFCP Quarterly Update**

April-June 2014

### **Background**

The California Fuel Cell Partnership is a unique collaborative of auto manufacturers, energy companies, fuel cell technology companies and government agencies, including SCAQMD. This report summarizes CaFCP activity in or related to Southern California for April to June 2014.

In its fourth phase, 2013-2016, CaFCP members, individually or in groups, will focus on meeting these goals to achieve market launch:

- Prepare for larger-scale manufacturing, which encompasses cost reduction, supply chain and production.
- Work on the customer channel, including identifying and training dealers and service technicians.
- Reduce costs of station equipment, increase supply of renewable hydrogen at lower cost, and develop new retail station approaches.
- Support cost reduction through incentives and targeted RD&D projects
- Continue research, development and demonstration of advanced concepts in renewable and other low-carbon hydrogen.
- Provide education and outreach to the public and community stakeholders on the role of FCVs and hydrogen in the evolution to electric drive.

CaFCP and members' activities fall within three main strategic directions:

- Support hydrogen station and vehicle deployment to enable commercial market launch in 2015 timeframe
- 2. Show feasibility and a clear value proposition to consumers, businesses and communities
- Focus existing resources, engage new groups and pursue innovative concepts to overcome early market challenges

To successfully implement the vision, CaFCP activities must focus on technical, communications and business operations/strategies that require collaboration and coordination. A detailed CaFCP implementation plan is available as a separate document.

# 2014 Program Plan Q2 accomplishments

### 1. Facilitate member collaboration

The California Fuel Cell Partnership facilitates members and stakeholder coordination on projects and activities of common interest in order to leverage resources, communicate progress, bring together new players, and overcome challenges more quickly than could be accomplished by individual action.

Heavy duty Fuel Cell Program	<ul> <li>Medium and heavy-duty FCEV Roadmap initiative launched</li> <li>Facilitated CaFCP Bus Team meeting at SunLine Transit on April 24</li> <li>Led SAE task force SAE TIR J2601/2 "Fueling Protocol for Gaseous Hydrogen Powered Heavy Duty Vehicles" – document passed affirmation ballot in June</li> </ul>
Strategic Initiatives	Participated in two H2USA meetings

## 2. Support Station implementation

CaFCP will monitor, coordinate and execute the activities to deploy stations for commercialization as outlined in the roadmap document.

the roadmap document.		
National ER Program	<ul> <li>Working with NFPA and DOE on updates to online training program</li> <li>Participated in DOE planning meetings for Hydrogen Safety Resource Tools</li> <li>Coordinated and participated in NFPA hydrogen station filming for safety and ER training</li> </ul>	
Station Performance Codes & Standards	SAE J2601 went through affirmation-ballot and is currently (end of June) in ballot with SAE Motor Vehicle Council	
Fuel retailers	<ul> <li>Presented on OEM FCEV progress and H2 fueling infrastructure development plans at SIGMA Spring Convention in addition to conducting a FCEV ride &amp; drive</li> <li>Presented on OEM FCEV progress and H2 fueling infrastructure development plans at the Fuels Institute board meeting</li> </ul>	
Station implementation	<ul> <li>Participated in DOE/NREL workshop on H2 Transmission and Generation</li> <li>Participated in DOE/Industry Canada H2 Energy Storage workshop</li> <li>Participated in DOE H2 Contamination Detector workshop</li> </ul>	
Workforce development	<ul> <li>Participated in Corona Auto X</li> <li>Conducted workshop in Sacramento on Permitting and H2 Fueling Practices</li> <li>Participated in GO-BIZ/Toyota Permitting Event in Torrance</li> <li>Coordinated and participated in NREL permitting workshops in Huntington Beach and Culver City</li> </ul>	

## 3. Implement hydrogen readiness

CaFCP will focus outreach in early market communities with a goal of easing station implementation, including community acceptance and accessibility of funding. The ultimate goal is to increase awareness and understanding of hydrogen and fuel cells, especially regarding progress and next steps in California, with government officials in Sacramento and Washington, D.C.

government officials in Sacra  Activity	Description	Picture
Corona AutoX April 4 Corona, CA	Presenter & exhibitor	LUCAS OIL
American Lung Association  – Stair Climb, April 5 Sacramento, CA	Exhibitor	
11th Annual Theodore Payne Native Plant Garden Tour, April 5-6 Los Angeles, CA	Exhibitor	

GoBiz/Toyota H2	Presenter & exhibitor	
Community Workshop, April 14 Torrance, CA	Tresenter & exhibitor	
JPL Earth Day Event, April 22 La Canada Flintridge, CA	Exhibitor	
County of Los Angeles Public Works Earth Day, Los Angeles, CA	Exhibitor	No photo available.
Long Beach Clean Cities and Municipal Equipment Mgmt Assn (MEMA) meeting, April 24 Long Beach, CA	Presenter	No photo available.
Tour of Fuel Cell Buses at ElDorado National, April 25 Riverside, CA	Tour	

Santa Barbara Earth Day, April 26-27 Santa Barbara, CA	Exhibitor	WA A III. WHO CLOSE  W
Monterey Park Earth Day, April 26 Monterey Park, CA	Exhibitor	estival
Santa Monica Sustainable Quality Awards, April 30 Santa Monica, CA	Exhibitor	No photo available.
Ca Hydrogen Business Council Spring Summit, May 5 Long Beach, CA	Presenter	No photo available.
ACT Expo, May 5-8 Long Beach, CA	Presenter, Moderator & Exhibitor	

Cal State L.A. hydrogen fueling station ribbon cutting, May 7 Los Angeles, CA	Member support	
DOE- International Hydrogen Infrastructure Workshop, May 7 Torrance, CA	Member support & organizer	No photo available.
American Society of Mechanical Engineers, May 15 Los Angeles, CA	Presenter	No photo available.
NREL/GO-Biz Permitting Workshop, May 19 Huntington Beach, CA	Member support and presenter	

Carthay Center Elementary Science Fair & Environmental Expo, May 22 Los Angeles, CA	Exhibitor	THE COLUMN TO SERVICE AND ADDRESS OF THE COLUMN
SEAL Convention (Solar Activity Energy Laboratory) SEAL- CON, May 24 Pasadena, CA	Exhibitor	
NREL/GO-Biz Permitting Workshop, May 27 Culver City, CA	Member support & organizer	FA CONSTRUCTION OF THE PROPERTY OF THE PROPERT

CalTech Lunch Display, May 30 Pasadena, CA	Exhibitor	
Torrance Environmental Fair, June 7 Torrance, CA	Exhibitor	
SunLine Unveiling of Fuel Cell Electric Buses, June 9 Palm Springs, CA	Member support	THE STATE OF THE S

Hyundai Tucson Lease Program Launch, June 8 Tustin, CA	Member support	PI CONTROL OF THE PICTURE OF THE PIC
Rio Hondo College and L.A. Clean Cities First/Second Responder Alternative Fuel Vehicle, June 11 Los Angeles, CA	Exhibitor	No photo available.
Los Angeles Economic Development Corp. panel on fuel cell bus manufacturers, June 12 Century City, CA	Presenter & Exhibitor	No photo available.
Clean Tech OC Transportation Symposium, June 17 Irvine, CA	Presenter & Exhibitor	Introducing Hydrogen to the Retail Fuel Environment  Jee Gaelland  Catifornia  British  Catifornia  Catifornia  Catifornia  Catifornia  Catifornia  Catifornia  Catifornia
World Hydrogen Energy Conference 2014, June 16 Gwangju, South Korea	Presenter	No photo available.
Western Riverside Clean Cities Coalition, June 18 Riverside, CA	Presenter	No photo available.
Air Quality Awards, Coalition for Clean Air, June 20 Los Angeles, CA	Networking	

NFPA filming for Safety and ER training curriculum, June 23, Burbank, Torrance and Harbor City, CA	Organizer	OTE VISIT STE
Electric Vehicle Day sponsored by Charge Ahead Coalition and State Senator Kevin deLeon, June 29 Boyle Heights, CA	Exhibitor	

## Legislative, NGO & Policy

Event name	<b>Meeting Date</b>	Meeting with
Legislative		
encounter	4/2/2014	Assembly Member Nancy Skinner (D-Berkeley)
City Hall meeting	4/9/2014	Christine Frey, legislative aide to Los Angeles City Council Member Felipe Fuentes
City Hall meeting	4/9/2014	Arcelia Arce, legislative aide to Los Angeles City Council Member Nury Martinez
Legislative encounter	4/22/2014	State Senator Kevin deLeon (D-Los Angeles)
Community meeting	4/24/2014	Assembly Member Anthony Rendon (D-South Gate)
Community event	4/26/2014	Monterey Park City Council Member Teresa Real Sebastian

Capitol meeting	5/1/2014	Michael Bedard, legislative director to Assembly Member Nancy Skinner (D-Berkeley)
Capitol meeting	5/1/2014	Bret Williams, legislative director to Assembly Member Al Muratsuchi (D-Torrance)
Capitol meeting	5/1/2014	Nidia Bautista, legislative aide to State Senator Kevin De Leon (D-Echo Park)
Capitol meeting	5/1/2014	Daniel Seeman, senior legislative assistant, to State Senator Mark Leno (D-San Francisco)
	3/1/2014	
Community meeting	5/8/2014	Marcos Sanchez, district representative, Assembly Member Raul Bocanegra (D-San Fernando Valley)
Capitol meeting	5/20/2014	State Senator Fran Pavley (D-Woodland Hills)
Capitol meeting	5/20/2014	Assembly Member Eric Lindner (R-Corona)
Capitol meeting	5/20/2014	Assembly Member Rocky Chavez (R-Carlsbad)
		Assembly Member Jeff Gorell (R-Camarillo) and Jonathan
Capitol meeting	5/20/2014	Hughes, legislative fellow
Capitol meeting	5/20/2014	Assembly Member Jim Frazier (D-Fairfield) and Zachary Leary, legislative assistant.
	5, = 5, = 5 = 5	Sarah Rascon and Roberto Gama, office of Assembly
District meeting	6/5/2014	Member Jimmie Gomez (D-Los Angeles)
District meeting	6/21/2014	Assembly Member Freddie Rodriguez (D-Pomona), and Robert Torres, district director, and Jordan Wright, field representative to Assembly Member Rodriguez
District meeting	6/29/2014	Frine Medrano, field representative to State Senator Kevin deLeon (D-Los Angeles), Bahram Fazeli, policy director, and Roberto Corrales, organizer, Communities for a Better Environment, and Michelle Kinman, Environment California
21.11.		District office staff of Assembly Member Sharon Quirk- Silva: Javiera Cartagena, district director and Calvin Sung, Tige Richardson, Daisy Campos, Michael Quibuyen, Amy
District meeting	6/30/2014	Ramos, Sophie Tran and intern Mariela.

## **Community Relations (Station-related outreach)**

Activity	Meeting Date
Meeting with staff of Los Angeles City Council Member Felipe	4/9/2014
Cal State LA H2 Station Ribbon Cutting	5/7/2014
Permitting Workshop, Huntington Beach	5/19/2014
Permitting Workshop, Culver City	5/27/2014

## Website and social media metrics

PUBLIC WEBSITE	Apr-14	May-14	Jun-14
Number of unique visits	8,471	9,066	7,618
Visits (Cpanel)	61,534	61,894	53,695
Average time spent on site	1:53	1:59	2:00
Most visited pages	Station map Home page FAQ 10 facts about hydrogen CaFCP Executive Board Meeting	Station map Home page FAQ 10 facts about hydrogen Blog: CEC Announces	Station map Home page FAQ A California Road Map Blog: Catherine Dunwoody Moving
Most searched keywords on Google to land on CaFCP website	where does hydrogen come from california fuel cell partnership cafcp.org where does hydrogen fuel come from cafcp	where does hydrogen come from california fuel cell partnership difference between fuel cell and battery cafcp	california fuel cell partnership where does hydrogen come from cafcp hydrogen fueling stations hydrogen fueling stations in California
Most searched keywords on cafcp.org search engine	chris white plug power 5 different jobs created from hydrogen energy board meeting cost	wells to wheels hydrogen safety roadmap well to wheels ab 8	careers cost board career chris white
Most referred websites	google.com bing arb.ca.gov stocktwits.com yahoo	google.com stocktwits.com bing yahoo arb.ca.gov	google.com bing yahoo arb.ca.gov stocktwits.com
FACEBOOK	Apr-14	May-14	Jun-14
New likes	29	43	35
Lifetime likes	2,488	2,523	2,550
Lifetime Post Total Reach	23,943	10,505	32,027
Lifetime Engaged Users	2,388	755	1890
TWITTER	Apr-14	May-14	Jun-14
Total Followers	1563	1609	1660
Total Lifetime Tweets	8424	8611	8967
Link Clicks	206	414	549

## **CaFCP Quarterly Update**

July-September 2014

#### **Background**

The California Fuel Cell Partnership is a unique collaborative of auto manufacturers, energy companies, fuel cell technology companies and government agencies, including SCAQMD. This report summarizes CaFCP activity in or related to Southern California for April to June 2014.

In its fourth phase, 2013-2016, CaFCP members, individually or in groups, will focus on meeting these goals to achieve market launch:

- Prepare for larger-scale manufacturing, which encompasses cost reduction, supply chain and production.
- Work on the customer channel, including identifying and training dealers and service technicians.
- Reduce costs of station equipment, increase supply of renewable hydrogen at lower cost, and develop new retail station approaches.
- Support cost reduction through incentives and targeted RD&D projects
- Continue research, development and demonstration of advanced concepts in renewable and other low-carbon hydrogen.
- Provide education and outreach to the public and community stakeholders on the role of FCVs and hydrogen in the evolution to electric drive.

CaFCP and members' activities fall within three main strategic directions:

- 1. Support hydrogen station and vehicle deployment to enable commercial market launch in 2015 timeframe
- 2. Show feasibility and a clear value proposition to consumers, businesses and communities
- Focus existing resources, engage new groups and pursue innovative concepts to overcome early market challenges

To successfully implement the vision, CaFCP activities must focus on technical, communications and business operations/strategies that require collaboration and coordination. A detailed CaFCP implementation plan is available as a separate document.

# 2014 Program Plan Q3 accomplishments

### 1. Facilitate member collaboration

The California Fuel Cell Partnership facilitates members and stakeholder coordination on projects and activities of common interest in order to leverage resources, communicate progress, bring together new players, and overcome challenges more quickly than could be accomplished by individual action.

Heavy duty Fuel Cell Program	<ul> <li>Medium and heavy-duty FCEV Roadmap initiative underway, renaming to "Action Plan" due to status MD/HD FCEV technology</li> <li>SAE published SAE TIR J2601/2 "Fueling Protocol for Gaseous Hydrogen Powered Heavy Duty Vehicles" on September 24.</li> </ul>
Strategic Initiatives	Participated in one H2USA meeting.

## 2. Support Station implementation

CaFCP will monitor, coordinate and execute the activities to deploy stations for commercialization as outlined in the roadmap document.

the roadmap document.			
National ER Program	<ul> <li>Phase I of program is available (by request) and soon for download on <a href="https://www.h2tools.org">www.h2tools.org</a></li> <li>Beginning Phase II development -kickoff meeting Wed. Oct. 29         <ul> <li>Identify additional resources</li> <li>Being supported by the National Fire Academy</li> </ul> </li> </ul>		
Station Performance Codes & Standards	<ul> <li>NFPA 2 Second Draft, 2<sup>nd</sup> meeting (Oct. 23<sup>rd</sup>)</li> <li>SAE International in-person meetings first week of November         <ul> <li>FC Interface Working Group</li> <li>SAE J2601/2 (Bus Fueling Technical Information Report) has been published</li> <li>In progress: J2719/1 Application Guideline for Use of Hydrogen Quality Specification and J2600 Compressed Hydrogen Surface Vehicle Fueling Connection Devices (revision)- target for ballot 2014</li> </ul> </li> <li>FC Safety Task Force:</li></ul>		
Fuel retailers	<ul> <li>Pacific Oil Conference (POC) Aug. 26-28 in LA</li> <li>Staff and members presented on current initiatives</li> <li>CaFCP exhibited at the trade show (1,400 people attended the event)</li> <li>Toyota FCV on static display</li> <li>Ride-and-drive opportunities in Hyundai Tucson and tour of Cal State LA hydrogen station</li> </ul>		
Station implementation	<ul> <li>Added the AC Transit Emeryville station to online Station         Operational Status System and updated SOSS platform to increase data update frequency     </li> <li>"A California Road Map: The Commercialization of Hydrogen Fuel</li> </ul>		

	Cell Vehicles - 2014 Update: Hydrogen Progress, Priorities and Opportunities (HyPPO) Report" completed and published on July 25.		
Workforce development	Workforce Opportunities in alternative fuels and advanced vehicle technology July 29 at Hyundai     Pacific Gateway Workforce Investment Network (PGWIN), Orange County Workforce Investment Board (WIB), and the Orange County Business Council on Workforce Opportunities in alternative fuels and advanced vehicle technology		

## 3. Implement hydrogen readiness

CaFCP will focus outreach in early market communities with a goal of easing station implementation, including community acceptance and accessibility of funding. The ultimate goal is to increase awareness and understanding of hydrogen and fuel cells, especially regarding progress and next steps in California, with government officials in Sacramento and Washington, D.C.

Activity	Description	Picture
SEMICON WEST, San Francisco April 8-10	Exhibitor	THE CELL ST PARTICLE OF THE PA
Sacramento Sustainability Forum, Sacramento July 14 Glendale Cruise Night, Glendale July 19	Presenter, exhibitor, ride- and-drive Exhibitor	NA
CEC Business Meeting Test Drive July 23	Ride and drive	NA

National Night Out in Hayward with Assembly Member Bill Quirk, Hayward July 28	Drive/Exhibito r	
Northern California GO-Biz Community Readiness Workshop, San Jose July 31	Presenter, Exhibitor, Ride and Drive	
South San Francisco Multi- Chamber Expo, South San Francisco August 6	Presenter	NA

Pacific Oil Conference, Los Angeles August 25-28	Presenter, Exhibitor	
Continuing Challenge, Sacramento September 9-4	Exhibitor	
League of California Cities Annual Conference, Los Angeles September 3-5	Exhibitor	Contract of CA brownia
Silicon Valley Green Fall Festival, Cupertino September 13	Exhibitor	NA

Huntington Beach Green Expo, Huntington Beach September 13	Exhibitor	AMERICAN ORGANIZATION REAL ESTITE  AMERICAN ORGANIZATION  AMERICAN O
A Gathering of Green Teams, Downey September 14	Exhibitor	NA
HyPPO Webinar September 15	Presenter	NA
Santa Monica Alt Car Expo, Santa Monica September 18-21	Exhibitor	California Fuel Cell Partnershi California C
SVLG Game Changers, Mountain View September 24	Sponsor and exhibitor	NA

	T	
Advancing the Choice, Temecula September 25	Presenter and exhibitor	
Cruzin for Roses, South Pasadena September 28	Exhibitor	

### **Legislative, NGO & Policy**

Conduct one-on-one meetings with California state and federal elected officials and their staff in district and capitol offices. Conduct one-on-one meetings with influential NGOs at the local, state and national levels. Emphasize California's commitment to hydrogen and provide information about progress and plans. Provide education and information to policy makers.

## 2014 Q3 Statistics – Meetings and encounter

Elected officials: 5 (2014 to date: 20) Legislative staff: 20 (2014 to date: 109)

NGOs: 0 (2014 to date: 10)

Event name	Meeting Date	Meeting with
		<u> </u>
District meeting	7/15/2014	Environmental roundtable hosted by Assembly Member Sharon Quirk-Silva and field representative Michael Quibuyen.
Capitol meeting	7/15/2014	Assembly Member Adam Gray (D-Modesto), legislative director Brendan Hughes and constituent
GO-Biz briefing	7/31/2014	Rocky Fernandez, district director to Assembly Member Bob Wieckowski (D-Fremont)
GO-Biz briefing	7/31/2014	Carolina Salazar, district director to Assembly Member Bill Quirk (D-Hayward)
GO-Biz briefing	7/31/2014	Ahmed Mostafa, field representative to Assembly Member Rich Gordon (D-Palo Alto)
District meeting	8/7/2014	Jesus Diaz, field representative for State Senator Ricardo Lara (D-Long Beach)
District meeting	8/7/2014	Cory Allen, consultant, Select Committee on California Ports & Goods Movement, office of State Senator Ricardo Lara (D-Long Beach)
District meeting	8/7/2014	Marcos Alamillo, field representative to Assembly Member Cristina Garcia (D-Downey)

District meeting	8/7/2014	Irving Pacheco, field representative to State Senator Ted Lieu (D-Redondo Beach)
District meeting	8/7/2014	Susan Kennedy and Ben Cohn, field representatives to Assembly Member Rich Gordon
District meeting	8/7/2014	Ronald Gonzales-Lawrence, Assembly Member Anthony Rendon
Inquiry	8/21/2014	Calvin Sung, field representative to Assembly Member Sharon Quirk-Silva
CaFCP office visit	9/5/2014	New Jersey Assembly Members Gordon Johnson and Raj Mukherji
Hyppo Webinar	9/15/2014	Vickere Murphy, deputy to State Senator Carol Liu (D-Glendale) and Allen Chiu, deputy to Congressman Mike Honda (D-San Jose)
Community meeting	9/17/2014	Henry Stern, office of State Senator Fran Pavley (D-Woodland Hills)
Community meeting	9/17/2014	Jan Perry, general manager, Los Angeles Dept of Economic & Workforce Development
Community Meeting	9/20/2014	Assembly Member Bonnie Lowenthal (D-Long Beach)
Community meeting	9/20/2014	Tim Pershing, field representative to Assembly Member Richard Bloom (D-Santa Monica)
District meeting	9/22/2014	Carolina Salazar, district director to Assemblyman Bill Quirk (D-Hayward)
District contact	9/24/2014	Paul Backstrom, transportation policy to LA City Councilman Mike Bonin (West LA)

## **Community Relations (Station-related outreach)**

Activity	Meeting Date
GO-Biz and CaFCP briefing for local elected officials	July 31
Meeting with Rohnert Park city officials	September 10
Meeting with Emeryville city officials	September 10
Meeting with Irvine city officials	September 16

## **Website and Social Media**

We provide outreach and education through events, materials, video, web and social media that increase awareness in the general public, build support in early market communities and support other projects' specific goals. Our online strategy is to deliver real-world information about FCEVs and hydrogen stations to early adopter audiences. We use email, blogs, Twitter, YouTube and Facebook to share messages about FCEV commercialization and technology with different audience types.

www.cafcp.org	Jul-14	Aug-14	Sep-14
Number of visits	8,471	9,066	7,618
Average time users spent on site	2:14	2:13	1:58
Most visited pages	Station map Home page FAQ A California Road Map Toolkits Stations	Station map Home page FAQ A California Road Map 10 facts about hydrogen	Station map Home page FAQ 10 facts about hydrogen A California Road Map
Most searched keywords on Google to land on CaFCP website	cafcp california fuel cell partnership http://cafcp.org/ where does hydrogen come from hydrogen fueling stations california	cafcp california fuel cell partnership where does hydrogen come from hydrogen fueling stations difference between fuel cell and battery	where does hydrogen come from cafcp california fuel cell partnership fuel cell ca fuel cell partnership
Most searched keywords on cafcp.org search engine	well to wheels budget cost fuel internship	careers Diamond Bar Station HRS fuel cell hydrogen price Roadmap	ceo Classes fuel cell h2nip HyPPO
Most referred websites	google.com yahoo bing arb.ca.gov t.co	google.com arb.ca.gov bing yahoo.com green.autoblog.com	google.com yahoo bing arb.ca.gov t.co

FACEBOOK	Jul-14	Aug-14	Sep-14
New likes	31	14	17
Lifetime likes	2,568	2,574	2,584
<b>Lifetime Post Total</b>			
Reach	19,306	10,104	25,266
Lifetime Engaged	613		
Users	013	766	1,106

TWITTER	Jul-14	Aug-14	Sep-14
<b>Total Followers</b>	1,710	1,743	1,806
Total Lifetime Tweets	9,146	9,354	9,629
Link Clicks	649	509	439

YouTube – Draw My Life	Jul-14	Aug-14	Sep-14
<b>Total Views</b>	601	12,736	2,089
Estimated Minutes Watched	1,657	24,970	4,902

E-blast – Well to Wheels		
Air Benefits – Sept. 16, 2014		
Contacts:	8,564	
Opened:	15% - 1,285 contacts	
Bounced:	1.7% - 149 contacts	
No Info:	83.3% - 7,130	
Clicked:	1% - 107 contacts	
Unsubscribed:	13	

Water Consumption – Oct. 6, 2014		
8,506		
15.0% - 1,276 contacts		
1.4% - 120 contacts		
83.6% - 7,110 contacts		
1% - 126 contacts		
Unsubscribed: 9		

E-blast – Well to Wheels		
Climate Change – Sept. 22, 2014		
Contacts:	8,530	
Opened:	13.8% - 1,173 contacts	
Bounced:	1.7% - 147 contacts	
No Info:	84.5% - 7,210 contacts	
Clicked:	1% - 95 contacts	
Unsubscribed:	6	

E-blast – Well to Wheels		
Energy Security – Oct. 13, 2014		
Contacts:	8,443	
Opened:	12.4% - 1,051 contacts	
Bounced:	1.9% - 162 contacts	
No Info:	85.6% - 7,230 contacts	
Clicked:	1% - 53 contacts	
Unsubscribed:	6	

E-blast – Well to Wheels		
Energy Efficiency – Sept. 29, 2014		
Contacts:	8,504	
Opened:	14.6% - 1,239 contacts	
Bounced:	1.7% - 145 contacts	
No Info:	83.7% - 7,120 contacts	
Clicked: 2% - 146 contacts		
Unsubscribed:	11	



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 5

PROPOSAL: Recognize, Transfer and Appropriate Funds, and Execute Contracts

to Implement Enhanced Fleet Modernization Program

SYNOPSIS: On July 11, 2014, the Board approved release of an RFP to

implement the AB 118 Enhanced Fleet Modernization Program (EFMP). The program focuses on providing greater incentives to eligible low- and middle-income owners of older vehicles to scrap their existing vehicle and receive a voucher to either help acquire a newer vehicle or cover the cost for transit passes or participation in car-sharing programs. Six proposals were received by the closing date of the RFP. These actions are to: 1) recognize upon receipt up to \$2.4 million for implementation of the EFMP and authorize Executive Officer to accept grant terms and conditions; 2) execute contracts in an amount not to exceed \$625,000 from the HEROS II Special Revenue Fund (56); 3) transfer and appropriate \$70,000 from the HEROS II Special Revenue Fund (56) to Science & Technology Advancement's FY 2014-15 or FY 2015-16 Budget to assist in implementing the EFMP; and 4) authorize the Executive Officer to approve vouchers to qualified program participants up to \$3,330,000.

COMMITTEE: Technology, November 21, 2014; Recommended for Approval

### **RECOMMENDED ACTIONS:**

- 1. Recognize upon receipt up to \$1.4 million from CARB or the California Bureau of Automotive Repair (BAR) into the HEROS II Special Revenue Fund (56) and authorize the Executive Officer to accept terms and conditions of an AB 118 grant award from either CARB or BAR for implementation of the retire and replace component of the EFMP.
- 2. Recognize upon receipt up to \$1 million from the Greenhouse Gas Reduction Fund from CARB into the HEROS II Special Revenue Fund (56) and authorize the Executive Officer to accept terms and conditions of a Greenhouse Gas Reduction Fund grant award for implementation of the Vehicle Retirement and Replacement Plus Up Program.

- 3. Authorize the Chairman to execute contracts in an amount not to exceed \$625,000 from the HEROS II Special Revenue Fund (56) with the following entities:
  - a. Foundation for California Community Colleges (FCCC) in an amount up to \$225,000 for outreach and marketing activities, operating a call-center and assisting program participants in processing vehicle retirements and identifying replacement vehicles, transit pass programs or car-sharing programs;
  - b. Gladstein, Neandross & Associates (GNA) in an amount up to \$200,000 for outreach and marketing activities; and
  - c. Opus Inspection in an amount up to \$200,000 for outreach and marketing activities and assisting program participants to identify replacement vehicles, transit pass programs or car-sharing programs.
- 4. Transfer, as needed, \$70,000 from the HEROS II Special Revenue Fund (56) into the General Fund and appropriate \$70,000 to Science and Technology Advancement's FY 2014-15 or 2015-16 Budget, Services and Supplies Major Object, Professional and Special Services Account, to assist in implementing the EFMP.
- 5. Authorize the Executive Officer to approve vouchers to program participants in an amount not to exceed \$3,330,000, which consists of \$2,730,000 from the HEROS II Special Revenue Fund (56) and \$600,000 from the Mobile Source Air Pollution Reduction Fund (23) for up to 551 to 992 replacement vehicles (range depends on voucher monetary level), transit passes or car-sharing programs.

Barry R. Wallerstein, D.Env. Executive Officer

MMM:HH:DC:DRC:LB

## **Background**

The AB 118 Enhanced Fleet Modernization Program (EFMP) is a vehicle retirement and replacement program authorized by the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 (Health and Safety Code sections 44125-44126). Guidelines for the EFMP were established by CARB in consultation with the Bureau of Automotive Repair (BAR) in August 2010. Through two recent acts of California legislation (Assembly Bill 8 and Senate Bill 459), the EFMP regulation was amended by CARB in June 2014.

The EFMP provides incentives to eligible owners of light- and medium-duty vehicles for the early retirement of these vehicles. The retire and replace component of the Program also provides incentives for the replacement of the retired vehicle with a

cleaner, more fuel-efficient one or, alternatively, provides for a mass transit pass or participation in car-sharing programs in lieu of a replacement vehicle.

The current EFMP regulation identifies program implementation in the South Coast Air Quality Management District and the San Joaquin Valley Air Pollution Control District. CARB indicated that for the first year, a pilot program should be implemented to demonstrate the efficacy of the program and activities that focus on low- and middle-income consumers with a particular focus on consumers residing in disadvantaged communities. In addition, the EFMP regulation provides for consideration of consumer protection rights as they go through the process of acquiring a replacement vehicle.

The Pilot Retire and Replace Program places emphasis on:

- Targeted outreach in low-income and disadvantaged communities;
- Providing significant assistance to program participants to complete the transactions;
- Ensuring that retired vehicles have sufficient remaining useful life and functionality; and
- Provides for additional tiered incentives for purchases of more environmentally friendly replacement vehicles or, alternatively, offers vouchers for public transportation, car-sharing, or other mobility options.

Table 1 below shows the income levels for eligible participants in the Program and the level of funding that an eligible participant may receive to either replace their vehicle or cover the costs for transit passes or participation in car-sharing programs.

**Table 1.** Voucher Options Based on Income Levels

Income Eligibility	Replacement Options					
	8 year old or newer vehicle	May be also Eligible Low-Carbon Transportation (CVRP) type incentives			Alternative Transportati	
		35+ MPG	Plug-In Hybrid	ZEV	on Mobility Options	
Low Income <225% Federal Poverty Level	\$4,000	\$4,500	\$4,500	\$4,500	\$4,500 Face Value	
Moderate Income <300% Federal Poverty Level	Not Available	\$3,500	\$3,500	\$3,500	\$3,500 Face Value	
Above Moderate Income <400% Federal Poverty Level	Not Available	Not Available	\$2,500	\$2,500	\$2,500 Face Value	

Table 2 provides the annual income level for eligible participants in the Program. The associated annual income levels are such that there is a large number of households that

could be eligible for a voucher for replacement vehicle or an alternative mobility option such as transit passes or car-sharing programs.

**Table 2.** Annual Income Associated with the Various Percentages Above the Federal Poverty Level

Number of Household Members	Federal Poverty Level (FPL)	225% Above FPL	300% Above FPL	400% Above FPL
1	\$11,670	\$26,257.50	\$35,010	\$46,680
2	\$15,730	\$35,392.50	\$47,190	\$62,920
3	\$19,790	\$44,527.50	\$59,370	\$79,160
4	\$23,850	\$53,662.50	\$71,550	\$95,400
5	\$27,910	\$62,797.50	\$83,730	\$111,640
6	\$31,970	\$71,932.50	\$95,910	\$127,880
7	\$36,030	\$81,067.50	\$108,090	\$144,120
8	\$40,090	\$90,202.50	\$120,270	\$160,360

For families/households with more than 8 persons, add \$4,670 for each additional person.

In addition to the EFMP Regulation, CARB approved a Fiscal Year 2014-15 Funding Plan for the Air Quality Improvement Program (AQIP) and Low Carbon Transportation Greenhouse Gas Emission Reduction Fund (GGRF) Investments providing up to \$9 million in state funding for light-duty pilot projects in disadvantaged communities. Under the GGRF, CARB allocated \$2 million for a light-duty "Vehicle Retirement and Replacement Plus-Up Program" to complement the EFMP. This pilot program will focus on promoting advanced technology vehicle replacements (both new and used) by providing additional financial assistance for cleaner vehicles under the EFMP or other vehicle retirement programs. Assistance will include increased incentive amounts, eligibility for used advanced technology vehicles, and may include alternative options, such as transit and car share subsidies, or low-cost loans. Incentive amounts in addition to the base EFMP amounts shown in Table 1 will be up to \$5,000 for plug-in hybrid or zero-emission vehicles and up to \$2,500 for conventional hybrid vehicles that are eight years old or newer at the time of purchase. CARB indicated that the SCAQMD is eligible to receive up to \$1 million to implement the Vehicle Retirement and Replacement Plus-Up Program.

On July 11, 2014, the Board issued RFP #P2015-06 for the implementation of the Pilot Retire and Replace Program element of the EFMP. To ensure that the EFMP regulation is appropriately implemented in an efficient manner and to maximize program participation, the RFP encouraged prospective proposers to form teams that demonstrated expertise in the various aspects of the program including outreach and marketing, processing of retired vehicles and assisting program participants in the

vehicle replacement process. In addition, there is a desire to have car dealerships, financial institutions, transit agencies, and car-sharing entities participate in the Program. To further program participation, prospective proposers could propose optional activities that when complemented with the base program would result in greater participation.

The RFP noted that given the diverse demographics of the South Coast Air Basin and the Coachella Valley, multiple approaches by different proposers could be employed to increase program participation. Consequently, the RFP encouraged proposers to focus on specific elements in their proposal to maximize the efficacy of the pilot demonstration program.

#### **Outreach**

In accordance with SCAQMD's Procurement Policy and Procedure, a public notice advertising the RFP 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 RFP has been emailed to the Black and Latino Legislative Caucuses and various minority chambers of commerce and business associations, and placed on the Internet at SCAQMD's website (http://www.aqmd.gov).

#### **Bid Evaluation**

By the September 17, 2014 RFP deadline, six proposals were received from the following entities:

- AQMS Automotive, LLC
- Foundation for California Community Colleges (FCCC)
- Gladstein, Neandross & Associates (GNA)
- LKQ Pick Your Part
- Opus Inspection
- Top Shelf Consulting, LLC

The proposals were reviewed and evaluated by a three-member panel in accordance with established SCAQMD guidelines, using technical and cost criteria outlined in the RFP. The three-member panel consisted of a Planning and Rules Manager from SCAQMD, a Section Manager from CARB, and the Technical Advisor to the MSRC. The panel members included two Asian-Americans and one Caucasian, two male and one female.

Table 3 below summarizes the evaluation of five of the six proposals. Proposals receiving a technical score of at least 56 out of 70 points were considered qualified and eligible for contract awards. Of the six proposals received, the proposal from AQMS Automotive, LLC was not technically qualified since the average technical scores were below the required 56 points. Therefore, AQMS Automotive, LLC was not considered further in the process.

Table 3. Technical Scores and Proposed Element

Proposer	Technical	Proposed Activities
	Score	
Foundation for	62.3	Distribution of printed materials
California		Outreach to lenders, dealerships, dismantlers, transit agencies
Community Colleges		in 26 communities
(FCCC)		Conduct 10 events at various community colleges
		Bi-lingual call center
		Website development/maintenance
		Outreach to lenders, dealerships, dismantlers, transit agencies
		Customer assistance to complete applications
Gladstein, Neandross	57.3	Booth at 6 to 8 established events
& Associates (GNA)		Focus on two communities in disadvantaged areas
		Spanish TV advertisement
		Radio advertisement
		Printed materials
		Outreach to lenders, dealerships, dismantlers, transit agencies
		Customer assistance to complete applications
LKQ Pick Your Part	57.6	Solicit existing consumer base
		Printed materials
		Outreach to lenders, dealerships, dismantlers, transit agencies
		Customer assistance to complete applications
Opus Inspection	59.3	Remote sensing at roadway in disadvantaged areas
		Remote sensing events: 10 events at the Roadium Open Air
		Market in Torrance
		Radio advertisement
		Printed materials
		Outreach to lenders, dealerships, dismantlers, transit agencies
		Customer assistance to complete applications
		Electronic signage
		Case managers to assist customers
Top Shelf	57.6	Neighborhood community organizations along the I-710
Consulting, LLC		corridor
		Presence at established events along I-710 corridor
		Printed materials
		Outreach to lenders, dealerships, dismantlers, transit agencies
		Customer assistance to complete applications

Proposals were also awarded up to 30 points for the cost score and a maximum of 15 additional points for special business categories as defined in the RFP. However, in the discussions among the technical review panel members, it was noted that each of the technically qualified proposals provided a unique approach to the outreach and marketing elements of the Program. In addition, the panel members believed that one proposal demonstrated the strongest experience in processing program participants. As a result, the panel recommended providing some level of funding (which may be different than proposed by each proposer) to all five technically qualified proposals.

Subsequent to the Panel's evaluation, staff informed each of the proposers on the proposed recommendation to determine if the proposers were still interested in proceeding. LKQ Pick Your Part indicated that they will not proceed with the original proposal, but may participate in some manner as a recipient of vehicles to be scrapped.

# **Proposal**

This action is to execute contracts with FCCC, GNA, and Opus Inspection.

FCCC will establish a bilingual call center, develop a consumer application and website, assist consumers through the vehicle retirement and replacement process, and reach out to transit agencies and other entities to address alternative mobility transportation options. In addition to the call center activities, FCCC plans to target marketing and outreach to 26 communities throughout the South Coast Air Quality Management District that are among the highest percentage of residents with income at the federal poverty level. FCCC will also conduct weekend events at ten community college campuses through the District to target student population who may own EFMP-eligible older cars.

GNA will conduct marketing and outreach targeting three communities to generate interest and participation. GNA will also be working with the local car dealerships and identifying BAR-approved dismantlers for program participants. In addition, GNA will assist program participants on alternative mobility options including local transit pass programs and car-sharing programs.

Opus Inspection will conduct remote sensing measurements of vehicle emissions targeting environmental justice communities. Through the remote sensing data, Opus will e-mail or send postcards to potential participants. Opus also intends to have "Case Managers" to conduct more intensive outreach to attract participation. The Case Managers will also provide one-on-one assistance to program participants to process their vehicles and identify replacement vehicles or one of the other alternative mobility options. In addition, Opus will conduct outreach events at the Roadium Open Air Market located in Torrance, California.

The entities have sufficient related experiences and qualifications to cover the array of tasks required for effective implementation of the EFMP. After discussions with each of the entities, proposal details will be used to allocate program tasks and funding for the execution of multiple contracts. In addition to covering all of the tasks identified in the RFP, an effort will be made to award contracts in a manner that best addresses marketing and outreach in low-income and disadvantaged communities. This includes optimizing the spatial coverage of marketing and outreach efforts, utilizing community-based organizations for outreach, and also supporting event-oriented outreach.

During the RFP process, staff recognized the need to identify additional funding if the various outreach and marketing approaches proposed were to be conducted. However, the EFMP regulation and the GGRF set a 15% limit for administrative purposes including outreach and marketing calculated on the total state funding (or \$210,000, based on the \$1.4 million award and \$150,000 based on the \$1 million award). Consequently, this action also includes using available funds up to \$1,025,000 from the HEROS II Special Revenue Fund (56), which has no administrative or outreach cost restrictions, to complement the \$2.4 million. The HEROS II vehicle replacement incentive was designated for the acceleration of fleet turnover, which is consistent with the objective of the EFMP.

# MSRC Partnership

To further augment available funding, staff approached the MSRC regarding a potential partnership with the SCAQMD. Given the flexibility of the use of the voucher for a replacement vehicle, transit passes or car-sharing program, the EFMP is within the MSRC's goals and objectives to reduce criteria pollutant emissions and implementation of transportation control measures to reduce congestion. The MSRC expressed interest in partnering with the SCAQMD and at its November 20, 2014 meeting, approved an allocation of \$800,000 as part of its FY 2014-16 Work Program but requested that the SCAQMD administer the funds. The MSRC's \$800,000 allocation includes \$200,000 to fund the proposal from Top Shelf Consulting, LLC, with the remaining funds to cover vouchers. Top Shelf Consulting will conduct outreach events in communities along the I-710 corridor and will partner with credit unions and other financial institutions that are considered "low-income" by the National Credit Union Administration. Such credit unions or financial institutions have an ability to market their services, particularly auto loans, and specialize in easy one-stop shopping and financing. (Note: The MSRC's work program award is subject to Board approval under a separate Board item from the MSRC.)

# EFMP Pilot Retire and Replacement Program Implementation

Using the above funding sources (state and HEROS II fund), the EFMP will be implemented through a coordinated team effort to be conducted by the four eligible proposers: FCCC, GNA, Opus Inspection and Top Shelf Consulting, LLC.

The four proposers will coordinate their activities with SCAQMD staff to ensure that no two activities occur in the same or neighboring communities concurrently. In addition, all activities will carry the same program "branding" to prevent confusion. Lastly, to ensure that consumer protection rights are safeguarded, the four proposers will work closely with each program participant in each step of the process. While program participants will have a choice of replacement vehicles, program participants will be informed on the vehicle's history (to the extent history information is available), potential vehicle recalls, and given the right to decline the vehicle if desired.

It is anticipated that the activities being proposed will effectively attract participation from the community at-large. However, additional outreach to other sectors of the general population could generate greater participation. Therefore, this action also includes transferring and appropriating \$70,000 from the HEROS II Special Revenue Fund (56) to Science & Technology Advancement's FY 2014-15 or 2015-16 Budget for SCAQMD to conduct its own outreach and marketing through various media similar to the successful lawn mower exchange program. Staff will also outreach to Rule 2202 employers to solicit participation by eligible employees to either replace their vehicles with more fuel-efficient vehicles or purchase advanced technology vehicles such as dedicated battery electric vehicles or plug-in hybrid vehicles. To further the objectives of Rule 2202, this outreach will encompass Rule 2202 employers for their employees to choose one of the alternative mobility options (i.e., transit passes or car-sharing programs). Lastly, staff has been in discussions with several major transit agencies regarding the EFMP to explore potential outreach campaigns through advertisement to transit riders.

It is estimated that up to 551 to 992 vehicles will be scrapped with full implementation of the Program (a lesser number of vehicles will be scrapped if participants choose one of the alternative mobility options). The number of vehicles depends on the funding levels of the vouchers, which range from \$2,500 to \$4,500 depending on the income level of the participants. An additional financial incentive of up to \$5,000 per vehicle will be provided to eligible participants residing in disadvantaged communities. The final action under this Proposal is to authorize the Executive Officer to approve vouchers to program participants in an amount not to exceed \$3,330,000, which consists of \$2,730,000 from the HEROS II Special Revenue Fund (56), inclusive of the revenue from CARB or BAR allocated for vouchers, and \$600,000 from the MSRC's work program award allocated for vouchers from the Mobile Source Air Pollution Reduction Fund (23).

#### **Benefits to SCAQMD**

Successful implementation of the Pilot Retire and Replace Program element of the EFMP will reduce emissions by accelerating the turnover of high-emitting vehicles with cleaner, more environmentally friendly replacement vehicles or alternatively provide vouchers for public transportation, car sharing and other mobility options. Incentives

for program participation will be provided to low- and middle-income vehicle owners to ensure that their neighborhoods will benefit from cleaner replacement vehicles.

# **Resource Impacts**

The EFMP shall not exceed \$4,225,000, comprised of the funding sources in Table 4.

**Table 4.** Proposed Funding Sources for Implementation of the EFMP

Amount	Source	
\$1,400,000	CARB or BAR(to be recognized in Fund 56)	
\$1,000,000	CARB (to be recognized in Fund 56)	
\$1,025,000	HEROS II Special Revenue Fund (56)	
\$800,000	MSRC Fiscal Year 2014-16 Work Program (Fund 23)	
\$4,225,000	Total	

The \$4,225,000 is broken down by allocation as follows: \$825,000 for contract awards, \$70,000 for SCAQMD outreach and \$3,330,000 for vouchers for replacement vehicles or alternative mobility options. The \$1.4 million anticipated from the state are funds collected by BAR under the AB118 Program, and CARB is in discussions with BAR at this time to determine the most effective means of providing the \$1.4 million to the SCAQMD. The \$1 million anticipated from CARB are provided from the Greenhouse Gas Reduction Fund collected by the state. Upon receipt, \$2.4 million will be recognized into the HEROS II Special Revenue Fund (56). Of the \$1,025,000 available in the HEROS II Special Revenue Fund (56), \$875,100 is the balance from a \$1,000,000 December 10, 2010 Board approved transfer from AB923 Fund 80 allocated specifically to complement the EFMP replacement voucher funds and an additional \$150,000 is available for outreach and marketing. Finally, if any of the \$70,000 for outreach is unspent, the funds shall revert back to the HEROS II Special Revenue Fund (56). Table 5 shows a breakdown of the funding for implementation of the EFMP including proposed awards.

 Table 5. Proposed Funding/Awards for Implementation of the EFMP

Proposed Funding/Awards	Funding	Funding Source
FCCC	\$225,000	\$210,000 - AB 118 from CARB or BAR (10% Administration + 5% Outreach) \$15,000 - HEROS II Special Revenue Fund
GNA	\$200,000	\$150,000 – Greenhouse Gas Reduction Fund \$50,000 – HEROS II Special Revenue Fund
Opus Inspection	\$200,000	HEROS II Special Revenue Fund
Top Shelf Consulting LLC	\$200,000	MSRC Fiscal Year 2014-16 Work Program
SCAQMD Outreach	\$70,000	HEROS II Special Revenue Fund
Funding for Vouchers	\$1,190,000	AB 118 from CARB or BAR
Funding for Vouchers	\$690,000	HEROS II Special Revenue Fund
Funding for Vouchers	\$600,000	MSRC Fiscal Year 2014-16 Work Program
Funding for Eligible Participants Residing in Disadvantaged Communities	\$850,000	Greenhouse Gas Reduction Fund from CARB
<b>Total Funding</b>	\$4,225,000	



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 6

PROPOSAL: Issue RFP to Upgrade, Operate and Maintain Fast-Fill CNG

Fueling Station at SCAQMD Headquarters, Amend Contract and

Transfer and Appropriate Funds

**SYNOPSIS:** The SCAQMD has owned and operated a fast-fill public access

CNG fueling station at Headquarters since January 2003, contracting out maintenance and management functions of the station to an outside contractor. At this time, to ensure continued reliable CNG dispensing capability to meet current and anticipated future needs of SCAQMD's natural gas fleet and the public, the station equipment requires upgrades. Additionally, staff proposes an independent contractor own, operate and maintain the station. This action is to issue an RFP to solicit competitive bids for an independent contractor to lease SCAQMD property and to own, upgrade, operate and maintain the station. In addition, this action is to amend a contract with Trillium CNG to add \$50,000 from the Fast-Fill CNG Fueling Station Enterprise Fund (71) to continue the maintenance and management of SCAQMD's existing fast-fill

CNG fueling station until a new contractor is under contract.

COMMITTEE: Technology, November 21, 2014; Recommended for Approval

#### **RECOMMENDED ACTIONS:**

1. Issue the attached RFP #P2015-18 to solicit competitive bids for an independent contractor to lease SCAQMD property and upgrade, operate and maintain the fast-fill CNG fueling station at SCAQMD Headquarters; and

2. Authorize the Executive Officer to amend a contract with Trillium CNG to add \$50,000 from the Fast-Fill CNG Fueling Station Enterprise Fund (71) to continue the maintenance and management

of SCAQMD's existing fast-fill CNG fueling station.

Barry R. Wallerstein, D.Env. **Executive Officer** 

# **Background**

In 2001, the SCAQMD approved funding for construction of a public access fast-fill compressed natural gas (CNG) fueling station at SCAQMD Headquarters. The award for this project was issued to Pinnacle CNG and included equipment proprietary to Pinnacle CNG at that time. In 2002, the SCAQMD established the Fast-Fill CNG Fueling Station Enterprise Fund (71). This special fund was allocated up to \$175,000 over a five-year period, with revenue generated from the sale of CNG to augment the fund, to cover the costs of natural gas, equipment, maintenance and management fees including credit card transactions, SCAQMD overhead, taxes and other related expenses. Construction of the CNG station was completed in January 2003. In February 2003, a sole source contract was executed with Trillium CNG (formerly Pinnacle CNG) to provide maintenance and management services to handle the daily operation of the CNG refueling station. Subsequent contracts were executed in 2004 and 2009 with Trillium CNG, with the current contract expiring near the end of this calendar year.

# **Proposal**

This action is to issue RFP #P2015-18 to solicit competitive bids for one or more independent contractors to lease property from the SCAQMD and upgrade the existing station with a state-of-the-art, public access CNG refueling system. The successful bidder(s) will also assume all maintenance and operating costs and responsibilities of the station. Successful bidding entities should have proven expertise in sizing, planning, developing and installing a CNG station. Expertise shall include, but not be limited to, experience with public access CNG refueling stations and equipment, including compressors, dispensers, CNG storage vessels and driers. The RFP will allow bidders to submit proposals on all or part of the RFP tasks.

Based on historical data, including actual throughput and usage of the current station since commissioning in 2003, monthly throughput of natural gas has increased by 1,000 gasoline gallon equivalents (GGEs) per month annually. The current monthly throughput rate of CNG dispensed at this facility is 15,000 GGEs per month. The RFP will also seek an evaluation of projected fuel demands and additional capabilities needed for efficiency at this facility as well as cost recovery and energy management capabilities.

The proposed schedule of events for the RFP is as follows:

Date	Event
December 5, 2014	RFP released
December 19, 2014	"Mandatory" Bidders' Conference/Site Walk at 10 a.m.
January 16, 2015	Proposals Due by 5:00 p.m.
March 20, 2015	Technology Committee Review
April 3, 2015	Governing Board Approval

At the mandatory bidders' conference/site walk, SCAQMD staff, with assistance from qualified and licensed engineering firms, will review and identify power requirements and infrastructure upgrades needed to support an independently operated CNG station and review any necessary infrastructure upgrades with proposers.

Until a new contractor is under contract, the existing station needs to continue operation. Therefore, this action is also to amend the contract with Trillium to extend the term and add funding to continue the maintenance and management of the existing station during this period.

#### Outreach

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

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

#### **Bid Evaluation**

Proposals will be reviewed and evaluated by a diverse, technically qualified panel in accordance with criteria contained in the attached RFP.

# **Benefits to SCAQMD**

This project will provide additional CNG fuel dispensing and on-site storage capabilities to encourage deployment of alternative fuel vehicles. Additionally, it will provide accessible, convenient and affordable CNG for CNG-powered vehicle operators working at or visiting SCAQMD headquarters.

# **Resource Impacts**

The total cost to upgrade and expand the CNG refueling station at SCAQMD headquarters cannot be determined at this time due to the range of technologies that may be proposed by bidding entities, but the most cost effective and promising technologies that best fit the refueling needs at SCAQMD headquarters will be selected and presented to the Board for consideration.

The Fast-Fill CNG Fueling Station Enterprise Fund (71) was established as a special revenue fund by the Board on May 3, 2002, to recover fuel costs, taxes and overhead from the revenue generated from the sale of CNG as well as to administer all activities,

transactions and funding related to the CNG fueling activities at the SCAQMD Headquarters. Funds collected by the Fast-Fill CNG Fueling Station Enterprise Fund (71) are restricted for projects and activities directly related to the Fast-Fill CNG station at SCAQMD Headquarters.

The amendment for Trillium CNG's contract shall not exceed \$50,000 from the Fast-Fill Fueling Station Enterprise Fund (71). There are sufficient funds in the Fast-Fill Fueling Station Enterprise Fund (71) for these actions.

# **Attachment**

RFP #P2015-18 - Upgrade, Operate and Maintain Fast-Fill Public Access CNG Fueling Station at SCAQMD Headquarters



# South Coast Air Quality Management District

# SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

#### **REQUEST FOR PROPOSALS**

# OWN, OPERATE AND MAINTAIN CNG FUELING STATION EQUIPMENT AT SCAQMD HEADQUARTERS

#P2015-18

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

#### **PURPOSE**

The purpose of this RFP is to obtain competitive bids from potential contractors to own, operate and maintain a fast-fill compressed natural gas (CNG) fueling station located at SCAQMD Headquarters in Diamond Bar, CA. The fueling station should provide reliable operation and satisfy SCAQMD fleet and public CNG refueling needs. The station owner would be required to lease property from SCAQMD where station is located and to operate and provide all maintenance services to support fast-fill station operation for a minimum of five years.

# <u>INDEX</u> - The following are contained in this RFP:

Section I Background/Information

Section II Contact Person Section III Schedule of Events

Section IV Participation in the Procurement Process
Section V Statement of Work/Schedule of Deliverables
Section VI Required Bid Qualifications/Requirements

Section VII Proposal Submittal Requirements

Section VIII Proposal Submission

Section IX Proposal Evaluation/Contractor Selection Criteria

Section X Draft Contract

Attachment A - Certifications and Representations

Attachment B – Equipment Drawings

# SECTION I: BACKGROUND/INFORMATION

The SCAQMD is a regional governmental agency responsible for meeting air quality health standards in Orange County and the urban portions of Los Angeles, Riverside and San Bernardino counties. The SCAQMD currently owns a public access CNG refueling station located at SCAQMD Headquarters in Diamond Bar, California. Since the station's opening in January 2003, management, operation, maintenance services to support the station have been provided by Trillium CNG (formerly Pinnacle CNG).

Due to equipment age, as well as evolving operating conditions, the SCAQMD is requesting competitive bids from qualified CNG fuel suppliers to assume ownership of the existing CNG station by purchasing existing fueling station equipment from SCAQMD and upgrading the station with the latest state-of-the-art fueling system equipment to ensure reliable operation and satisfy SCAQMD fleet and public CNG refueling needs. Based on historical data, including actual monthly throughput and usage of the current station since commissioning in 2003, monthly throughput has increased by 1,000 gasoline gallon equivalents (GGEs) per month annually. The current monthly throughput rate of CNG dispensed is 15,000 GGEs per month.

# SECTION II: CONTACT PERSON:

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

Administrative:

Procurement Unit SCAQMD 21865 Copley Drive Diamond Bar, CA 91765-4178 (909) 396-3520

Technical:

Phil Barroca, Air Quality Specialist SCAQMD 21865 Copley Drive Diamond Bar, CA 91765-4178 pbarroca@aqmd.gov (909) 396-2409

# SECTION III: SCHEDULE OF EVENTS

December 5, 2014 RFP Released

December 19, 2014 \*Mandatory Bidder's Conference/Site Walk;

Release of Drawings & Specification

Requirements for Electricity Supply to CNG

Station, 10:00 AM

January 16, 2015 Proposals Due – **No Later Than 5:00 pm** 

April 3, 2015 Governing Board Approval

\*Participation in the Bidder's Conference is <u>mandatory</u>. The Bidder's Conference will be held in Room CC6 at the SCAQMD Headquarters in Diamond Bar, California at 10:00 am on Friday December 19, 2014. For further questions on attending the Bidder's Conference/Site Walk, please contact Phil Barroca at (909) 396-2409 or <u>pbarroca@aqmd.gov</u>.

# SECTION IV: PARTICIPATION IN THE PROCUREMENT PROCESS

A. It is the policy of the South Coast Air Quality Management District to ensure that all businesses including minority business enterprises, women business enterprises, disabled veteran business enterprises and small businesses have a fair and equitable opportunity to compete for and participate in SCAQMD contracts.

#### B. Definitions:

The definition of minority, women or disadvantaged business enterprises set forth below is included for purposes of determining compliance with the affirmative steps requirement described in Paragraph G below on procurements funded in whole or in part with federal grant funds which involve the use of subcontractors. The definition provided for disabled veteran business enterprise, local business, small business enterprise, low-emission vehicle business and off-peak hours delivery business are provided for purposes of determining eligibility for point or cost considerations in the evaluation process.

- 1. "Women business enterprise" (WBE) as used in this policy means a business enterprise that meets all of the following criteria:
  - a. a business that is at least 51 percent owned by one or more women, or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more or women.
  - b. a business whose management and daily business operations are controlled by one or more women.
  - c. a business which is a sole proprietorship, corporation, or partnership with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign-based business.
- 2. "Disabled veteran" as used in this policy is a United States military, naval, or air service veteran with at least 10 percent service-connected disability who is a resident of California.
- 3. "Disabled veteran business enterprise" (DVBE) as used in this policy means a business enterprise that meets all of the following criteria:
  - a. is a sole proprietorship or partnership of which at least 51 percent is owned by one or more disabled veterans or, in the case of a publicly owned business, at least 51 percent of its stock is owned by one or more disabled veterans; a subsidiary which is wholly owned by a parent corporation but only if at least 51 percent of the voting stock of the parent corporation is owned by one or more disabled veterans; or a joint

- venture in which at least 51 percent of the joint venture's management and control and earnings are held by one or more disabled veterans.
- b. the management and control of the daily business operations are by one or more disabled veterans. The disabled veterans who exercise management and control are not required to be the same disabled veterans as the owners of the business.
- c. is a sole proprietorship, corporation, or partnership with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, firm, or other foreign-based business.
- 4. "Local business" as used in this policy means a company that has an ongoing business within geographical boundaries of the SCAQMD at the time of bid or proposal submittal and performs 90% of the work related to the contract within the geographical boundaries of the SCAQMD and satisfies the requirements of subparagraph H below.
- 5. "Small business" as used in this policy means a business that meets the following criteria:
  - a. 1) an independently owned and operated business; 2) not dominant in its field of operation; 3) together with affiliates is either:
    - A service, construction, or non-manufacturer with 100 or fewer employees, and average annual gross receipts of ten million dollars (\$10,000,000) or less over the previous three years, or
    - A manufacturer with 100 or fewer employees.
  - b. Manufacturer means a business that is both of the following:
    - 1) Primarily engaged in the chemical or mechanical transformation of raw materials or processed substances into new products.
    - Classified between Codes 311000 and 339000, inclusive, of the North American Industrial Classification System (NAICS) Manual published by the United States Office of Management and Budget, 2007 edition.
- 6. "Joint ventures" as defined in this policy pertaining to certification means that one party to the joint venture is a DVBE or small business and owns at least 51 percent of the joint venture.
- 7. "Low-Emission Vehicle Business" as used in this policy means a company or contractor that uses low-emission vehicles in conducting deliveries to the SCAQMD. Low-emission vehicles include vehicles powered by electric, compressed natural gas (CNG), liquefied natural gas (LNG), liquefied petroleum gas (LPG), ethanol, methanol, hydrogen and diesel retrofitted with particulate matter (PM) traps.

- 8. "Off-Peak Hours Delivery Business" as used in this policy means a company or contractor that commits to conducting deliveries to the SCAQMD during off-peak traffic hours defined as between 10:00 a.m. and 3:00 p.m.
- 9. "Benefits Incentive Business" as used in this policy means a company or contractor that provides janitorial, security guard or landscaping services to the SCAQMD and commits to providing employee health benefits (as defined below in Section VIII.D.2.d) for full time workers with affordable deductible and co-payment terms.
- 10. "Minority Business Enterprise" as used in this policy means a business that is at least 51 percent owned by one or more minority person(s), or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more or minority persons.
  - a. a business whose management and daily business operations are controlled by one or more minority persons.
  - b. a business which is a sole proprietorship, corporation, or partnership with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign-based business.
  - c. "Minority person" for purposes of this policy, means a Black American, Hispanic American, Native-American (including American Indian, Eskimo, Aleut, and Native Hawaiian), Asian-Indian (including a person whose origins are from India, Pakistan, and Bangladesh), Asian-Pacific-American (including a person whose origins are from Japan, China, the Philippines, Vietnam, Korea, Samoa, Guam, the United States Trust Territories of the Pacific, Northern Marianas, Laos, Cambodia, and Taiwan).
- 11. Disadvantaged Business Enterprise" as used in this policy means a business that is an entity owned and/or controlled by a socially and economically disadvantaged individual(s) as described by Title X of the Clean Air Act Amendments of 1990 (42 U.S.C. 7601 note) (10% statute), and Public Law 102-389 (42 U.S.C. 4370d)(8% statute), respectively;
  - a Small Business Enterprise (SBE);
  - a Small Business in a Rural Area (SBRA);
  - a Labor Surplus Area Firm (LSAF); or
  - a Historically Underutilized Business (HUB) Zone Small Business Concern, or a concern under a successor program.
- C. Under Request for Quotations (RFQ), DVBEs, DVBE business joint ventures, small businesses, and small business joint ventures shall be granted a preference in an amount equal to 5% of the lowest cost responsive bid. Low-Emission Vehicle Businesses shall be granted a preference in an amount equal to 5 percent of the lowest cost responsive bid. Off-Peak Hours Delivery Businesses shall be granted a preference in an amount equal to 2 percent of the lowest cost responsive bid. Local businesses (if the procurement is not funded in whole or in part by federal grant funds) shall be granted a preference in an amount equal to 2% of the lowest cost responsive bid.

- D. Under Request for Proposals, DVBEs, DVBE joint ventures, small businesses, and small business joint ventures shall be awarded ten (10) points in the evaluation process. A non-DVBE or large business shall receive seven (7) points for subcontracting at least twenty-five (25%) of the total contract value to a DVBE and/or small business. Low-Emission Vehicle Businesses shall be awarded five (5) points in the evaluation process. On procurements which are not funded in whole or in part by federal grant funds local businesses shall receive five (5) points. Off-Peak Hours Delivery Businesses shall be awarded two (2) points in the evaluation process.
- E. SCAQMD will ensure that discrimination in the award and performance of contracts does not occur on the basis of race, color, sex, national origin, marital status, sexual preference, creed, ancestry, medical condition, or retaliation for having filed a discrimination complaint in the performance of SCAQMD contractual obligations.
- F. SCAQMD requires Contractor to be in compliance with all state and federal laws and regulations with respect to its employees throughout the term of any awarded contract, including state minimum wage laws and OSHA requirements.
- G. When contracts are funded in whole or in part by federal funds, and if subcontracts are to be let, the Contractor must comply with the following, evidencing a good faith effort to solicit disadvantaged businesses. Contractor shall submit a certification signed by an authorized official affirming its status as a MBE or WBE, as applicable, at the time of contract execution. The SCAQMD reserves the right to request documentation demonstrating compliance with the following good faith efforts prior to contract execution.
  - Ensure Disadvantaged Business Enterprises (DBEs) are made aware of contracting opportunities to the fullest extent practicable through outreach and recruitment activities. For Indian Tribal, State and Local Government recipients, this will include placing DBEs on solicitation lists and soliciting them whenever they are potential sources.
  - 2. Make information on forthcoming opportunities available to DBEs and arrange time frames for contracts and establish delivery schedules, where the requirements permit, in a way that encourages and facilitates participation by DBEs in the competitive process. This includes, whenever possible, posting solicitations for bids or proposals for a minimum of 30 calendar days before the bid or proposal closing date.
  - Consider in the contracting process whether firms competing for large contracts could subcontract with DBEs. For Indian Tribal, State and Local Government recipients, this will include dividing total requirements when economically feasible into smaller tasks or quantities to permit maximum participation by DBEs in the competitive process.
  - 4. Encourage contracting with a consortium of DBEs when a contract is too large for one of these firms to handle individually.
  - 5. Using the services and assistance of the Small Business Administration and the Minority Business Development Agency of the Department of Commerce.

- 6. If the prime contractor awards subcontracts, require the prime contractor to take the above steps.
- H. To the extent that any conflict exists between this policy and any requirements imposed by federal and state law relating to participation in a contract by a certified MBE/WBE/DVBE as a condition of receipt of federal or state funds, the federal or state requirements shall prevail.
- I. When contracts are not funded in whole or in part by federal grant funds, a local business preference will be awarded. For such contracts that involve the purchase of commercial off-the-shelf products, local business preference will be given to suppliers or distributors of commercial off-the-shelf products who maintain an ongoing business within the geographical boundaries of the SCAQMD. However, if the subject matter of the RFP or RFQ calls for the fabrication or manufacture of custom products, only companies performing 90% of the manufacturing or fabrication effort within the geographical boundaries of the SCAQMD shall be entitled to the local business preference.
- J. In compliance with federal fair share requirements set forth in 40 CFR Part 33, the SCAQMD shall establish a fair share goal annually for expenditures with federal funds covered by its procurement policy.

# SECTION V: STATEMENT OF WORK/SCHEDULE OF DELIVERABLES

#### REQUIREMENTS

- The Contractor shall purchase existing CNG refueling station equipment from the SCAQMD and assume ownership of all CNG refueling station equipment, located at 21865 Copley Drive, Diamond Bar, CA 91765. In addition, Contractor shall upgrade equipment to ensure reliable operation 24 hours per day and 7 days per week and to provide fast-fill capability for SCAQMD fleet vehicles and third-party CNG fuel consumption requirements (e.g., vehicles owned by outside individuals and firms). As part of the proposal, Contractor shall lease property from SCAQMD where the CNG fueling station equipment is located. Contractor shall be responsible for the cost of electricity consumption and natural gas consumption at the CNG fast-fill station. Each prospective bidder is responsible for fully acquainting himself or herself with the conditions of the Project Site (which may include more than one site), as well as those relating to the construction and labor of the Project, to fully understand the facilities, difficulties and restrictions, which may impact the total and adequate completion of the Project. A general but not all inclusive description of the work and proposal requirements includes the following:
  - 1. Familiarity with the amount of CNG fuel dispensed necessary to satisfy SCAQMD CNG vehicle fleet and third party CNG fuel consumption requirements;
  - 2. Review the existing site condition and SCAQMD's drawings for the existing facility and verify installed equipment and configuration through site inspection at mandatory Bidder's Conference/Site Walk:
  - 3. Verify the natural gas quality, quantity and inlet pressure from Southern California Gas Company or other natural gas supplier;

- 4. Determine CNG fueling facility utility requirements;
- Identify equipment upgrades and justification for upgrades, to allow for fast-fill capabilities and to determine the final location for all CNG components within the site designated area, as well as final routing of CNG piping, electrical and data/signal lines;
- Identify appropriate equipment to supply electricity from SCE transformer to CNG fast-fill station, in conformance with SCAQMD issued drawings and specifications, and SCE requirements to qualify for direct metering and invoicing of electricity consumption from SCE to contractor-owned CNG fast-fill station;
- 7. Prepare the final design and installation plans and specifications for equipment upgrades for SCAQMD review;
- 8. Secure all required permits/approvals from local governing bodies;
- 9. Provide all components for the CNG fast-fill station;
- 10. Install all components;
- 11. Conduct performance test of facility;
- 12. Minimize electrical draw:
- 13. Minimize any downtime during the transition of new operator;
- 14. Provide training to SCAQMD personnel on operation of facility;
- 15. Maintain and operate station for five (5) years, and prior to the expiration of this five (5) year period, a new maintenance and operations agreement or disposition of equipment agreement shall be negotiated between SCAQMD and Contractor;
- 16. Provide construction timeline;
- 17. Provide by a card reader system designed to accept multiple cards including credits for payment;
- 18. Provide security system to allow for 24 hour per day, 7 days per week video surveillance, digitally stored with 24 hour per day, 7 days per week remote access capability to SCAQMD staff; and
- 19. Provide 24 hour help/emergency telephone line to be accessible by CNG fast-fill station users.

#### SCOPE AND QUALITY OF WORK

The Contractor shall be responsible for financing, planning, designing and installing the CNG fast-fill station upgrades at SCAQMD. Included in the cost of this work shall be all equipment, payment of all required permit fees, coordination with all governing agencies, all costs related to the preparation of any required environmental impact documents, and all utilities necessary for the project.

During the construction phase of equipment upgrades, the Contractor shall work with SCAQMD to minimize disruptions in fuel dispensing to CNG vehicles and interference with on-going traffic activities and/or other construction activities, which may occur throughout the construction phase. Contractor is advised to familiarize himself or herself with fueling schedules at this location.

SCAQMD will make available to the Contractor relevant existing design and as-built drawings for the yard (see Attachment B). All drawings are subject to verification by Bidders/Contractor. In addition, SCAQMD will participate in finalizing the location of all components for the project.

#### SCHEDULE OF DELIVERABLES

- 1. Provide periodic written status reports on installation of equipment upgrades as requested by SCAQMD staff;
- 2. Provide final construction drawings detailing equipment and equipment configuration to SCAQMD subsequent to equipment upgrades;
- 3. Provide monthly status reports, or as requested by SCAQMD staff, on CNG fuel dispensed and electricity consumption; and
- 4. Provide SCAQMD staff continuous remote access to security surveillance video to monitor fueling station activity.

# SECTION VI: REQUIRED BID QUALIFICATIONS/REQUIREMENTS

- A. Pursuant to Section 7028.15 of the Business and Professions Code and Section 3300 of the Public Contract Code, all bidders must possess proper licenses for performance of this Contract, identified as a Class B General Contractor in accordance with the law under the provisions of Division III, Chapter 9, of the California Business and Professions Code at the time of the bid. No contract will be awarded to a bidder who is not licensed as a Class B General Contractor in accordance with the law under the provisions of Division III, Chapter 9, of the California Business and Profession Code at the time of the bid. Contractors shall meet the California Contractor's license requirements set forth herein in order to perform each specific Bid Category for which they wish to submit a bid. Subcontractors must possess the appropriate licenses for each specialty subcontracted. Pursuant to Section 7028.5 of the Business and Professions Code, the Owner shall consider any bid submitted by a contractor not currently licensed in accordance with state law and pursuant to the requirements found in the RFP to be non-responsive, and the Owner shall reject the Bid. The Owner shall have the right to request, and the Bidders shall provide within five (5) Calendar Days, evidence satisfactory to the Owner of all valid license(s) currently held by that Bidder and each of the Bidder's subcontractors, before awarding the Contract.
- B. The provisions of the California Labor Code will be incorporated in and govern this contract award. The successful bidder will be required to pay not less than the general prevailing rate of per diem wages as determined by the Department of Industrial Relations, copies of which are on file in the office of the Owner and will be made available upon request.
- C. Payments to Contractor are subject to retainage, as provided in the contract documents. The substitution of securities for withheld contract funds is permitted to the extent provided by California and federal law.
- D. Bidders are advised that if awarded this Contract they will be permitted, at their request and expense and in accordance with Section 22300 of the California Public Contract Code, which is referenced hereby and incorporated herein, to substitute securities equivalent to monies withheld by the Owner to insure performance under the Contract.
- E. The Owner reserves the right to reject any and all bids received and to waive any informality or irregularity in any bid received and to be the sole judge of the respective merits of the respective bids received. The contract award, if made, will be made to the lowest

- responsible and responsive bidder. Only bids specifying new and unused equipment that will meet or exceed the performance criteria established in this RFP will be considered.
- F. The Owner reserves the right to take all bids received under advisement for a period not exceeding sixty (60) calendar days from and after the date upon which such bids are opened and declared, and all bids and bid guaranties submitted shall remain valid and subject to enforcement during that period of time. Bidders are required to submit a bid guaranty in an amount equal to ten percent (10%) of the total maximum amount bid with their proposals as required by California law. Bonds shall be furnished to guarantee the faithful performance of the contract or said work, and the payment of all labor and materials furnished and shall be for an amount equal to 100% of the total amount of the bid. All bonds, including any bid bond, shall be issued by a California admitted surety insurer. Failure to enter into a valid contract, including the submission of all bonds and insurance coverage's required by the Contract Documents, with the Owner within ten (10) days after the date of submission of the contract forms to Bidder, shall constitute a material breach and subject the bid guaranty to forfeiture to the extent provided by law.
- G. The Owner reserves the right to any Low Carbon Fuel Standard Credits attributed to the CNG Fueling Station (negotiable with execution of contract).
- H. The CNG fast-fill station maintenance and operations agreement to be executed between SCAQMD and Contractor shall be subject to liquidated damages (amount to be determined upon execution of contract) if the station is closed prior to five (5) years subsequent agreement execution date.
- The SCAQMD reserves the right to revise the RFP prior to the bid opening date. Revisions, if any, shall be made by written Addenda. The SCAQMD may determine, in its sole discretion, whether an Addendum requires that the date set for opening bids be postponed: provided, however, that pursuant to Public Contract Code Section 4104.5, if the SCAQMD issues an Addendum within 72 hours of the deadline for submission of bids, and the Addendum requires material changes, additions or deletions to the description of the work to be performed or the content, form or manner of submission of bids, the SCAQMD will extend the deadline for submission of bids by at least 72 hours. The announcement of the new date, if any, shall be made by Addenda. Each prospective bidder shall provide SCAQMD a name, address and facsimile number to which RFP Addenda may be sent, as well as a telephone number by which the Owner can contact the Bidder. Copies of Addenda will be furnished without charge to all parties who have obtained a copy of the RFP and provided such current information. Please Note: Bidders are primarily and ultimately responsible for ensuring that they have received any and all Addenda. To this end, each Bidder should contact the SCAQMD Technical Contact to verify that he has received all Addenda issued, if any. Bidders must acknowledge receipt of all Addenda, if any, in the Bid Letter. Failure to acknowledge receipt of all Addenda may cause its Bid to be deemed incomplete and nonresponsive.
- J. Contractor shall execute and provide to SCAQMD concurrently with the Contract Agreement a Performance Bond in the amount of the total, not to exceed compensation indicated in the Contract Agreement, and in a form provided or approved by SCAQMD. No payment will be made to Contractor until the Performance Bond has been received and approved by SCAQMD.

# SECTION VII: PROPOSAL SUBMITTAL REQUIREMENTS

All bids shall include the following executed documents to be submitted with each bid:

- A. Bidding Schedule
- B. Bidder's Declaration
- C. Construction Project References
- D. Bid Bond and Performance Bond
- E. Designation of Subcontractors
- F. Non-Collusion Affidavit
- G. Escrow Agreement for Security Deposit in lieu of Retention
- H. Recycled Content Certification
- I. Statement Acknowledging Penal and Civil Penalties Concerning the Contractors' Licensing Laws
- J. Agreement to Comply with California Labor Law Requirements
- K. Statutory Provisions for Construction Contract Claims and Payments
- L. Statutory Provisions for Payments and Assignments
- M. Declaration of Eligibility to Contract

In addition, bids must be accompanied by cash, a certified or cashier's check, or a Bid Bond in favor of the SCAQMD in an amount not less than ten percent (10%) of the submitted Total Bid Price. The successful bidder will be required to furnish, prior to award of the Contract, a Performance Bond in the amount of one hundred percent (100%) of the Total Bid Price, and a Payment (Material and Labor) Bond in the amount of one hundred percent (100%) of the Total Bid Price, on the forms provided or forms approved by SCAQMD and in the manner described in the RFP. Pursuant to Public Contract Code Section 4108, No payment will be made to Contractor until the Performance Bond has been received and approved by SCAQMD. Only bonds executed by an admitted surety insurer, as defined in Code of Civil Procedure Section 995.120, shall be accepted. The surety must be a California-admitted surety with a current A.M. Best's rating no less than A: VII and satisfactory to SCAQMD. If a California-admitted surety insurer issuing bonds does not meet these requirements, the insurer will be considered qualified if it is in conformance with Section 995.660 of the California Code of Civil Procedure, and proof of such is provided to SCAQMD.

If electing to provide a Bid Bond, as set forth above, each Bidder must obtain such a bond from an admitted surety insurer, as defined in Code of Civil Procedure Section 995.120, authorized to do business as such in the State of California and satisfactory to the Owner. In addition, the Bid Bond must be submitted on the form furnished by the Owner or one substantially in conformance with the Owner's form if previously approved in writing by the Owner.

Submitted proposals must follow the format outlined below and all requested information must be supplied. Failure to submit proposals in the required format will result in elimination from proposal evaluation.

Each proposal must be submitted in three separate volumes:

- Volume I Technical Proposal
- Volume II Cost Proposal
- Volume III Certifications and Representations, included in Attachment A to this RFP, shall be executed by an authorized official of the Contractor.

A separate cover letter including the name, address, and telephone number of the Contractor, and signed by the person or persons authorized to represent the firm should accompany the proposal submission. Firm contact information as follows should also be included in the cover letter:

- 1. Address and telephone number of office in, or nearest to, Diamond Bar, California.
- 2. Name and title of firm's representative designated as contact and email address.

A separate Table of Contents should be provided for Volumes I and II.

# **VOLUME I - TECHNICAL PROPOSAL**

#### DO NOT INCLUDE ANY COST INFORMATION IN THE TECHNICAL VOLUME

<u>Summary (Section A)</u> - State overall approach to meeting the objectives and satisfying the scope of work to be performed, the sequence of activities, and a description of methodology or techniques to be used.

<u>Program Schedule (Section B)</u> - Provide projected milestones or benchmarks for submitting reports within the total time allowed.

<u>Project Organization (Section C)</u> - Describe the proposed management structure, program monitoring procedures, and organization of the proposed team.

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

<u>Assigned Personnel (Section E)</u> - Provide the following information on the staff to be assigned to this project:

 List all key personnel assigned to the project by level and name. Provide a resume or similar statement of the qualifications of the lead person and all persons assigned to the project. Substitution of project manager or lead personnel will not be permitted without prior written approval of SCAQMD.

- 2. Provide a spreadsheet of the labor hours proposed for each labor category at the task level.
- 3. Provide a statement indicating whether or not 90% of the work will be performed within the geographical boundaries of the SCAQMD.
- 4. Provide a statement of the education and training program provided by, or required of, the staff identified for participation in the project, particularly with reference to management consulting, governmental practices and procedures, and technical matters.
- 5. Provide a summary of your firm's general qualifications to meet required qualifications and fulfill statement of work, including additional firm personnel and resources beyond those who may be assigned to the project.

<u>Subcontractors (Section F)</u> - This project may require expertise in multiple technical areas. List any subcontractors that may be used and the work to be performed by them.

<u>Conflict of Interest (Section G)</u> - Address possible conflicts of interest with other clients affected by actions performed by the firm on behalf of SCAQMD. Although the Proposer will not be automatically disqualified by reason of work performed for such firms, SCAQMD reserves the right to consider the nature and extent of such work in evaluating the proposal.

Additional Data (Section H) - Provide other essential data that may assist in the evaluation of this proposal.

# **VOLUME II - COST PROPOSAL**

<u>Name and Address</u> - The Cost Proposal must list the name and complete address of the Proposer in the upper left-hand corner.

<u>Cost Proposal</u> – SCAQMD anticipates awarding a fixed price contract. Cost information must be provided as listed below:

- 1. Detail must be provided by the following categories:
  - A. <u>Labor</u> List the total number of hours and the hourly billing rate for each level of professional staff. A breakdown of the proposed billing rates must identify the direct labor rate, overhead rate and amount, fringe benefit rate and amount, General and Administrative rate and amount, and proposed profit or fee. Provide a basis of estimate justifying the proposed labor hours and proposed labor mix.
  - B. <u>Subcontractor Costs</u> List subcontractor costs and identify subcontractors by name. Itemize subcontractor charges per hour or per day.
  - C. <u>Travel Costs</u> Indicate amount of travel cost and basis of estimate to include trip destination, purpose of trip, length of trip, airline fare or mileage expense, per diem costs, lodging and car rental.

- D. <u>Other Direct Costs</u> -This category may include such items as postage and mailing expense, printing and reproduction costs, etc. Provide a basis of estimate for these costs.
- E. <u>Proposed purchase price of existing equipment.</u>
- F. Proposed rate structure for establishing fuel cost to consumers.
- G. Proposed fuel cost "discount" for SCAQMD fleet vehicles.

# **VOLUME III** - **CERTIFICATIONS AND REPRESENTATIONS** (see Attachment A to this RFP)

# SECTION VIII: PROPOSAL SUBMISSION

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

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

<u>Due Date</u> - The Proposer shall submit four (4) complete copies of the proposal in a sealed envelope, plainly marked in the upper left-hand corner with the name and address of the Proposer and the words "Request for Proposals #2015-18." **All proposals are due no later than 5:00 p.m., January 16, 2015, and should be directed to**:

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

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

Grounds for Rejection - A proposal may be immediately rejected if:

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

<u>Modification or Withdrawal</u> - Once submitted, proposals cannot be altered without the prior written consent of SCAQMD. All proposals shall constitute firm offers and may not be withdrawn for a period of ninety (90) days following the last day to accept proposals.

# SECTION IX: PROPOSAL EVALUATION/CONTRACTOR SELECTION CRITERIA

The SCAQMD reserves the right to reject any and all bids received and to waive any informality or irregularity in any bid received and to be the sole judge of the respective merits of the

respective bids received. The contract award, if made, will be made to the lowest responsible and responsive bidder. The Owner reserves the right to take all bids received under advisement for a period not exceeding sixty (60) calendar days from and after the date upon which such bids are opened and declared, and all bids and bid guaranties submitted shall remain valid and subject to enforcement during that period of time.

In selecting the lowest responsible and responsive bidder, consideration will be given to the general competency of the bidder for the performance of the work covered by the bid. To receive favorable consideration, a bidder may be required to present evidence that it has successfully performed similar work of comparable magnitude or submit other evidence satisfactory to the Owner that it or its associates are personally competent to manage the proposed undertaking and to carry it forward to a successful conclusion. Professional integrity and honesty of purpose shall be essential requirements. A showing of adequate financial resources may be required but will not alone determine whether a bidder is competent to undertake the proposed work.

Only manufacturers or contractors of established reputation, or their duly authorized dealers or agents, having proper facilities for the manufacture of the materials or equipment and for servicing same, or for proper execution of the work called for in the Contract, will be considered in making the award.

#### SELECTION PROCESS

- A. Proposals will be evaluated by a panel of three to five SCAQMD staff members familiar with the subject matter of the project. The panel shall be appointed by the Executive Officer or his designee. In addition, the evaluation panel may include such outside public sector or academic community expertise as deemed desirable by the Executive Officer. The panel will make a recommendation to the Executive Officer and/or the Governing Board of the SCAQMD for final selection of a Contractor and negotiation of a contract.
- B. Each member of the evaluation panel shall be accorded equal weight in his or her rating of proposals. The evaluation panel members shall evaluate the proposals according to the specified criteria and numerical weightings set forth below.

# 1. Proposal Evaluation Criteria

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

#### **Additional Points**

Small Business or Small Business Joint Venture	10
DVBE or DVBE Joint Venture	10
Use of DVBE or Small Business Subcontractors	7
Low-Emission Vehicle Business	5

The cumulative points awarded for small business, DVBE, use of small business or DVBE subcontractors, low-emission vehicle business, local business, and off-peak hours delivery business shall not exceed 15 points.

#### Self-Certification for Additional Points

The award of these additional points shall be contingent upon Proposer completing the Self-Certification section of Attachment A - Certifications and Representations and/or inclusion of a statement in the proposal selfcertifying that Proposer qualifies for additional points as detailed above.

2. To receive additional points in the evaluation process for the categories of Small Business or Small Business Joint Venture, DVBE or DVBE Joint Venture or Local Business (for non-federally funded projects), the proposer must submit a selfcertification or certification from the State of California Office of Small Business Certification and Resources at the time of proposal submission certifying that the proposer meets the requirements set forth in Section III. To receive points for the use of DVBE and/or Small Business subcontractors, at least 25 percent of the total contract value must be subcontracted to DVBEs and/or Small Businesses. To receive points as a Low-Emission Vehicle Business, the proposer must demonstrate to the Executive Officer, or designee, that supplies and materials delivered to the SCAQMD are delivered in vehicles that operate on either cleanfuels or if powered by diesel fuel, that the vehicles have particulate traps installed. To receive points as an Off-Peak Hours Delivery Business, the proposer must submit, at proposal submission, certification of its commitment to delivering supplies and materials to SCAQMD between the hours of 10:00 a.m. and 3:00 p.m. The cumulative points awarded for small business, DVBE, use of Small Business or DVBE Subcontractors, Local Business, Low-Emission Vehicle Business and Off-Peak Hour Delivery Business shall not exceed 15 points.

The Procurement Section will be responsible for monitoring compliance of suppliers awarded purchase orders based upon use of low-emission vehicles or off-peak traffic hour delivery commitments through the use of vendor logs which will identify the Contractor awarded the incentive. The purchase order shall incorporate terms which obligate the supplier to deliver materials in low-emission vehicles or deliver during off-peak traffic hours. The Receiving department will monitor those qualified supplier deliveries to ensure compliance to the purchase order requirements. Suppliers in non-compliance will be subject to a two percent of total purchase order value penalty. The Procurement Manager will adjudicate any disputes regarding either low-emission vehicle or off-peak hour deliveries.

3. For procurement of Research and Development (R & D) projects or projects requiring technical or scientific expertise or special projects requiring unique knowledge and abilities, technical factors including past experience shall be weighted at 70 points and cost shall be weighted at 30 points. A proposal must receive at least 56 out of 70 points on R & D projects and projects requiring

- technical or scientific expertise or special projects requiring unique knowledge and abilities, in order to be deemed qualified for award.
- 4. The lowest cost proposal will be awarded the maximum cost points available and all other cost proposals will receive points on a prorated basis. For example, if the lowest cost proposal is \$1,000 and the maximum points available are 30 points, this proposal would receive the full 30 points. If the next lowest cost proposal is \$1,100 it would receive 27 points reflecting the fact that it is 10% higher than the lowest cost (90% of 30 points = 27 points).
- C. During the selection process the evaluation panel may wish to interview some proposers for clarification purposes only. No new material will be permitted at this time. Additional information provided during the bid review process is limited to clarification by the Proposer of information presented in his/her proposal, upon request by SCAQMD.
- D. The Executive Officer or Governing Board may award the contract to a Proposer other than the Proposer receiving the highest rating in the event the Governing Board determines that another Proposer from among those technically qualified would provide the best value to SCAQMD considering cost and technical factors. The determination shall be based solely on the Evaluation Criteria contained in the Request for Proposal (RFP), on evidence provided in the proposal and on any other evidence provided during the bid review process.
- E. Selection will be made based on the above-described criteria and rating factors. The selection will be made by and is subject to Executive Officer or Governing Board approval. Proposers may be notified of the results by letter.
- F. The Governing Board has approved a Bid Protest Procedure which provides a process for a bidder or prospective bidder to submit a written protest to the SCAQMD Procurement Manager in recognition of two types of protests: Protest Regarding Solicitation and Protest Regarding Award of a Contract. Copies of the Bid Protest Policy can be secured through a request to the SCAQMD Procurement Department.
- G. The Executive Officer or Governing Board may award contracts to more than one proposer if in (his or their) sole judgment the purposes of the (contract or award) would best be served by selecting multiple proposers.
- H. If additional funds become available, the Executive Officer or Governing Board may increase the amount awarded. The Executive Officer or Governing Board may also select additional proposers for a grant or contract if additional funds become available.
- I. <u>Disposition of Proposals</u> Pursuant to the SCAQMD's Procurement Policy and Procedure, SCAQMD reserves the right to reject any or all proposals. All proposals become the property of SCAQMD, and are subject to the California Public Records Act. One copy of the proposal shall be retained for SCAQMD files. Additional copies and materials will be returned only if requested and at the proposer's expense.

# SECTION X: <u>DRAFT CONTRACT (Provided as a sample only)</u>



# South Coast Air Quality Management District

This Contract consists of \*\*\* pages.

1. <u>PARTIES</u> - The parties to this Contract are the South Coast Air Quality Management District (referred to here as "SCAQMD") whose address is 21865 Copley Drive, Diamond Bar, California 91765-4178, and \*\*\* (referred to here as "CONTRACTOR") whose address is \*\*\*.

#### 2. RECITALS

- A. SCAQMD is the local agency with primary responsibility for regulating stationary source air pollution within the geographical boundaries of the South Coast Air Quality Management District in the State of California. SCAQMD is authorized to enter into this Contract under California Health and Safety Code Section 40489. SCAQMD desires to contract with CONTRACTOR for services described in Attachment 1 Statement of Work, attached here and made a part here by this reference. CONTRACTOR warrants that it is well-qualified and has the experience to provide such services on the terms set forth here.
- B. CONTRACTOR is authorized to do business in the State of California and attests that it is in good tax standing with the California Franchise Tax Board.
- C. All parties to this Contract have had the opportunity to have this Contract reviewed by their attorney.

#### 3. PERFORMANCE REQUIREMENTS

- A. CONTRACTOR agrees to obtain and maintain the required licenses, permits, and all other appropriate legal authorizations from all applicable federal, state and local jurisdictions and pay all applicable fees. CONTRACTOR further agrees to immediately notify SCAQMD in writing of any change in its licensing status which has a material impact on the CONTRACTOR's performance under this Contract.
- B. CONTRACTOR shall submit reports to SCAQMD as outlined in Attachment 1 Statement of Work. All reports shall be submitted in an environmentally friendly format: recycled paper; stapled, not bound; black and white, double-sided print; and no three-ring, spiral, or plastic binders or cardstock covers. SCAQMD reserves the right to review, comment, and request changes to any report produced as a result of this Contract.
- C. CONTRACTOR shall perform all tasks set forth in Attachment 1 Statement of Work, and shall not engage, during the term of this Contract, in any performance of work that is in direct or indirect conflict with duties and responsibilities set forth in Attachment 1 Statement of Work.
- D. CONTRACTOR shall be responsible for exercising the degree of skill and care customarily required by accepted professional practices and procedures subject to SCAQMD's final approval which SCAQMD will not unreasonably withhold. Any costs incurred due to the failure to meet the foregoing standards, or otherwise defective services which require re-performance, as directed by SCAQMD, shall be the responsibility of CONTRACTOR. CONTRACTOR's failure to achieve the performance goals and objectives stated in Attachment 1- Statement of Work, is not a basis for requesting re-performance unless work conducted by CONTRACTOR is deemed by SCAQMD to have failed the foregoing standards of performance.
- E. CONTRACTOR shall post a performance bond in the amount of \*\*\* Dollars (\$\*\*\*) from a surety authorized to issue such bonds within the State.
- F. SCAQMD has the right to review the terms and conditions of the performance bond and to request modifications thereto which will ensure that SCAQMD will be compensated in the event CONTRACTOR fails

- to perform and also provides SCAQMD with the opportunity to review the qualifications of the entity designated by the issuer of the performance bond to perform in CONTRACTOR's absence and, if necessary, the right to reject such entity.
- G. CONTRACTOR shall require its subcontractors to abide by the requirements set forth in this Contract.
- 4. <u>TERM</u> The term of this Contract is from the date of execution by both parties to \*\*\*, unless further extended by amendment of this Contract in writing. No work shall commence until this Contract is fully executed by all parties.

# 5. <u>TERMINATION</u>

- A. In the event any party fails to comply with any term or condition of this Contract, or fails to provide services in the manner agreed upon by the parties, including, but not limited to, the requirements of Attachment 1 Statement of Work, this failure shall constitute a breach of this Contract. The non-breaching party shall notify the breaching party that it must cure this breach or provide written notification of its intention to terminate this contract. Notification shall be provided in the manner set forth in Clause 11. The non-breaching party reserves all rights under law and equity to enforce this contract and recover damages.
- B. SCAQMD reserves the right to terminate this Contract, in whole or in part, without cause, upon thirty (30) days' written notice. Once such notice has been given, CONTRACTOR shall, except as and to the extent or directed otherwise by SCAQMD, discontinue any Work being performed under this Contract and cancel any of CONTRACTOR's orders for materials, facilities, and supplies in connection with such Work, and shall use its best efforts to procure termination of existing subcontracts upon terms satisfactory to SCAQMD. Thereafter, CONTRACTOR shall perform only such services as may be necessary to preserve and protect any Work already in progress and to dispose of any property as requested by SCAQMD.
- C. CONTRACTOR shall be paid in accordance with this Contract for all Work performed before the effective date of termination under Clause 5.B. Before expiration of the thirty (30) days' written notice, CONTRACTOR shall promptly deliver to SCAQMD all copies of documents and other information and data prepared or developed by CONTRACTOR under this Contract with the exception of a record copy of such materials, which may be retained by CONTRACTOR.
- 6. <u>STOP WORK</u> SCAQMD may, at any time, by written notice to CONTRACTOR, require CONTRACTOR to stop all or any part of the work tasks in this Contract. A stop work order may be issued for reasons including, but not limited to, the project exceeding the budget, out of scope work, delay in project schedule, or misrepresentations. Upon receipt of the stop work order, CONTRACTOR shall immediately take all necessary steps to comply with the order. CONTRACTOR shall resume the work only upon receipt of written instructions from SCAQMD cancelling the stop work order. CONTRACTOR agrees and understands that CONTRACTOR will not be paid for performing work while the stop work order is in effect, unless SCAQMD agrees to do so in its written cancellation of the stop work order.

#### 7. INSURANCE

- A. CONTRACTOR shall furnish evidence to SCAQMD of workers' compensation insurance for each of its employees, in accordance with either California or other states' applicable statutory requirements prior to commencement of any work on this Contract.
- B. CONTRACTOR shall furnish evidence to SCAQMD of general liability insurance with a limit of at least \$1,000,000 per occurrence, and \$2,000,000 in a general aggregate prior to commencement of any work on this Contract. SCAQMD shall be named as an additional insured on any such liability policy, and thirty (30) days written notice prior to cancellation of any such insurance shall be given by CONTRACTOR to SCAQMD.
- C. CONTRACTOR shall furnish evidence to SCAQMD of automobile liability insurance with limits of at least \$100,000 per person and \$300,000 per accident for bodily injuries, and \$50,000 in property damage, or

- \$1,000,000 combined single limit for bodily injury or property damage, prior to commencement of any work on this Contract. SCAQMD shall be named as an additional insured on any such liability policy, and thirty (30) days written notice prior to cancellation of any such insurance shall be given by CONTRACTOR to SCAQMD.
- D. CONTRACTOR shall furnish evidence to SCAQMD of Professional Liability Insurance with an aggregate limit of not less than \$5,000,000.
- E. If CONTRACTOR fails to maintain the required insurance coverage set forth above, SCAQMD reserves the right either to purchase such additional insurance and to deduct the cost thereof from any payments owed to CONTRACTOR or terminate this Contract for breach.
- F. All insurance certificates should be mailed to: SCAQMD Risk Management, 21865 Copley Drive, Diamond Bar, CA 91765-4178. The SCAQMD Contract Number must be included on the face of the certificate.
- G. CONTRACTOR must provide updates on the insurance coverage throughout the term of the Contract to ensure that there is no break in coverage during the period of contract performance. Failure to provide evidence of current coverage shall be grounds for termination for breach of Contract.
- 8. <a href="INDEMNIFICATION">INDEMNIFICATION</a> CONTRACTOR agrees to hold harmless, defend and indemnify SCAQMD, its officers, employees, agents, representatives, and successors-in-interest against any and all loss, damage, costs, lawsuits, claims, demands, causes of action judgments, attorney's fees, or any other expenses arising from or related to any third party claim against SCAQMD, its officers, employees, agents, representatives, or successors in interest that arise or result in whole or in part, from any actual or alleged act or omission of CONTRACTOR, its employees, subcontractors, agents or representatives in the performance of this Contract.

#### 9. CO-FUNDING

- A. CONTRACTOR shall obtain co-funding as follows: \*\*\*, \*\*\* Dollars (\$\*\*\*); \*\*\*, \*\*\* Dollars (\$\*\*\*).
- B. If CONTRACTOR fails to obtain co-funding in the amount(s) referenced above, then SCAQMD reserves the right to renegotiate or terminate this Contract.
- C. CONTRACTOR shall provide co-funding in the amount of \*\*\* Dollars (\$\*\*\*) for this project. If CONTRACTOR fails to provide this co-funding, then SCAQMD reserves the right to renegotiate or terminate this Contract.

#### 10. PAYMENT

- A. SCAQMD shall pay CONTRACTOR a fixed price of \*\*\* Dollars (\$\*\*\*) for work performed under this Contract in accordance with Attachment 2 Payment Schedule, attached here and included here by reference. Payment shall be made by SCAQMD to CONTRACTOR within thirty (30) days after approval by SCAQMD of an invoice prepared and furnished by CONTRACTOR showing services performed and referencing tasks and deliverables as shown in Attachment 1 Statement of Work, and the amount of charge claimed. Each invoice must be prepared in duplicate, on company letterhead, and list SCAQMD's Contract number, period covered by invoice, and CONTRACTOR's social security number or Employer Identification Number and submitted to: South Coast Air Quality Management District, Attn: \*\*\*.
- B. An amount equal to ten percent (10%) shall be withheld from all charges paid until satisfactory completion and final acceptance of work by SCAQMD.
- C. SCAQMD reserves the right to disallow charges when the invoiced services are not performed satisfactorily in SCAQMD's sole judgment.
- 11. <u>INTELLECTUAL PROPERTY RIGHTS</u> Title and full ownership rights to any software, documents, or reports developed under this Contract shall at all times remain with SCAQMD. Such material is agreed to be SCAQMD proprietary information.

- A. Rights of Technical Data SCAQMD shall have the unlimited right to use technical data, including material designated as a trade secret, resulting from the performance of services by CONTRACTOR under this Contract. CONTRACTOR shall have the right to use technical data for its own benefit.
- B. Copyright CONTRACTOR agrees to grant SCAQMD a royalty-free, nonexclusive, irrevocable license to produce, translate, publish, use, and dispose of all copyrightable material first produced or composed in the performance of this Contract.
- 12. <u>NOTICES</u> Any notices from either party to the other shall be given in writing to the attention of the persons listed below, or to other such addresses or addressees as may hereafter be designated in writing for notices by either party to the other. Notice shall be given by certified, express, or registered mail, return receipt requested, and shall be effective as of the date of receipt indicated on the return receipt card.

SCAQMD: South Coast Air Quality Management District

21865 Copley Drive

Diamond Bar, CA 91765-4178

Attn: \*\*\*

CONTRACTOR: \*\*\*

\*\*\*

Attn: \*\*\*

- 13. <a href="INDEPENDENT CONTRACTOR">INDEPENDENT CONTRACTOR</a> CONTRACTOR is an independent contractor. CONTRACTOR, its officers, employees, agents, representatives, or subcontractors shall in no sense be considered employees or agents of SCAQMD, nor shall CONTRACTOR, its officers, employees, agents, representatives, or subcontractors be entitled to or eligible to participate in any benefits, privileges, or plans, given or extended by SCAQMD to its employees. SCAQMD will not supervise, direct, or have control over, or be responsible for, CONTRACTOR's or subcontractor's means, methods, techniques, work sequences or procedures or for the safety precautions and programs incident thereto, or for any failure by them to comply with any local, state, or federal laws, or rules or regulations, including state minimum wage laws and OSHA requirements. CONTRACTOR shall promptly notify SCAQMD of any material changes to subcontracts that affect the Contract's scope of work, deliverable schedule, and/or payment/cost schedule.
- 14. <u>CONFIDENTIALITY</u> It is expressly understood and agreed that SCAQMD may designate in a conspicuous manner the information which CONTRACTOR obtains from SCAQMD as confidential. CONTRACTOR agrees to:
  - A. Observe complete confidentiality with respect to such information, including without limitation, agreeing not to disclose or otherwise permit access to such information by any other person or entity in any manner whatsoever, except that such disclosure or access shall be permitted to employees or subcontractors of CONTRACTOR requiring access in fulfillment of the services provided under this Contract.
  - B. Ensure that CONTRACTOR's officers, employees, agents, representatives, and independent contractors are informed of the confidential nature of such information and to assure by agreement or otherwise that they are prohibited from copying or revealing, for any purpose whatsoever, the contents of such information or any part thereof, or from taking any action otherwise prohibited under this clause.
  - C. Not use such information or any part thereof in the performance of services to others or for the benefit of others in any form whatsoever whether gratuitously or for valuable consideration, except as permitted under this Contract.

- D. Notify SCAQMD promptly and in writing of the circumstances surrounding any possession, use, or knowledge of such information or any part thereof by any person or entity other than those authorized by this clause.
- E. Take at CONTRACTOR expense, but at SCAQMD's option and in any event under SCAQMD's control, any legal action necessary to prevent unauthorized use of such information by any third party or entity which has gained access to such information at least in part due to the fault of CONTRACTOR.
- F. Take any and all other actions necessary or desirable to assure such continued confidentiality and protection of such information.
- G. Prevent access to such information by any person or entity not authorized under this Contract.
- H. Establish specific procedures in order to fulfill the obligations of this clause.
- I. Notwithstanding the above, nothing herein is intended to abrogate or modify the provisions of Government Code Section 6250 et.seq. (Public Records Act).

#### 15. PUBLICATION

- A. SCAQMD shall have the right of prior written approval of any document which shall be disseminated to the public by CONTRACTOR in which CONTRACTOR utilized information obtained from SCAQMD in connection with performance under this Contract.
- B. Information, data, documents, or reports developed by CONTRACTOR for SCAQMD, pursuant to this Contract, shall be part of SCAQMD public record unless otherwise indicated. CONTRACTOR may use or publish, at its own expense, such information provided to SCAQMD. The following acknowledgment of support and disclaimer must appear in each publication of materials, whether copyrighted or not, based upon or developed under this Contract.
  - "This report was prepared as a result of work sponsored, paid for, in whole or in part, by the South Coast Air Quality Management District (SCAQMD). The opinions, findings, conclusions, and recommendations are those of the author and do not necessarily represent the views of SCAQMD. SCAQMD, its officers, employees, contractors, and subcontractors make no warranty, expressed or implied, and assume no legal liability for the information in this report. SCAQMD has not approved or disapproved this report, nor has SCAQMD passed upon the accuracy or adequacy of the information contained herein."
- C. CONTRACTOR shall inform its officers, employees, and subcontractors involved in the performance of this Contract of the restrictions contained herein and require compliance with the above.
- 16. <u>NON-DISCRIMINATION</u> In the performance of this Contract, CONTRACTOR shall not discriminate in recruiting, hiring, promotion, demotion, or termination practices on the basis of race, religious creed, color, national origin, ancestry, sex, age, or physical or mental disability and shall comply with the provisions of the California Fair Employment & Housing Act (Government Code Section 12900 et seq.), the Federal Civil Rights Act of 1964 (P.L. 88-352) and all amendments thereto, Executive Order No. 11246 (30 Federal Register 12319), and all administrative rules and regulations issued pursuant to said Acts and Order.
- 17. <u>SOLICITATION OF EMPLOYEES</u> CONTRACTOR expressly agrees that CONTRACTOR shall not, during the term of this Contract, nor for a period of six months after termination, solicit for employment, whether as an employee or independent contractor, any person who is or has been employed by SCAQMD during the term of this Contract without the consent of SCAQMD.
- 18. <a href="PROPERTY AND SECURITY">PROPERTY AND SECURITY</a> Without limiting CONTRACTOR obligations with regard to security, CONTRACTOR shall comply with all the rules and regulations established by SCAQMD for access to and activity in and around SCAQMD premises.

- 19. <u>ASSIGNMENT</u> The rights granted hereby may not be assigned, sold, licensed, or otherwise transferred by either party without the prior written consent of the other, and any attempt by either party to do so shall be void upon inception.
- 20. NON-EFFECT OF WAIVER The failure of CONTRACTOR or SCAQMD to insist upon the performance of any or all of the terms, covenants, or conditions of this Contract, or failure to exercise any rights or remedies hereunder, shall not be construed as a waiver or relinquishment of the future performance of any such terms, covenants, or conditions, or of the future exercise of such rights or remedies, unless otherwise provided for herein.
- 21. <u>ATTORNEYS' FEES</u> In the event any action is filed in connection with the enforcement or interpretation of this Contract, each party shall bear its own attorneys' fees and costs.
- 22. <u>FORCE MAJEURE</u> Neither SCAQMD nor CONTRACTOR shall be liable or deemed to be in default for any delay or failure in performance under this Contract or interruption of services resulting, directly or indirectly, from acts of God, civil or military authority, acts of public enemy, war, strikes, labor disputes, shortages of suitable parts, materials, labor or transportation, or any similar cause beyond the reasonable control of SCAQMD or CONTRACTOR.
- 23. <u>SEVERABILITY</u> In the event that any one or more of the provisions contained in this Contract shall for any reason be held to be unenforceable in any respect by a court of competent jurisdiction, such holding shall not affect any other provisions of this Contract, and the Contract shall then be construed as if such unenforceable provisions are not a part hereof.
- 24. <u>HEADINGS</u> Headings on the clauses of this Contract are for convenience and reference only, and the words contained therein shall in no way be held to explain, modify, amplify, or aid in the interpretation, construction, or meaning of the provisions of this Contract.
- 25. <u>DUPLICATE EXECUTION</u> This Contract is executed in duplicate. Each signed copy shall have the force and effect of an original.
- 26. <u>GOVERNING LAW</u> This Contract shall be construed and interpreted and the legal relations created thereby shall be determined in accordance with the laws of the State of California. Venue for resolution of any disputes under this Contract shall be Los Angeles County, California.
- 27. <a href="PRE-CONTRACT COSTS">PRE-CONTRACT COSTS</a> Any costs incurred by CONTRACTOR prior to CONTRACTOR receipt of a fully executed Contract shall be incurred solely at the risk of the CONTRACTOR. In the event that a formal Contract is not executed, the SCAQMD shall not be liable for any amounts expended in anticipation of a formal Contract. If a formal Contract does result, pre-contract cost expenditures authorized by the Contract will be reimbursed in accordance with the cost schedule and payment provision of the Contract.

#### 28. CITIZENSHIP AND ALIEN STATUS

A. CONTRACTOR warrants that it fully complies with all laws regarding the employment of aliens and others, and that its employees performing services hereunder meet the citizenship or alien status requirements contained in federal and state statutes and regulations including, but not limited to, the Immigration Reform and Control Act of 1986 (P.L. 99-603). CONTRACTOR shall obtain from all covered employees performing services hereunder all verification and other documentation of employees' eligibility status required by federal statutes and regulations as they currently exist and as they may be hereafter amended. CONTRACTOR shall have a continuing obligation to verify and document the continuing employment

- authorization and authorized alien status of employees performing services under this Contract to insure continued compliance with all federal statutes and regulations. Notwithstanding the above, CONTRACTOR, in the performance of this Contract, shall not discriminate against any person in violation of 8 USC Section 1324b.
- B. CONTRACTOR shall retain such documentation for all covered employees for the period described by law. CONTRACTOR shall indemnify, defend, and hold harmless SCAQMD, its officers and employees from employer sanctions and other liability which may be assessed against CONTRACTOR or SCAQMD, or both in connection with any alleged violation of federal statutes or regulations pertaining to the eligibility for employment of persons performing services under this Contract.
- 29. <u>REQUIREMENT FOR FILING STATEMENT OF ECONOMIC INTERESTS</u> In accordance with the Political Reform Act of 1974 (Government Code Sec. 81000 et seq.) and regulations issued by the Fair Political Practices Commission (FPPC), SCAQMD has determined that the nature of the work to be performed under this Contract requires CONTRACTOR to submit a Form 700, Statement of Economic Interests for Designated Officials and Employees, for each of its employees assigned to work on this Contract. These forms may be obtained from SCAQMD's District Counsels' office.

In addition, the Act requires a contractor to disqualify himself or herself from participating in, making or influencing a decision, which would have a foreseeable material effect on his or her financial interests.

- 30. <u>OPTION TO EXTEND THE TERM OF THE CONTRACT</u> SCAQMD reserves the right to extend the contract for a one-year period commencing \*\*\*\*\*(enter date) at the (option price or Not-to-Exceed Amount) set forth in Attachment 2. In the event that SCAQMD elects to extend the contract, a written notice of its intent to extend the contract shall be provided to CONTRACTOR no later than thirty (30) days prior to Contract expiration.
- 31. <u>PROPOSAL INCORPORATION</u> CONTRACTOR's proposal dated \*\*\* submitted in response to Request for Proposal (RFP) #\*\*\*, is expressly incorporated herein by this reference and made a part hereof of this Contract.
- 32. <u>KEY PERSONNEL</u> *insert person's name* is deemed critical to the successful performance of this Contract. Any changes in key personnel by CONTRACTOR must be approved by SCAQMD. All substitute personnel must possess qualifications/experience equal to the original named key personnel and must be approved by SCAQMD. SCAQMD reserves the right to interview proposed substitute key personnel.
- 33. <a href="PREVAILING WAGES">PREVAILING WAGES</a> –CONTRACTOR is alerted to the prevailing wage requirements of California Labor Code section 1770 et seq. Copies of the prevailing rate of per diem wages are on file at the SCAQMD's headquarters, of which shall be made available to any interested party on request. Notwithstanding the preceding sentence, CONTRACTOR shall be responsible for determining the applicability of the provisions of California Labor Code and complying with the same, including, without limitation, obtaining from the Director of the Department of Industrial Relations the general prevailing rate of per diem wages and the general prevailing rate for holiday and overtime work, making the same available to any interested party upon request, paying any applicable prevailing rates, posting copies thereof at the job site and flowing all applicable prevailing wage rate requirements to its subcontractors. CONTRACTOR shall indemnify, defend and hold harmless the South Coast Air Quality Management District against any and all claims, demands, damages, defense costs or liabilities based on failure to adhere to the above referenced statutes.

- 34. <u>SUBCONTRACTOR APPROVAL</u> If CONTRACTOR intends to subcontract all or a portion of the work under this Contract, then CONTRACTOR must first obtain written approval from SCAQMD's Executive Officer or designee prior to subcontracting any work. Any material changes to the subcontract(s) that affect the scope of work, deliverable schedule, and/or payment/cost schedule shall also require the prior written approval of the Executive Officer or designee. No subcontract charges will be reimbursed unless the required approvals have been obtained from SCAQMD.
- 35. <u>ENTIRE CONTRACT</u> This Contract represents the entire agreement between the parties hereto related to CONTRACTOR providing services to SCAQMD and there are no understandings, representations, or warranties of any kind except as expressly set forth herein. No waiver, alteration, or modification of any of the provisions herein shall be binding on any party unless in writing and signed by the party against whom enforcement of such waiver, alteration, or modification is sought.

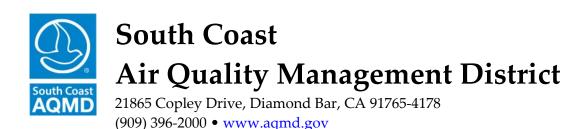
IN WITNESS WHEREOF, the parties to this Contract have caused this Contract to be duly executed on their behalf by their authorized representatives.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT	
Barry R. Wallerstein, D.Env., Executive Officer Dr. William A. Burke, Chairman, Governing Board	Name: Title:
J	
Date:	Date:
ATTEST: Saundra McDaniel, Clerk of the Board	
By:	
APPROVED AS TO FORM: Kurt R. Wiese, General Counsel	
Ву:	
//Standard Roilernlate	

Revised: April 3, 2013

## **ATTACHMENT A**

### **CERTIFICATIONS AND REPRESENTATIONS**



#### **Business Information Request**

#### Dear SCAQMD Contractor/Supplier:

The South Coast Air Quality Management District (SCAQMD) is committed to ensuring that our contractor/supplier records are current and accurate. If your firm is selected for award of a purchase order or contract, it is imperative that the information requested herein be supplied in a timely manner to facilitate payment of invoices. In order to process your payments, we need the enclosed information regarding your account. Please review and complete the information identified on the following pages, complete the enclosed W-9 form, remember to sign both documents for our files, and return them as soon as possible to the address below:

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

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

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

Sincerely,

Michael B. O'Kelly Chief Financial Officer

DH:tm

**Enclosures:** Business Information Request

Disadvantaged Business Certification

W-9

Form 590 Withholding Exemption Certificate

Campaign Contributions Disclosure

**Direct Deposit Authorization** 

## **BUSINESS INFORMATION REQUEST**

Business Name								
Division of								
Subsidiary of								
Website Address								
Type of Business Check One:		<ul><li>□ D</li><li>□ C</li><li>□ L</li></ul>	orporation LC/LLP, I	e, , ID No D No		led in		
		RE	MITTI	ING ADDI	RESS INFO	RMATIO	N	
Address								
City/Town								
State/Province					Zip			
Phone	(	)	-	Ext	Fax	( )	-	
Contact					Title			
E-mail Address					,	•		
Payment Name if Different								

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

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

#### DISADVANTAGED BUSINESS CERTIFICATION

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

• is certified by the Small Business Administration or

TELEPHONE NUMBER

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

	NAME	TITLE
	nation submitted is factual.	ge the above information is accurate. Upon penalty of perjury, I certify
	of Qualifying Owner(s):	
	nt of ownership:%	
	nority-owned Business Enterprise	_ District veteral-owned business Emerprise Dv DE Joint venture
Sma	all that apply: nall Business Enterprise/Small Business Joint Venture  cal business	☐ Women-owned Business Enterprise ☐ Disabled Veteran-owned Business Enterprise/DVBE Joint Venture
Policy a	and Procedure:	nal points, as applicable, in accordance with SCAQMD Procurement
6.	. If subcontracts are to be let, take the above affirmative	steps.
	Commerce, and/or any agency authorized as a clearing	house for SBEs, MBEs, and WBEs.
4. 5.	The state of the s	ity Business Development Agency of the Department of
4	SBEs, MBEs, and WBEs.	and in the CDE ADD and WDE
3.	. When economically feasible, divide total requirements	into small tasks or quantities to permit greater participation by
2.	*	
1.	. Place qualified SBEs, MBEs, and WBEs on solicitation	n liete
to a	as a prime contractor to the SCAQMD, o achieve the fair share in accordance with 40 CFR Section contracts or purchase orders funded in whole or in part	(name of business) will engage in good faith efforts 33.301, and will follow the six affirmative steps listed below <u>for</u> by federal grants and contracts.
Stateme	nents of certification:	

DATE

#### **Definitions**

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

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

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

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

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

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

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

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

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

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

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

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

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

# Form W-9 (Rev. August 2013) Department of the Treasury Internal Revenue Service

#### Request for Taxpayer Identification Number and Certification

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

	Name (as shown on your income tax return)											
ge 2.	Business name/disregarded entity name, if different from above											
Print or type See Specific Instructions on page	Check appropriate box for federal tax classification:  Individual/sole proprietor C Corporation S Corporation Partnership	Trust/estate	Exemptions (see	instruction	s):							
8 8			Exempt payee co	ode (if any)								
nt or ty structi	Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=partners)	Exemption from code (if any)	FATCA rep	orting								
i i	Other (see instructions) ▶		_									
oecific	Address (number, street, and apt. or suite no.)	Requester's name	and address (option	onal)								
See 5	City, state, and ZIP code											
Ī	List account number(s) here (optional)											
Par	Taxpayer Identification Number (TIN)											
	our TIN in the appropriate box. The TIN provided must match the name given on the "Nam	C IIIIC	curity number									
resider entities	d backup withholding. For individuals, this is your social security number (SSN). However, it alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other, it is your employer identification number (EIN). If you do not have a number, see How to go page 3.	er	-	-								
	f the account is in more than one name, see the chart on page 4 for guidelines on whose	Employe	r identification nu	mber								
	r to enter.			$\overline{\top}$	П							
			-									
Part	Certification											
Under	penalties of perjury, I certify that:											
1. The	number shown on this form is my correct taxpayer identification number (or I am waiting for	or a number to be is	ssued to me), an	ıd								
Ser	not subject to backup withholding because: (a) I am exempt from backup withholding, or vice (IRS) that I am subject to backup withholding as a result of a failure to report all interes onger subject to backup withholding, and											
3. Ian	a U.S. citizen or other U.S. person (defined below), and											
4. The	FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA report	ing is correct.										
becaus interes genera instruc	cation instructions. You must cross out item 2 above if you have been notified by the IRS e you have failed to report all interest and dividends on your tax return. For real estate tran paid, acquisition or abandonment of secured property, cancellation of debt, contributions ly, payments other than interest and dividends, you are not required to sign the certificatio tions on page 3.	sactions, item 2 do to an individual ret	es not apply. For irement arrange	or mortgag ment (IRA)	e), and							
Sign Here	Signature of U.S. person ►	Date ►										

#### **General Instructions**

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

Future developments. The IRS has created a page on IRS.gov for information about Form W-9, at www.irs.gov/w9. Information about any future developments affecting Form W-9 (such as legislation enacted after we release it) will be posted on that page.

#### Purpose of Form

A person who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) to report, for example, income paid to you, payments made to you in settlement of payment card and third party network transactions, real estate transactions, mortgage interest you paid, acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA.

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN to the person requesting it (the requester) and, when applicable, to:

- 1. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
  - 2. Certify that you are not subject to backup withholding, or
- 3. Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the

withholding tax on foreign partners' share of effectively connected income, and

Certify that FATCA code(s) entered on this form (if any) indicating that you are exempt from the FATCA reporting, is correct.

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

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

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

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

Form W-9 (Rev. 8-2013)

Form W-9 (Rev. 8-2013) Page 2

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

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

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

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

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

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

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

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

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

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

## Payments you receive will be subject to backup withholding if:

- 1. You do not furnish your TIN to the requester,
- You do not certify your TIN when required (see the Part II instructions on page 3 for details),
  - 3. The IRS tells the requester that you furnished an incorrect TIN,
- 4. The IRS tells you that you are subject to backup withholding because you did not report all your interest and dividends on your tax return (for reportable interest and dividends only), or
- You do not certify to the requester that you are not subject to backup withholding under 4 above (for reportable interest and dividend accounts opened after 1983 only).

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

Also see Special rules for partnerships on page 1.

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

#### **Updating Your Information**

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

#### **Penalties**

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

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

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

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

#### Specific Instructions

#### Name

If you are an individual, you must generally enter the name shown on your income tax return. However, if you have changed your last name, for instance, due to marriage without informing the Social Security Administration of the name change, enter your first name, the last name shown on your social security card, and your new last name.

If the account is in joint names, list first, and then circle, the name of the person or entity whose number you entered in Part I of the form.

Sole proprietor. Enter your individual name as shown on your income tax return on the "Name" line. You may enter your business, trade, or "doing business as (DBA)" name on the "Business name/disregarded entity name" line.

Partnership, C Corporation, or S Corporation. Enter the entity's name on the "Name" line and any business, trade, or "doing business as (DBA) name" on the "Business name/disregarded entity name" line.

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

Note. Check the appropriate box for the U.S. federal tax classification of the person whose name is entered on the "Name" line (Individual/sole proprietor, Partnership, C Corporation, S Corporation, Trust/estate).

Limited Liability Company (LLC). If the person identified on the "Name" line is an LLC, check the "Limited liability company" box only and enter the appropriate code for the U.S. federal tax classification in the space provided, if you are an LLC that is treated as a partnership for U.S. federal tax purposes, enter "P" for partnership. If you are an LLC that has filed a Form 8832 or a Form 2553 to be taxed as a corporation, enter "C" for C corporation or "S" for S corporation, as appropriate. If you are an LLC that is disregarded as an entity separate from its owner under Regulation section 301.7701-3 (except for employment and excise tax), do not check the LLC box unless the owner of the LLC (required to be identified on the "Name" line) is another LLC that is not disregarded for U.S. federal tax purposes. If the LLC is disregarded as an entity separate from its owner, enter the appropriate tax classification of the owner identified on the "Name" line).

Other entities. Enter your business name as shown on required U.S. federal tax documents on the "Name" line. This name should match the name shown on the charter or other legal document creating the entity. You may enter any business, trade, or DBA name on the "Business name/disregarded entity name" line.

#### Exemptions

If you are exempt from backup withholding and/or FATCA reporting, enter in the Exemptions box, any code(s) that may apply to you. See Exempt payee code and Exemption from FATCA reporting code on page 3. Form W-9 (Rev. 8-2013) Page **3** 

Exempt payee code. Generally, individuals (including sole proprietors) are not exempt from backup withholding. Corporations are exempt from backup withholding for certain payments, such as interest and dividends. Corporations are not exempt from backup withholding for payments made in settlement of payment card or third party network transactions.

Note. If you are exempt from backup withholding, you should still complete this form to avoid possible erroneous backup withholding.

The following codes identify payees that are exempt from backup withholding:

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

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

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

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

Exemption from FATCA reporting code. The following codes identify payees that are exempt from reporting under FATCA. These codes apply to persons submitting this form for accounts maintained outside of the United States by certain foreign financial institutions. Therefore, if you are only submitting this form for an account you hold in the United States, you may leave this field blank. Consult with the person requesting this form if you are uncertain if the financial institution is subject to these requirements.

- A-An organization exempt from tax under section 501(a) or any individual retirement plan as defined in section 7701(a)(37)
- B-The United States or any of its agencies or instrumentalities
- C-A state, the District of Columbia, a possession of the United States, or any of their political subdivisions or instrumentalities
- D-A corporation the stock of which is regularly traded on one or more established securities markets, as described in Reg. section 1.1472-1(c)(1)(i)
- E-A corporation that is a member of the same expanded affiliated group as a corporation described in Reg. section 1.1472-1(c)(1)(i)
- F—A dealer in securities, commodities, or derivative financial instruments (including notional principal contracts, futures, forwards, and options) that is registered as such under the laws of the United States or any state

- G-A real estate investment trust
- H—A regulated investment company as defined in section 851 or an entity registered at all times during the tax year under the Investment Company Act of 1940
- I-A common trust fund as defined in section 584(a)
- J-A bank as defined in section 581
- K-A broker
- L-A trust exempt from tax under section 664 or described in section 4947(a)(1)
- M-A tax exempt trust under a section 403(b) plan or section 457(g) plan

#### Part I. Taxpayer Identification Number (TIN)

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

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

If you are a single-member LLC that is disregarded as an entity separate from its owner (see *Limited Liability Company (LLC)* on page 2), enter the owner's SSN (or EIN, if the owner has one). Do not enter the disregarded entity's EIN. If the LLC is classified as a corporation or partnership, enter the entity's EIN.

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

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

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

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

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

#### Part II. Certification

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

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

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

- Interest, dividend, and barter exchange accounts opened before 1984 and broker accounts considered active during 1983. You must give your correct TIN, but you do not have to sign the certification.
- 2. Interest, dividend, broker, and barter exchange accounts opened after 1983 and broker accounts considered inactive during 1983. You must sign the certification or backup withholding will apply. If you are subject to backup withholding and you are merely providing your correct TIN to the requester, you must cross out item 2 in the certification before signing the form.
- 3. Real estate transactions. You must sign the certification. You may cross out item 2 of the certification.
- 4. Other payments. You must give your correct TIN, but you do not have to sign the certification unless you have been notified that you have previously given an incorrect TIN. "Other payments" include payments made in the course of the requester's trade or business for rents, royalties, goods (other than bills for merchandise), medical and health care services (including payments to corporations), payments to a nonemployee for services, payments made in settlement of payment card and third party network transactions, payments to certain fishing boat crew members and fishermen, and gross proceeds paid to attorneys (including payments to corporations).
- 5. Mortgage interest paid by you, acquisition or abandonment of secured property, cancellation of debt, qualified tuition program payments (under section 529), IRA, Coverdell ESA, Archer MSA or HSA contributions or distributions, and pension distributions. You must give your correct TIN, but you do not have to sign the certification.

<sup>&</sup>lt;sup>2</sup> However, the following payments made to a corporation and reportable on Form 1099-MISC are not exempt from backup withholding: medical and health care payments, attorneys' fees, gross proceeds paid to an attorney, and payments for services paid by a federal executive agency.

Form W-9 (Rev. 8-2013) Page **4** 

#### What Name and Number To Give the Requester

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

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

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

#### Secure Your Tax Records from Identity Theft

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

To reduce your risk:

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

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

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

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

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

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

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

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

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

#### **Privacy Act Notice**

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

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

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

List first and circle the name of the trust, estate, or pension trust. (Do not furnish the TIN of the personal representative or trustee unless the legal entitly itself is not designated in the account title.) Also see Special rules for partnerships on page 1.

<sup>\*</sup>Note. Grantor also must provide a Form W-9 to trustee of trust.

## 2014 Withholding Exemption Certificate

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The	e payee completes this form and submits it to the withholding agent.	
	c payee completes this form and submits it to the withholding agent.	
Nar	3 3 (7) 1 /	
Pay	ree	
Nar	ne	SSN or ITIN FEIN CA Corp no. CA SOS file no.
Add	ress (apt./ste., room, PO Box, or PMB no.)	
07		104 7004
City	(If you have a foreign address, see instructions.)	State ZIP Code
_		
	emption Reason	
	eck only one reason box below that applies to the payee.  checking the appropriate box below, the Payee certifies the reason for the exemption from	the California income tax withholding
	uirements on payment(s) made to the entity or individual.	the callottia meone tax wallouing
	Individuals — Certification of Residency: I am a resident of California and I reside at the address shown above. If I become a notify the withholding agent. See instructions for General Information D, Definitions.	nonresident at any time, I will promptly
	Corporations:  The corporation has a permanent place of business in California at the address shot California Secretary of State (SOS) to do business in California. The corporation will corporation ceases to have a permanent place of business in California or ceases to the withholding agent. See instructions for General Information D, Definitions.	file a California tax return. If this
	Partnerships or limited liability companies (LLCs):  The partnership or LLC has a permanent place of business in California at the addre California SOS, and is subject to the laws of California. The partnership or LLC will find the cases to do any of the above, I will promptly inform the withholding agent. Find partnership (LLP) is treated like any other partnership.	ile a California tax return. If the partnership
Ш	Tax-Exempt Entities: The entity is exempt from tax under California Revenue and Taxation Code (R&TC) (Internal Revenue Code Section 501(c) (insert number). If this entity ceases to the withholding agent. Individuals cannot be tax-exempt entities.	
	Insurance Companies, Individual Retirement Arrangements (IRAs), or Qualified Per The entity is an insurance company, IRA, or a federally qualified pension or profit-sh	
	California Trusts:  At least one trustee and one noncontingent beneficiary of the above-named trust is a California fiduciary tax return. If the trustee or noncontingent beneficiary becomes a notify the withholding agent.	
	Estates — Certification of Residency of Deceased Person: I am the executor of the above-named person's estate or trust. The decedent was a The estate will file a California fiduciary tax return.	California resident at the time of death.
	Nonmilitary Spouse of a Military Servicemember:  I am a nonmilitary spouse of a military servicemember and I meet the Military Spous requirements. See instructions for General Information E, MSRRA.	se Residency Relief Act (MSRRA)
CE	RTIFICATE OF PAYEE: Payee must complete and sign below.	
Un	der penalties of perjury, I hereby certify that the information provided in this document is, to rect. If conditions change, I will promptly notify the withholding agent.	o the best of my knowledge, true and
Pa	yee's name and title (type or print)Te	elephone ()
Pa	yee's signature ▶	Date
	For Privacy Notice, get FTB 1131 ENG/SP. 7061143	Form 590 c2 2013

#### Instructions for Form 590

Withholding Exemption Certificate

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

#### **General Information**

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

#### A Purpose

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

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

Form 590 does not apply to payments for wages to employees. Wage withholding is administered by the California Employment Development Department (EDD). For more information, go to edd.ca.gov or call 888,745,3886.

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

The following are excluded from withholding and completing this form:

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

#### B Income Subject to Withholding

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

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

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

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

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

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

#### C Who Certifies this Form

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

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

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

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

#### **D** Definitions

Nonresident includes all of the following:

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

Foreign refers to non-U.S.

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

#### Permanent Place of Business:

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

#### E Military Spouse Residency Relief Act (MSRRA)

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

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

Domicile is defined as the one place:

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

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

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

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

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

#### Specific Instructions

#### Payee Instructions

Enter the withholding agent's name.

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

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

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

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

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

#### Withholding Agent Instructions

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

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

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

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

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

#### Additional Information

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

Telephone: 888.792.4900 916.845.4900

Fax: 916.845.9512

OR write to:

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

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

OR to get forms by mail write to:

TAX FORMS REQUEST UNIT FRANCHISE TAX BOARD PO BOX 307

RANCHO CORDOVA CA 95741-0307

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

#### Internet and Telephone Assistance

Website: **ftb.ca.gov**Telephone: 800.852.5711 from within the

**United States** 

916.845.6500 from outside the

United States

TTY/TDD: 800.822.6268 for persons with

hearing or speech impairments

#### Asistencia Por Internet y Teléfono

Sitio web: **ftb.ca.gov**Teléfono: 800.852.5711 dentro de los

Estados Unidos

916.845.6500 fuera de los Estados

Unidos

TTY/TDD: 800.822.6268 personas con

discapacidades auditivas

y del habla



#### CAMPAIGN CONTRIBUTIONS DISCLOSURE

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

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

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

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

# 

#### **SECTION II.**

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

Yes	☐ No	If YES, complete Section II below and then sign and date the form
		If NO, sign and date below. Include this form with your submittal.

## Campaign Contributions Disclosure, continued: Name of Contributor \_\_\_\_\_ Governing Board Member or MSRC Member/Alternate Amount of Contribution Date of Contribution Name of Contributor Date of Contribution Governing Board Member or MSRC Member/Alternate Amount of Contribution Name of Contributor Governing Board Member or MSRC Member/Alternate Amount of Contribution Date of Contribution Name of Contributor \_\_\_\_ Governing Board Member or MSRC Member/Alternate Amount of Contribution Date of Contribution I declare the foregoing disclosures to be true and correct. By:\_\_\_\_\_ Title: Date:

#### **DEFINITIONS**

Parent, Subsidiary, or Otherwise Related Business Entity (2 Cal. Code of Regs., §18703.1(d).)

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

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#### **Direct Deposit Authorization**

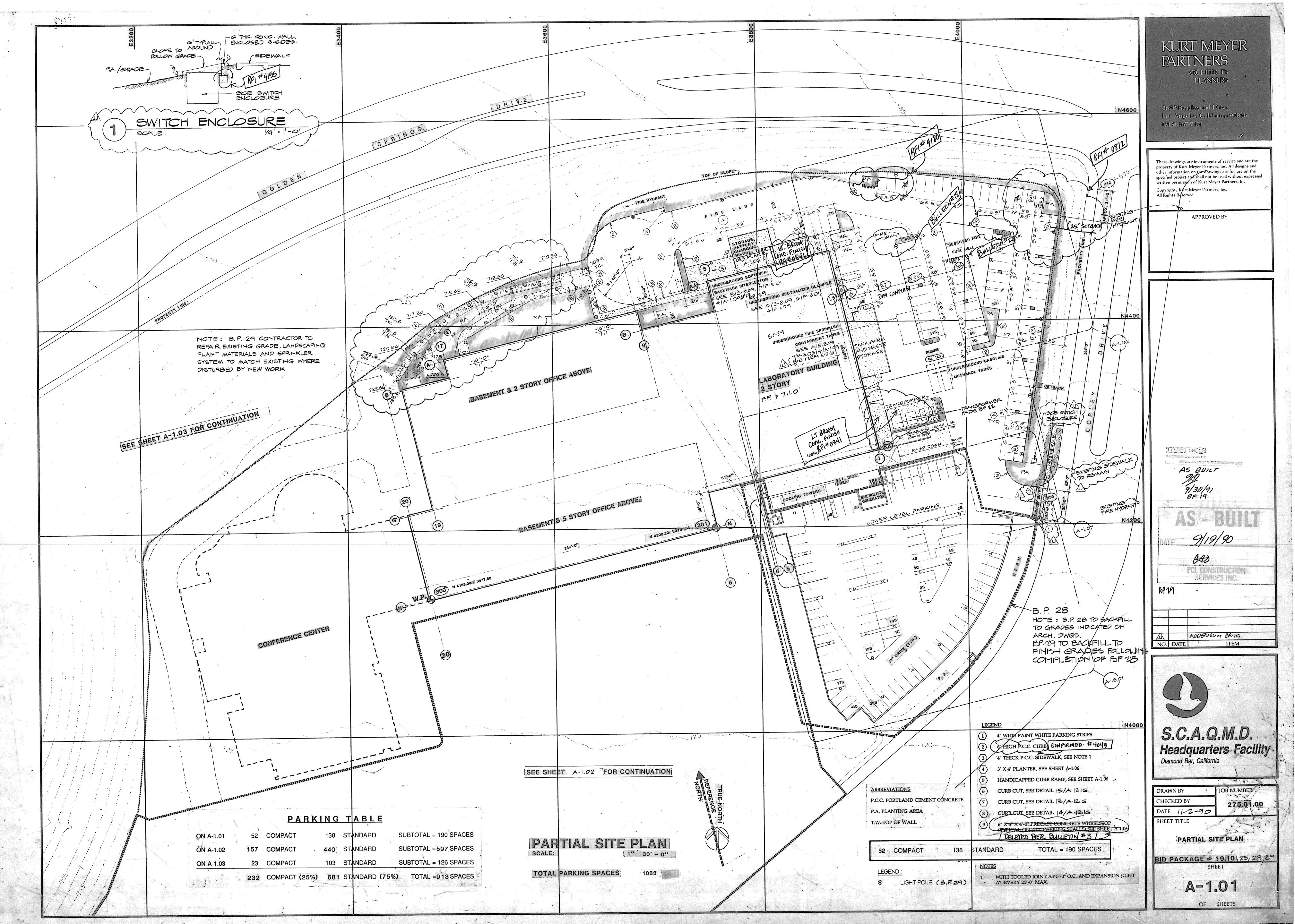
☐ Indi☐ Ver☐ Cha	STEP 1: Please check all the appropriate boxes  ☐ Individual (Employee, Governing Board Member) ☐ New Request ☐ Vendor/Contractor ☐ Cancel Direct Deposit ☐ Changed Information									
-	: Payee Information									
Last Name	First	Name		Middle Initial		Title				
Vendor/Cor	ntractor Business Name (if applicable)									
Address				Apartment of	r P.O. Box N	lumber				
City			State	Zip		Country				
Taxpayer ID	Number	Telephone Number	-1		Email A	ddress				
ir lf s s p 2. T 3. I ft n n STEP 3	authorize South Coast Air Quality astitution as indicated below. I und any of the above information chait topped before closing an account, ayment. This authorization remains in effect hereby release and hold harmless and transactions that result from famonies into my account.	derstand that the a nges, I will prompt funds payable to until SCAQMD re SCAQMD for any illure within the Au r of an Automated heck or have your	authorization maily complete a nome will be returned acceives written by claims or liabily tomated Clearing House	ay be reject new authorizened to SCA notification of lity to pay for ng House re se (ACH). Fee the bank i	ed or dis zation ag AQMD for of change or any los network to	continued by reement. If t r distribution. es or cancella ses or costs o correctly ar do so could	r SCAQMD at any time. he direct deposit is not This will delay my ation from you. related to insufficient nd timely deposit  delay the processing of			
ė	Name of Bank/Institution									
Je.										
	Account Holder Name(s)									
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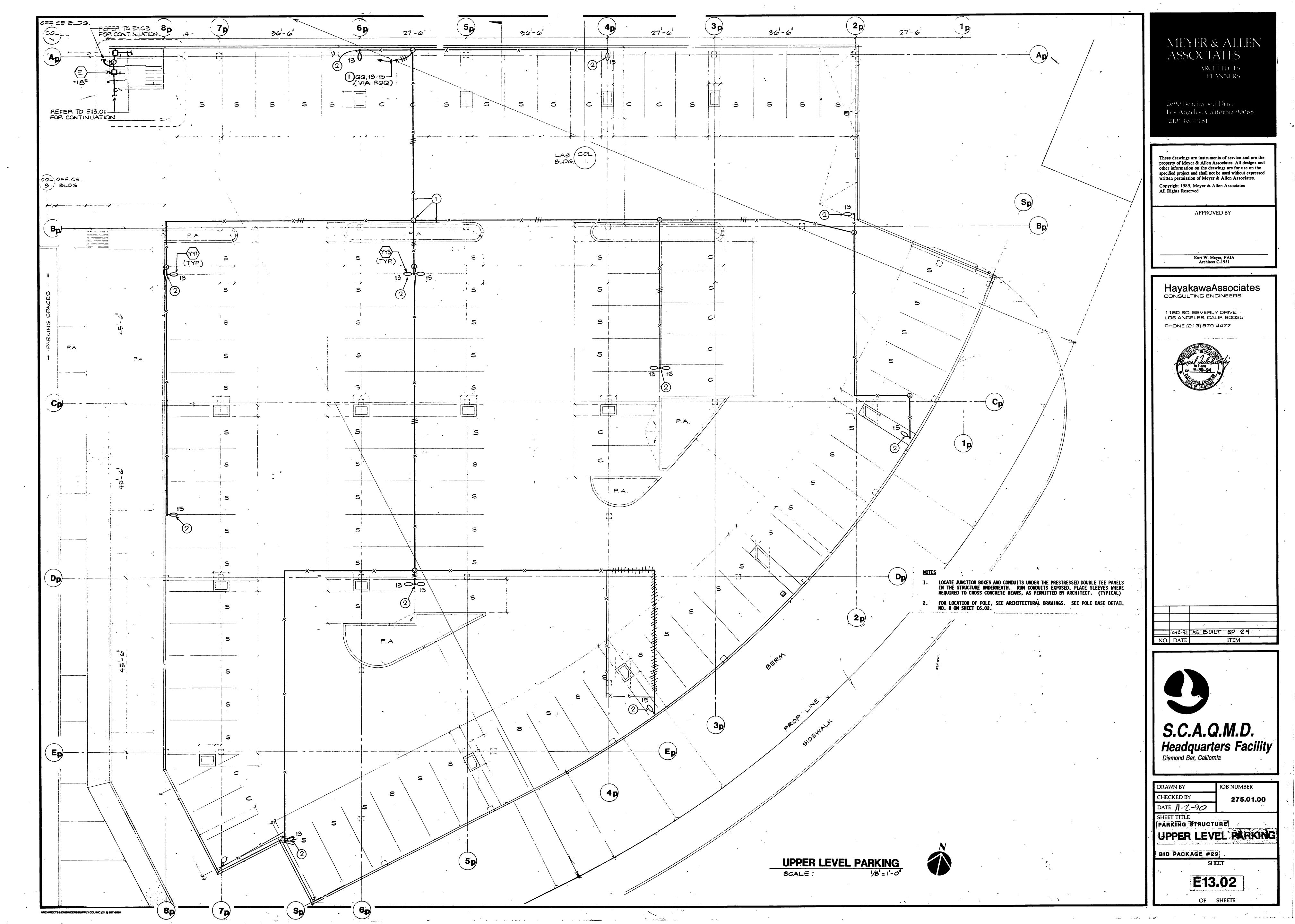
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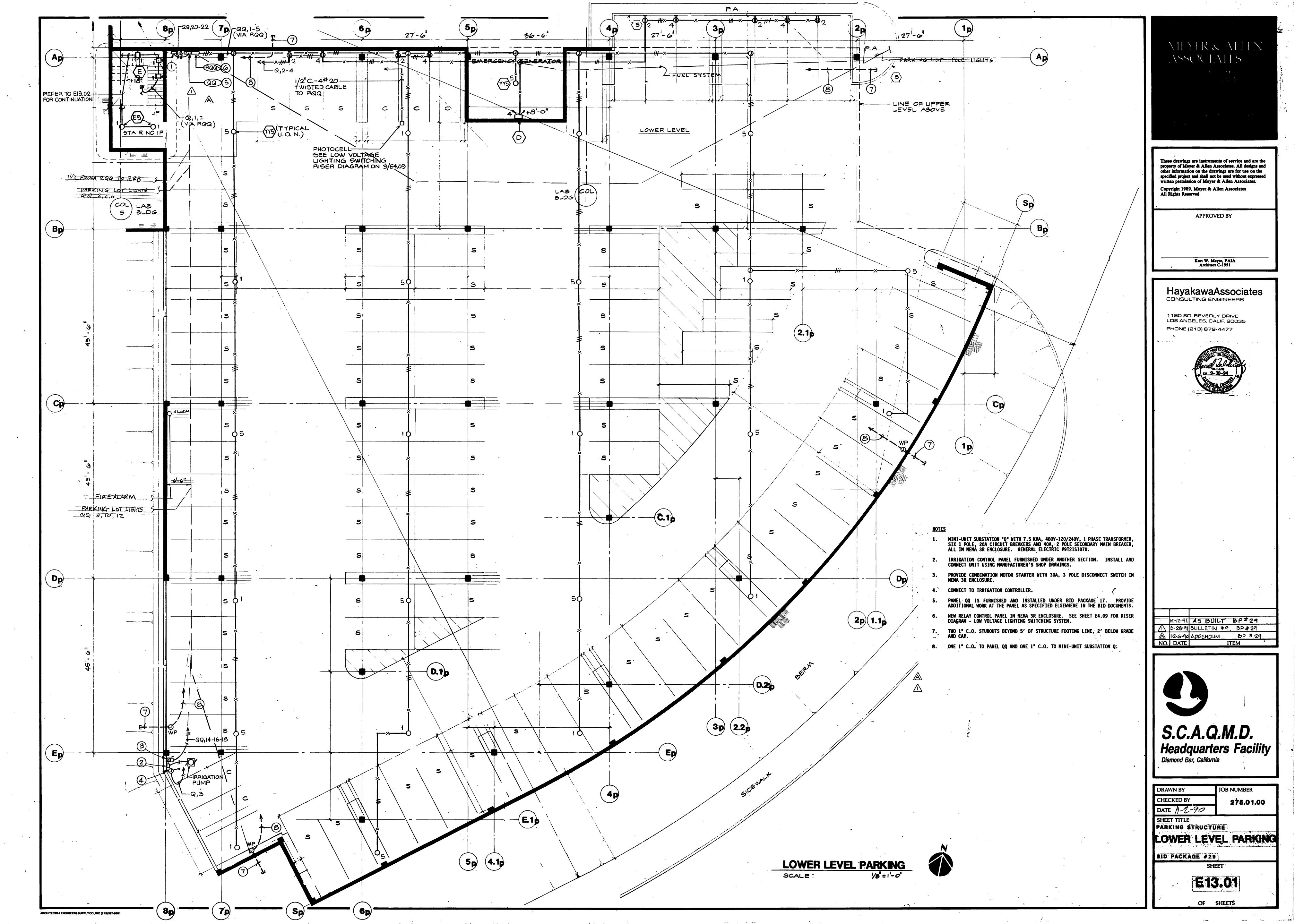
For SCAQMD Use Only

## **ATTACHMENT B**

# EQUIPMENT DRAWINGS (SUBJECT TO VERIFICATION BY BIDDERS/CONTRACTOR)







															•	· · · · · · · · · · · · · · · · · · ·										
L	120	1004 R40	-	SURFACE	NOUND CYLINDER TYPE WALLMASHER WITH SEAPLESS ALUMINUM HOUSING	HALO NO. H1317P MARCO OR EQUAL	STAIR		' RI	RÅ 277	(2)F32 2 T8, RS (2)F25	ZL R	RECESSED	CENTRAL THROUGH TWO FLUORESCENT SYSTEM WITH STEEL HOUSING, SEMI- SPECULAR ANODIZED ALUMINUM	LIGHTOLIER CTS-1 SERIES	LOBBY	· :		-		• ••		LIGHTING FIXTURE SCHEDULE			
,	120	FL INCAND 150N	٠.	<b>WECESSED</b>	AND COILEX WITH SCOOP REFLECTOR, WHITE COLOR  6" DIAMETER WALLMASHER WITH	HALO NO. 7732T-	MULTI-				(2)F25 T8, RS		•,	PARABOLIC LOUVER AND REFLECTOR, 3 AND EXTRUDED ALUMINUM OVER LAP TRIM FLANGE. USE 90" LONG, 45"		٠		· (-	TYPE VOLT	'S LAMPS	RAI I ACTO	S* MOUNTING	(SEE GENERAL NOTES AND SPECIFICAT) DESCRIPTION	ON) · · · · · · · · · · · · · · · · · · ·	USE	REMARKS
Ħ	120	R40 FL INCANO	-		ALUMINUM BLACK COILEX BAFFLE, POLISHED ALUMINUM REFLECTOR, OME PIECE DIE CAST SCOOP AND	4660BA, MARCO OR EQUAL	PURPOSE ROOM		•	ייני ז	£22 ^	י פחול	CIDEACE	LONG, 33" LONG MODULES AND 27" TO 48" LONG TELESCOPING MODULE.  4' OR 3' LONG SINGLE FLUORESCENT	PRUDENTIAL		FOR CONTINUOUS		AA 277	•	(2) 2L	RECESSED	2'X4' FLUORESCENT, EXTRUDED ALUMI- NUM FLUSH DOOR FRAME WITH MITEREI	PRUDENTIAL P-8600	LAB.	MATTINA
•			:		TRIM RING AND DIE CAST ALUMINUM MOUNTING FRAME. WHITE COLOR.	<u> шаго мо 7700т</u>	HEARING	•		s 211	F32 2 T8, RS 1 F25 T8, RS		SURFACE IN COVE	STAGGERED STRIP LIGHT, PROVIDE ADJUSTABLE TELESCOPING MODULE AS REQUIRED.	PRUDENTIAL PSS-161 SERIES, KEENE OR EQUAL		ROWS, USE 2L BALLASTS AS PRACTICAL.			•		•	CORNERS, GASKETED, CONCEALED HINGES, INCONSPICUOUS SPRING LOADED VISIBLE LATCHES, PRISMATION	SERIES, COLUMBIA, LIGHTOLIER		
M1	120	150M R40 FL INCAND		RECESSED	SINILAR TO TYPE "W" EXCEPT DOWNLIGHT.	HALO NO. 7700T- 1600BA, MARCO OR EQUAL.	ROOM		S	S1 277	(2)F32 2 T8, RS		SURFACE IN COVE	SAME AS TYPE "SS" EXCEPT 2 LAMPS.	PRUDENTIAL PSS-162	LOBBY	EXACT NUMBER OF					•	ACRYLIC (K19) LENS, BAKED WHITE ENAMEL FINISH, TRIM AND SUPPORT AS REQUIRED FOR CEILING TYPE.	OR ÆQUAL		
N	120	60N A21 IF INCAND		SURFACE WALL	MALL SCONCE LIGHT WITH METALLIC CHARCOAL GREY COLOR CRADLE WHITE DIFFUSER AND BAND CRYSTAL	LEUCOS COLLEC-	FUEA.	•	:	•	(2)F25 T8, RS			158 HT6H W 7 5/6M H W 6 5/6M =	SERIES, KEENE OR EQUAL	DIMITO	DETERMINED ON THE JOB.		AA1 277 AA2 277	2F32 - 2FB31	(1) 2L 2L	RECESSED RECESSED	SAME AS TYPE AA EXCEPT 2 LAMPS.		CORRIDOR	
M1	120	(2)PL13	HIGH	WALL	DIRECT AND INDIRECT LIGHTS	ARTEMIQE	TRAINING		Т	T 277	. Р		SURFACE HALL	12" HIGH X 7-1/2" W X 4-1/2" D HALF CYLINDER UP AND DOWNLIGHT FIXTURE WITH SOLID BODY. WHITE COLOR.	ARTEMIDE SCONCE 410 SERIES	DINING AREA			BB 277	6F32	(3) 2L	RECESSED	AND LAMPS.  SIMILAR TO TYPE AA EXCEPT 1' X 8	1	<b>LAB</b>	FURNISHED AND
			POMER FACTOR	SURFACE	MITH ANTI-DAZZLING GRILL  24" DIAMETER X 7" H CEILING	LUCE PLAN D3-PL/1 ARTEMIDE	R004	•	· U	U 277	P	POWER	RECESSED	6" DIAMETER X 10-1/4" HIGH DOWNLIGHT WITH SPECULAR	LIGHTOLIER 8018 GO SERIES	DINING AREA				T8, R	5		WITH 6 LAMPS.	***	• . !	INSTALLED UNDER INTEGRAL CEIL- ING CONTRACT.
0	120	(3)60M A21 IF INCAMO	-	SURFACE	MOUNTED/PERFORATED TOP FIXTURE WITH MOLDED WIRE GLASS, SILVER-COLORED RING AND BRASS BALLS.	CELESTE CEIL-	NC	•		•		FACTOR		GOLD ALZAK REFLECTOR, SEAMLESS ALUMINUM HOUSING, COLOR SELECTED BY ARCHITECT.	SERIES, MARCO			· •	BB1 227		(1) 2L S (1) 1L	RECESSED	SIMILAR TO TYPE AA EXCEPT 1' X 4 AND 3 LAMPS.	,	· }	FURNISHED AND INSTALLED UNDER INTEGRAL CEIL-
- <b>p</b>	120	100N - A21 IF		PENDANT	PENDANT FIXTURE WITH CONE-SHAPED PERFORATED METAL DIFFUSER,	LUCI COLLECTION			V	V 277	T8, RS 1	<b>lL</b>	SURFACE IN COVE	4' LONG SINGLE LAMP OPEN TUBE FLUORESCENT STRIP WITH BAKED WHIT ENAMEL PAINT FINISH	PRUDENTIAL E P101 SERIES, C GLOBE OR	HEAR ING ROOM	OVERLAP FIXTURE MINIMUM 4* EXACT NUMBER OF		BB2 277		(1) 2L	.RECESSED	SIMILAR TO TYPE AA EXCEPT 1' X 4	•	i . KİTCHEN	ING CONTRACT. FURNISHED AND
	•	INCAND		gepëres	THERMOPLASTIC CANOPY AND BAKED ENAMEL ALUMINUM DIFFUSER FINISH.  8° DIAMETER DOWNLIGHT WITH	SINTHETO			·		E	DIMMING BALLAST		FULLINI LIMIQU	EQUAL .	·	FIXTURES TO BE DETERMINED ON THE JOB.	÷	•	T8, R		-	AND 2 LAMPS.		SERVING AREA	INSTALLED UNDER, INTEGRAL CEIL- ING CONTRACT.
_0_	120	y <i>2</i> 50 P <b>ar 38</b> FL	·	<b>KECESZED</b>	ALUMINUM GOLD SPECULAR REFLECTOR DIE CAST ALUMINUM HOUSING AND MOUNTING FRAME DIE CAST ALUMINUM	R 4800G SERIES, MARCO OR EQUAL		<u> </u>	W	W 277	2FB31 2 T8, RS		RECESSED	2' X 2' FLUORESCENT WITH 3" DEEP CELL, SEMI-SPECULAR SILVER	SERIES, LITHONIA	TRAINING N ROOM			CC 227	2F32 T8, R	(1) 2L	RECESSED	SIMILAR TO TYPE AA EXCEPT 1' X 4 AND 2 LAMPS.	•		
			•		SOCKET CAP AND INTEGRAL THERMAL PROTECTION, METAL TRIM RING. TRIM COLOR SELECTED BY ARCHITECT									ANODIZED ALUMINUM PARABOLIC LOUVERS, 16 CELLS, STATIC TYPE, POSITIVE ACTING STEEL HINGE AND	OK EWHAL	•	<b>-</b> :		DD 277	2F32 T8, RS	(1) 2L	SURFACE WALL	6" X 6" RECTANGULAR 8' LENGTH FLUORESCENT WITH EXTRUDED ALUMINI		STAIRS'	
R	120	Q250 PAR 38	-	RECESSED	8" APERTURE ROUND CYLINDER DOWN- LIGHT WITH SEAMLESS ALUMINUM HO	- HALO NO. H8800P-	- AUDITOR			W1 277	3FB31 2	21	RECESSED	LATCH, TRIM AND SUPPORT AS REQUIRED FOR CEILING TYPE.  SAME AS TYPE "WW" EXCEPT SPECULAR		LOBRY	FURNISHED AND						HOUSING, DIE CAST END PLATE, STEI REFLECTOR WITH BAKED WHITE ENAMEI FINISH, WHITE OPAL DIFFUSER, AND	L SERIES	<b>6.</b> Å .84	
		A.	~		SING FINISHED BLACK, ALUMINUM GO SPECULAR REFLECTOR AND ADJUSTABLE SOCKET CAP. TRIM COLOR SELECTED BY ARCHITECT.	LE.			W	ma CII	78, RS	(	U	GOLD FINISH LOUVER, AND FURNISHED AND INSTALLED UNDER INTEGRAL CEIL ING CONTRACT.	•		INSTALL UNDER INTEGRAL CEIL- ING CONTRACT.		DD1 227	1F32	(1) 1:	SURFACE	ALUMINÚM SATIN ETCHED AND CLEAR ANODIZED FINISHED. SAME AS TYPE DD EXCEPT 4' LENGTH		;	
S	120	150M R40		RECESSED	8" APERTURE WALLWASHER WITH BLA COILEX BAFFLE. POLISHED ALUMINU	M 4860BA SERIES,	- AUDITOR			W2 277	3FB31 2 T8, RS	<b>2L</b>	RECESSED	SAME AS TYPE "WW" EXCEPT SPECULAR GOLD FINISH LOUVER.		HEARING ROOM		,	EE 277	T8, R	L3 HIGH	WALL PENDENT	AND-1 LAMP.  36" DIAMETER COMPACT FLUORESCENT	ARTEMIDE		VERIFY MOUNTING
	-	ñ.	-		SCOOP REFLECTOR, DIE CAST ALUMI HOUSING AND MOUNTING FRAME, DIE CAST ALUMINUM WHITE TRIM RING A	NUM MARCO OR EQUAL			•	IN3 277			RECESSED	SAME AS TYPE "WW" EXCEPT FURNISHE AND INSTALLED UNDER INTEGRAL	•	-	FURNISHED AND INSTALLED UNDER INTEGRAL CEIL-		FE · ^==		POWER FACTOR	,	FIXTURE WITH MOLDED WIRE GLASS, STAINLESS RING AND BRASS RODS.	CELESTE NO. 350 SERIES	Li LVA	HEIGHT WITH ARCHITECT.
s	120	150M		RECESSED	ADJUSTABLE SOCKET CAP.  SAME AS TYPE "S" EXCEPT DOWNLIG		ſ <b>-</b>			· · · · · · · · · · · · · · · · · · ·			UAL I	CEILING CONTRACT.	MOLDCAST		INTEGRAL CEIL- ING CONTRACT.		FF 277	2F32 T8, R	<i>د</i> ك 3	PENDANT	INDUSTRIAL FLUORESCENT FIXTURE WITH WHITE PORCELAIN ENAMEL SLOTTED REFLECTOR, 10-15% UPLIGH AND BAKED ENAMEL FINISH.	PRUDENTIAL P-200-SR100- COR EQUAL	ELECT., MECH. AND COMM.	FOR CONTINUOUS ROWS, USE 8' BODIES AS PRACTICAL.
- -		R40 FL		RECESSED	SAME AS TYPE "S" EXCEPT LAMP	4850BA SERIES, MARCO OR EQUAL	AUDITOR -	•	<b>)</b>	XX 277	(2)20W T 6-1/2		WALL, CEILING, PENDANT	EXIT LIGHT, THIN CAST ALUMINUM HOUSING, STENCIL FACE, 6" HIGH GREEN LETTERS, DOWN LIGHTING APERTURE, SATIN ALUMINUM FINISH,	400 SERIES EQUAL BY	· •			<b>66</b> 277	2PL13	HIGH	RECESSED	COMPACT FLUORESCENT DOWNLIGHT	LIGHTOLIER	ROOMS TOILET	I NOU I IUAL.
S	120	Q <i>2</i> 50 P <b>AR 38</b> Fl		RELESSEU					•		<b>«</b> ·			TAMPERPROOF." MOUNTINGS: BACK, CEILING, END, PENDANT AS INDICATED. ARROWS AS	MC PHILBEN	٠.			~· ·	\.	POWER FACTOR		WITH DIE-CAST ALUMINUM HOUSING, SPECULAR CLEAR ALZAK REFLECTOR, MATTE WHITE TRIM FLANGE, COMPLET	8055-GO, MARCO OR E EQUAL	STAIR	
1	120	150M R40 FL		RECESSED	8"APERTURE DOWNLIGHT WITH SOCKE ADJUSTMENT MECHANISM TO BE ADJU ED 30° FROM VERTICAL AND 358°	UST- 4880BA SERIES, MARCO OR EQUAL								INDICATED.					GG1 : 277	201 1 2	HIGH	RECESSED	WITH THERMALLY PROTECTED FRAME IN KIT.  SAME AS TYPE "GG" EXCEPT GOLD AL		LOBBY	FURNISHED AND
					ROTATION, ALUMINUM BLACK BAFFLE DIE CAST ALUMINUM HOUSING AND MOUNTING FRAME AND METAL TRIM RING, COLOR SELECTED BY ARCHITE	·			+						·			ż	· : 2//	2PL13	POWER FACTOR	NEUESSEU	REFLECTOR, AND FURNISHED AND INSTALLED UNDER INTEGRAL CEILING CONTRACT.	eren (i	LUDDĪ	INSTALLED UNDER INTEGRAL CEIL- ING CONTRACT.
ι	120	(2) <b>75W</b> A21, IF		MALL SURFACE	4" HIGH X 36" W X 70" D WALL SCONCE WITH CAST ALUMINUM HOU-	ARTEMIDE CIRRUS SERIES	S AUDITOR		,										662 - 277	2PL13	POWER	RECESSED	SAME AS TYPE "GG" EXCEPT WALLWASHER GOLD ALZAK REFLECTOR,	MARCO D-400 SERIES, LIGHT-	LOBBY	FURNISHED AND INSTALLED UNDER
·	120	INCAND F32	21 OR 11	SURFACE	SING, BRUSH ALUMINUM FINISH.  SAME AS TYPE "VV" EXCEPT 120 VO			OVERLAP FIXTURE				•						-	GG3 277	 2PL13	FACTOR HIGH	RECESSED	AND FURNISHED AND INSTALLED UNDER INTEGRAL CEILING CONTRACT.  SAME AS TYPE "GG" EXCEPT GOLD AL	OLIER OR EQUAL	I UBBA	INTEGRAL CEIL- ING CONTRACT.
	÷.	T8, RS	DIDMING+ BALLAST	IN COYE	:			MINIMUM 4".  EXACT NUMBER OF FIXTURES TO BE DETERMINED ON	,									,		_ crL13	POWER FACTOR	UPPESSEN	REFLECTOR.		LUDDI	
	120	2FB31	21.	RECESSED	SAME AS TYPE "WILL EXCEPT DIMMI	ING	<b>AUDITOR</b>	THE JOB.											664 277	2PL13	HIGH POWER FACTOR	RECESSED	SAME AS TYPE "GG" EXCEPT FURNISHI AND INSTALLED UNDER INTEGRAL CEIL ING CONTRACT.		LOBBY	FURNISHED AND INSTALLED UNDER INTEGRAL CEIL-
	120	T8,RS	DIDMING+ BALLAST		BALLAST.			INSTALLED UNDER INTEGRAL CEIL- : ING CONTRACT.											нн 277		2L	SURFACE	4' LONG FLUORESCENT WITH ONE-PIE		ACID ROOM	·ING CONTRACT.
,	120	300M R40		SURFACE	MEDIUM BASE LAMPHOLDER WITH DIE CAST ALUMINUM SOCKET HOUSING AN MALE SWIVEL MOUNTING ARM.		3	AIMING UP DOME CEILING.			/	,			:		,			T8, R	-		FORMED THERMOPLASTIC BODY, HIGH IMPACT ACRYLIC ENCLOSURE, GASKET AND INTERNAL STEELWIRING COMPARTMENT FINISHED WITH BAKED WHITE	R81441		
	120	FL INCAND 75W		WALL	5" APERTURE ROUND CYLINDER DOWN		EXTERIOR							•			_		JJ 277			SURFACE	POLYESTER COATING. HEAVY DUTY HALF ROUND FLUORESCEN		JANITOR	(
	120	75M R3O - INCANO	• ~	SURFACE	LIGHT WITH ALUMINUM HOUSING, CO BAFFLE AND WALL MOUNTING BRACKE U.L. LISTED FOR WET LOCATION,	OILEX			~					,			-	/		T8, R		,	WITH DIE-FORMED STEEL HOUSING, TRANSLUCENT WHITE OPAL ACRYLIC DIFFUSER, WHITE BAKED ENAMEL	P5102 SERIES, KEENE OR EQUAL		
	1 120		•	RECESSED	COLOR SELECTED BY ARCHITECT.  LECOLITE SPOTLIGHT WITH COLOR F DIE-CAST ALUMINUM YOKE WITH LOC	FRAME STRAND LIGHTING	G AUDITOR		(			•							JJ1 277			SURFACE OF	FINISH.  R SAME AS TYPE JJ EXCEPT DAMP 1 LOCATION LABEL, LAMP AND BALLAST		LOADING, TRASH	
		FEL		-	ING CLUTCH HANDLE, 24: TAGT LE/ IN FIBERGLASS SLEEVE. FASTEN UNITS TO CEILING AS DIRECTED BY	ADS W/1108 Y								•					KK 277	T12, (	1L	SURFACE	WALLPACK LUMINAIRE WITH ALUMINUM	HOLOPHANE	TRASH, LOCKER EXTERIOR	
	-	-			DIRECTED BY CONSTRUCTION MANAGE EXACT LOCATION OF FIXTURE TO BE DETERMINED BY ARCHITECT IN THE	ER. E														HPS	HPF •	WALL	HOUSING, INTEGRAL BALLAST, MOLDE PRISMATIC BOROSILICATE GLASS REFLECTOR, SPECULAR ALUMINUM	D WALLPACK II SERIES		
		-		-	FIELD. INCLUDE ALL ACCESSORIES REQUIRED FOR MOUNTING OF FIXTU TO CEILING. SUBMIT SHOP DRAWIS	S RE														•			REFLECTOR, WEATHER-PROOF GASKET FINISHED WITH A BLACK POLYESTER POWER PAINT.	AND		<b>-</b> ;
-		,	•		FOR ARCHITECT REVIEW.	: 		·		A 120	0 150W A21 IF		RECESSED	INCANDESCENT DOWNLIGHT WITH SPECULAR CLEAR ALZAK REFLECTOR, DIE-CAST ALUMINUM FRAME AND	LIGHTOLIER 7054, MARCO OR EQUAL	MICRO ROOM			LL 277	JON HPS	1L	SURFACE WALL	SAME AS TYPE KK EXCEPT 70W LAMP.		. å	
						·			,	B 120		·	WALL OR	WHITE TRIM FLANGE.  ENCLOSED AND GASKETED INCANDESCE	NT CROUSE HINDS	ELEVATO			MM 277	2F32 T8, R		SURFACE WALL	4' LONG FLUORESCENT WITH ONE-PIE ACRYLIC DIFFUSER, RUBBED TOP, FLAT FRONT, PRISMATIC BOTTOM.	10239 SERIES	TOILET (ABOVE MIRROR)	
					•				:		A21 IF		CEILING SURFACE	WITH GLOBE AND GUARD.	VXHB15-GP. APPLETON OR EQUAL	PIT, RO	OOF .		00 277	2F32 T8, R	2L	SURFACE	EXPLOSION PROOF (CLASS I, DIVISION 1) FLUORESCENT FIXTURE	APPLETON ARS 240-277	VENTED STORAGE	
	·							·		C . 120	0 T4,35W 12V		PENDANT	INCANDESCENT LIGHT WITH LOW VOLTAGE TRANSFORMERS, COBALT BLUCASED GLASS DOME AND CABLE/WIRE	LIGHTING NO.	KITCHEN SERVING AREA	. ;			. <b></b> ,	*		WITH ALUMINUM HOOD, REFLECTOR HOO AND HOUSING, GRAY EPOXY FINISH, REFLECTOR WHITE BAKED ENAMEL INS	DD OR EQUAL	•	
		-				`		J	į	D 120	0		SURFACE	DROP.  EMERGENCY LIGHT PACKAGE COMPLETE	8640BL/8625BK  DUAL-LITE -	- a vent t	; ;		QQ 277			SURFACE	AND GRAY EPOXY OUTSIDE FINISH.  2'X4' FLUORESCENT FIXTURE, EXTRUED ALUMINUM, FLUSH DOORFRAME WITH	)- PRUDENTIAL	CORRIDOR	: (
								·	Ī			<u></u>	EMERGENCY LIGHT		IDE #12 EDC X-300 7 2 KBVC WITH TWO (2) #NF-500 28W LIGHTING HE	0	•;	در	·	T8, R	<b>,</b> (		MITERED CORNERS, GASKETED, CONCEALED HINGES, INCONSPICUOUS SPRING LOADED VISIBLE LATCHES,	COLUMBIA, LIGHTOLIER OR EQUAL		
										F 12	0 13W (2)F13	PREHEAT HIGH	SURFACE	5"X42" L X 1-1/8" DEEP FLUORESCI WITH STEEL HOUSING, HINGED ONE-	ENT ALKCO SF200	UNDER CABINE	T .		001 077				PRISMETIC LENS (K19), BAKED WHIT ENAMEL FINISH.		1	
											T5	POWER FACTOR		PIECE WIREWAY, SOLID METAL FRON LAY-IN ACRYLIC PRISMATIC LENS A BAKED WHITE ENAMEL PAINT FINISH	r, ND	•			QQ1 277	4F32 T8, R		- SURFACE	SAME AS QQ EXCEPT 4'X4' WITH 4 L SAME AS QQ EXCEPT 4 LAMPS			
			-		•	•				G 12		POWER	RECESSED	6" DIAMETER DOWNLIGHT WITH MULT STEP MATTE BAFFLE, CLEAR	I- MARCO FMX13 SERIES,	·	OR MODIFIED TO FIT IN METAL PANEL SOFFIT		QQ2 277 RR 277	4F32 T8, R F32		RECESSED	PERIMETER THROUGH SINGLE FLUORES		LOBBY	
				•					•	н 12	0 75W	FACTOR	WALL	ALZAK REFLECTOR SATIN ALUMINUM TRIM. RATED FOR DAMP LOCATION.  INCANDESCENT LIGHT WITH WHITE	LIGHTOLIER OR . EQUAL ARTEMIDE	KITCHE	CEILING.	1	<b></b>	T8, R F25 T8, R	S 1L		CENT SYSTEM WITH STEEL HOUSING SEMI-SPECULAR ANODIZED ALUMINUM PARABOLIC LOUVER AND REFLECTOR,	PTS-3 SERIES	CORRIDOR	
						·					A21 IF		SURFACE	OPALINE HAND BLOWN GLASS.	DORO SERIES	SERVIN	G						AND EXTRUDED ALUMINUM OVERLAP TR FLANGE. LAMPS TO OVERLAP 3" TO MINIMIZE SHADOWS. USE 90" LONG, 45" LONG, 33" LONG MODULES AND 2	<i>(</i> ·		
	-								Ì	I 12	20		SURFACE	20 AMP ONE (1) CIRCUIT LIGHT TR. WITH EXTRUDED ALUMINUM CHANNEL, 0.07" WALL THICKNESS SOLID COPP	SERIES ER	MULTI- Purpos	IEW LENGTH AS SHOWN ON DRAWINGS E	. •	RR1 277	F32 ·	21 NP ·	RECESSED	TO 48" LONG TELESCOPING MODULE.  SAME AS TYPE "RR" EXCEPT GOLD CO	.:		
					J	•				I2 12	20		SURFACE	BUS BARS ENCASED IN RIGID EXTRU PVC INSULATOR, WHITE COLOR. SAME AS TYPE "I" EXCEPT 20 AMP	HALO NO. L640	ROOMS				T8, R F25 T8, R			LOUVER AND REFLECTOR.			
						•				J 12	20 <b>300</b> W		ON TRACK	TWO (2) CIRCUITS LIGHT TRACK.	SERIES				RR2 277	F32 T8, R	2L OR	RECESSED	SAME AS TYPE "RR" EXCEPT FURNISH AND INSTALLED UNDER INTEGRAL CEI	ED L-		FURNISHED AND INSTALLED UNDER
	· ·	, =		r					:	-	PAR 56 Mogul End	-				-				F25' T8, R	31 00	DECESSES	ING CONTRACT.	HED		INTEGRAL CEIL- ING CONTRACT.
	· / ·		* , /	)				•	į	K . 12	INCAND 20 100W A21IF		ON TRACK	TRACK LIGHT, SATIN WHITE COLOR	HALO NO. L757		!	·. •	RR3 277	F32 T8, R F25 T8, R	S 1L	RECESSED	SAME AS TYPE "RR1" EXCEPT FURNIS AND INSTALLED UNDER INTEGRAL CEILING CONTRACT.			FURNISHED AND INSTALLED UNDER INTEGRAL CEIL- ING CONTRACT.
	.'	_		Tuana -	DI LAMO DALLAST SUALL RE FLECTONI	•	 THERMISE MOTE	D. (	· · · · · · · · · · · · · · · · · · ·	K1 12	INCAND 20 150W		ON TRACT	TRACK LIGHT, WHITE COLOR	HALO NO. L1767	-		.•	u. uqua agu a ma	v <b> v</b>		-		• • •		
	ALL CORE DIM	LUORESCEN AND COIL ING BALLAS	I BALLASTS MAGNETIC BY T SHALL BE	EXCEPT FOR NLLAST. (SEE COMPATIBLE	PL LAMP BALLAST SHALL BE ELECTRONI TYPE "JJ1") WITH DIMMER SYSTEM. (SEE TYPES-"V"	" AND "N")			(*		PAR 38	· · · · · · · · · · · · · · · · · · ·		·				· .	1				-		•	
•			•	\ -		· -		/			PRONG			1	,		•		-	1					<u>,                                    </u>	~

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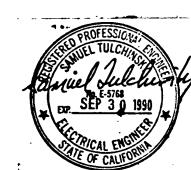
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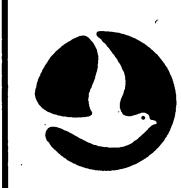
HayakawaAssociates consulting engineers

Kurt W. Meyer, FAIA Architect C-1951

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| 12-12-9| AS BUILT BY BP 29 | 11-5-9| AS BUILT BY BP 21 | 9-27-9| AS BUILT BY BP-20 | 9-27-9| AS BUILT BY BP-17 | NO. DATE | ITEM



S.C.A.Q.M.D.

Headquarters Facility

Diamond Bar, California

DRAWN BY A.G.

CHECKED BY

DATE 5-18-90

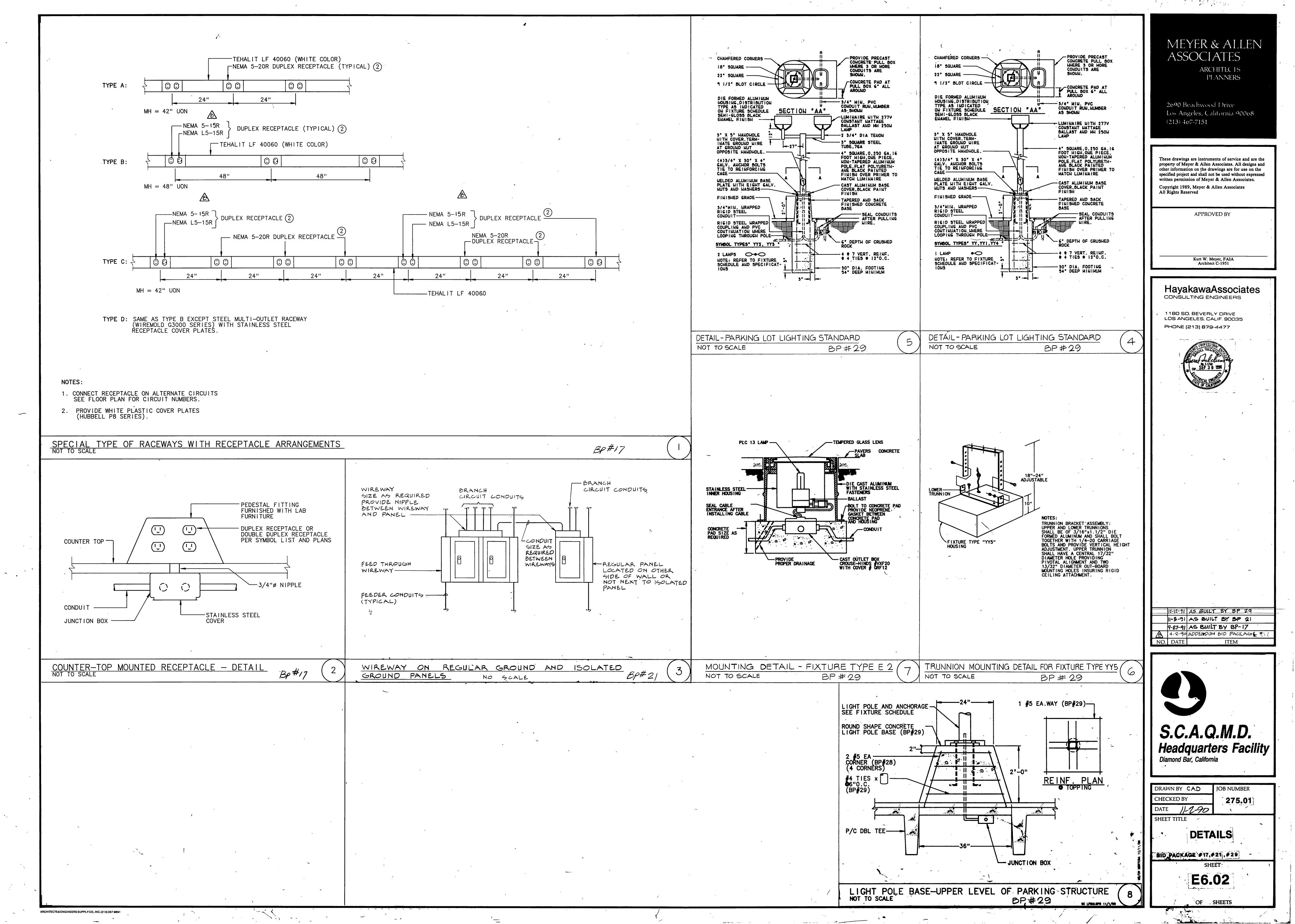
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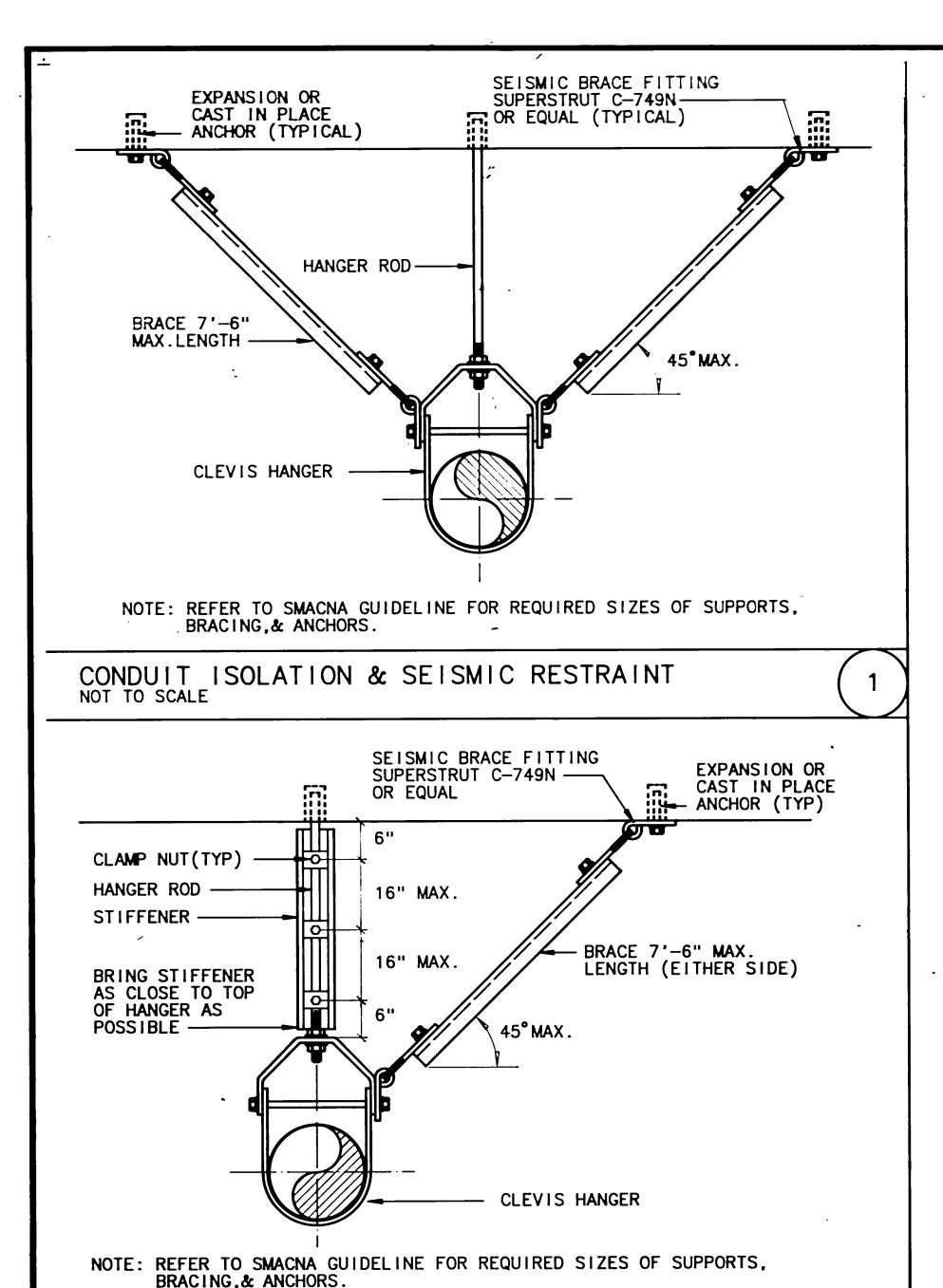
TE 5–18- 90 EET TITLE

LIGHTING FIXTURE

SCHEDULE BID PACKAGE #17,#20,#21 SHEET

E6.03





**EXPANSION OR** 

MSEISMIC BRACE

C749N OR EQUAL

FITTING SUPERSTRUT

CAST IN PLACE
ANCHOR (TYPICAL)

BRACE 7'-6"

-- MAX.LENGTH

45° MAX.

EXPANSION OR

CAST IN PLACE

C749N OR EQUAL

ANCHOR (TYPICAL)

SEISMIC BRACE FITTING SUPERSTRUT

CONDUIT SEISMIC RESTRAINT

STIFFENER (TYP)

- CLAMP NUT(TYP)

— HANGER ROD (TYP)

NOTE: REFER TO SMACNA GUIDELINE FOR REQUIRED SIZES OF SUPPORTS,

TRAPEZE CONDUIT SUPPORT & SEISMIC RESTRAINT

HANGER ROD

NOTE: REFER TO SMACNA GUIDELINE FOR REQUIRED SIZES OF SUPPORTS,

TRAPEZE CONDUIT SUPPORT & SEISMIC RESTRAINT

(TYP)

NOT TO SCALE

16" MAX.

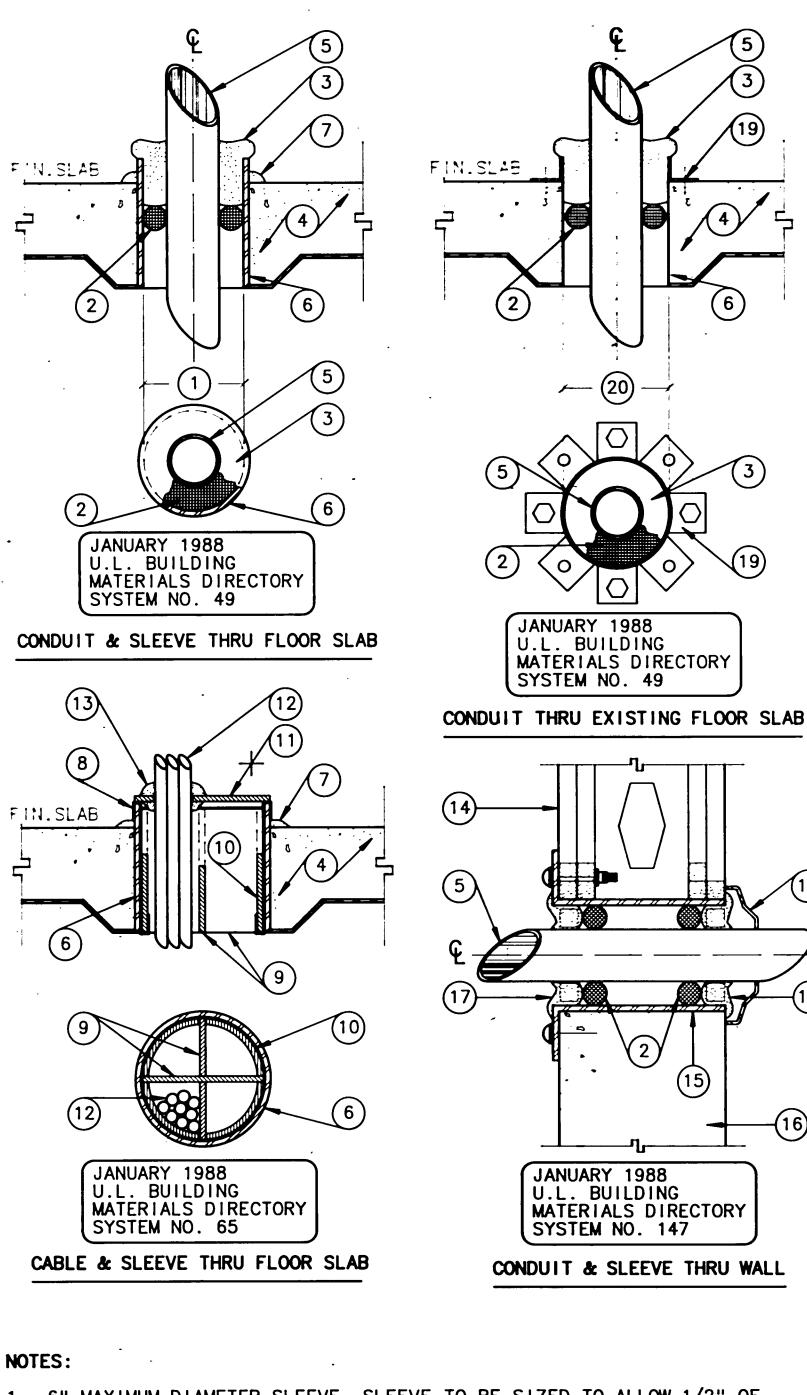
16" MAX.

BRING STIFFENER AS

BRACING & ANCHORS

CLOSE AS POSSIBLE TO TOP OF HANGER

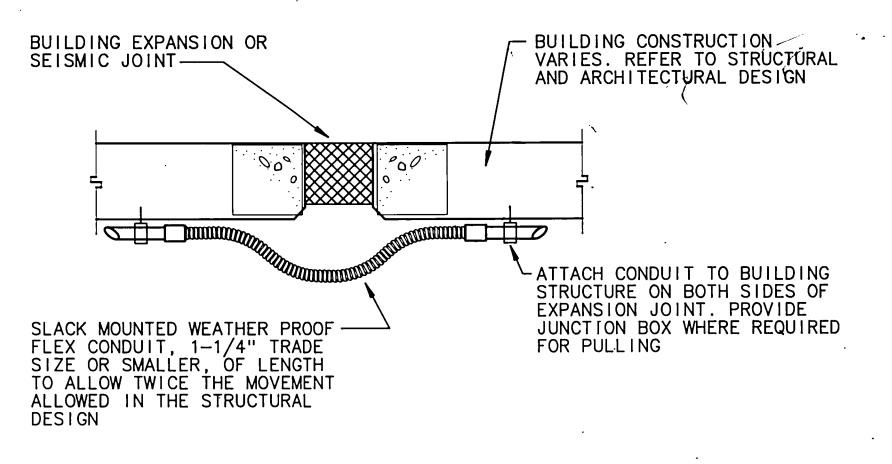
NOT TO SCALE



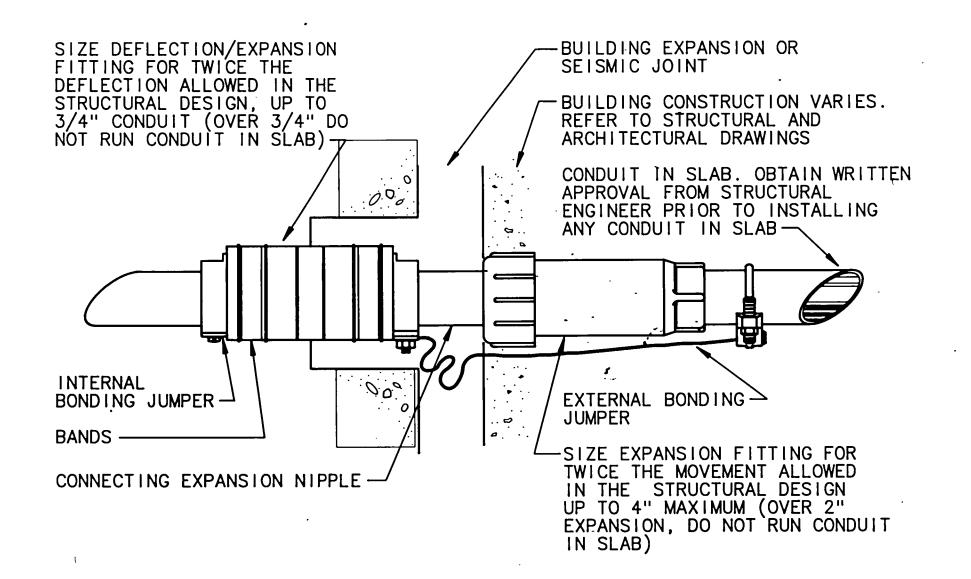
- 6" MAXIMUM DIAMETER SLEEVE. SLEEVE TO BE SIZED TO ALLOW 1/2" OF ANNULAR SPACE AROUND CONDUIT
- 2. BACKER ROD SET SO THAT TOP OF ROD IS 1" INTO OPENING.
- APPLY GENEROUS PORTION OF FIRE BARRIER CAULK COVERING ALL EXPOSED EDGES OF SLEEVE AND FILLING ALL VOIDS FROM BACKER ROD TO OUTSIDE EDGE OF SLEEVE AND BETWEEN CONDUIT AND SLEEVE.
- FLOOR SLAB (CONSTRUCTION VARIES). REFER TO STRUCTURAL DRAWINGS FOR TYPE AND THICKNESS.
- 5. STEEL CONDUIT (4" MAXIMUM) CENTERED IN OPENING. MAXIMUM (1) ONE CONDUIT PER OPENING.
- 6. STANDARD WEIGHT STEEL PIPE SLEEVE. SLEEVE TO EXTEND 1/2" ABOVE FINISHED SLAB.
- 7. PROVIDE A 1/4" BEAD OF FIRE BARRIER CAULK AROUND SLEEVE COLLAR AT FINISHED SLAB
- INTUMESCENT ELASTOMERIC MATERIAL IS RECESSED 1/4" TO 3/8" BELOW TOP

BEND METAL HANGER OVER TOP OF SLEEVE AND POSITION SO THAT TOP OF

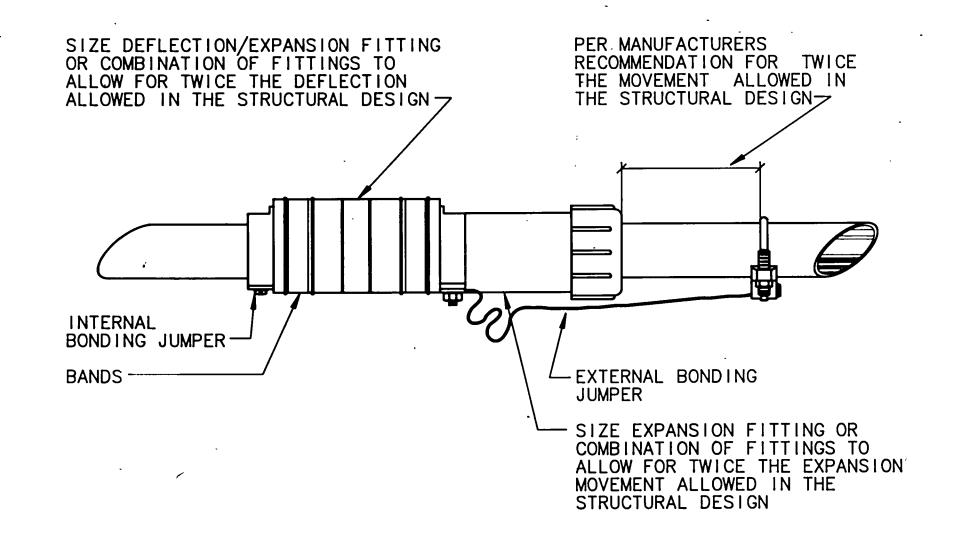
- INTERLOCKING INTUMESCENT ELASTOMERIC FILL MATERIAL KIT. KIT SIZED FOR OPENING DIAMETER.
- 10. FILL MATERIAL WALL WRAP SET INTO SLEEVE COLLAR WITH ALUMINUM FOIL SIDE SHOWING. INSIDE WALL OF SLEEVE TO BE CAULKED WITH FIRE BARRIER CAULK PRIOR TO INSTALLING WALL WRAP.
- . END CAP OF INTUMESCENT ELASTOMERIC MATERIAL CUT TO FIT IN FIELD AND CAULKED AROUND EDGE TO SECURE CAP TO SLEEVE COLLAR.
- . COMMUNICATION SYSTEM CABLES. MAXIMUM 30% FILL. CABLES TO BE RIGIDLY SUPPORTED ON BOTH SIDES OF OPENING. WHERE SLEEVES ARE FOR FUTURE
- 13. CAULK BEADS AROUND CABLES ON BOTH SIDES OF END CAP. APPLY SEVERAL BEADS OF CAULK AROUND MULTIPLE LAYERS OF CABLES.
- 14. DRY WALL PARTITION WITH ONE OR TWO LAYERS OF GYPSUM WALL BOARD. REFER TO ARCHITECTURAL DRAWINGS FOR WALL CONSTRUCTION.
- STEEL PIPE SLEEVE WITH ANCHOR TABS ON ONE SIDE SECURED TO WALL WITH TOGGLE BOLTS (DRYWALL) OR LEAD EXPANSION ANCHOR (MASONRY OR CONCRETE) PROYIDE SLEEVES FOR ALL CONDUITS AT EXTERIOR WALL ABOVE GRADE AND ALL CONDUITS 1.25" TO 4" DIAMETER THROUGH INTERIOR WALLS. FOR CONDUITS LESS THAN 1.25" PENETRATING FIRE AND/OR SMOKE PARTITIONS ON BUILDING INTERIOR, SLEEVE MAY BE OMITTED.
- 16. MASONRY OR CONCRETE PARTITION. REFER TO ARCHITECTURAL DRAWINGS.
- 17. INTUMESCENT ELASTOMERIC CAULKING COMPOUND FORCED INTO ANNULAR SPACE WITH A MINIMUM 1/4" BEAD APPLIED OVER EDGE OF SLEEVE. EDGES FROM WALL.
- 18. ESCUTCHEON AT WALL CONDUITS WHERE EXPOSED TO VIEW.
- 19. 16 GAUGE ROUND SHEET METAL. DAM EXTENDED 1/2" ABOVE FINISHED SLAB.
- 20. 6" MAXIMUM DIAMETER CORED HOLE SIZED TO ALLOW 1/2" OF ANNULAR SPACE AROUND CONDUIT. OBTAIN WRITTEN APPROVAL FROM ARCHITECT PRIOR TO CORE DRILLING STRUCTURAL MEMBERS.



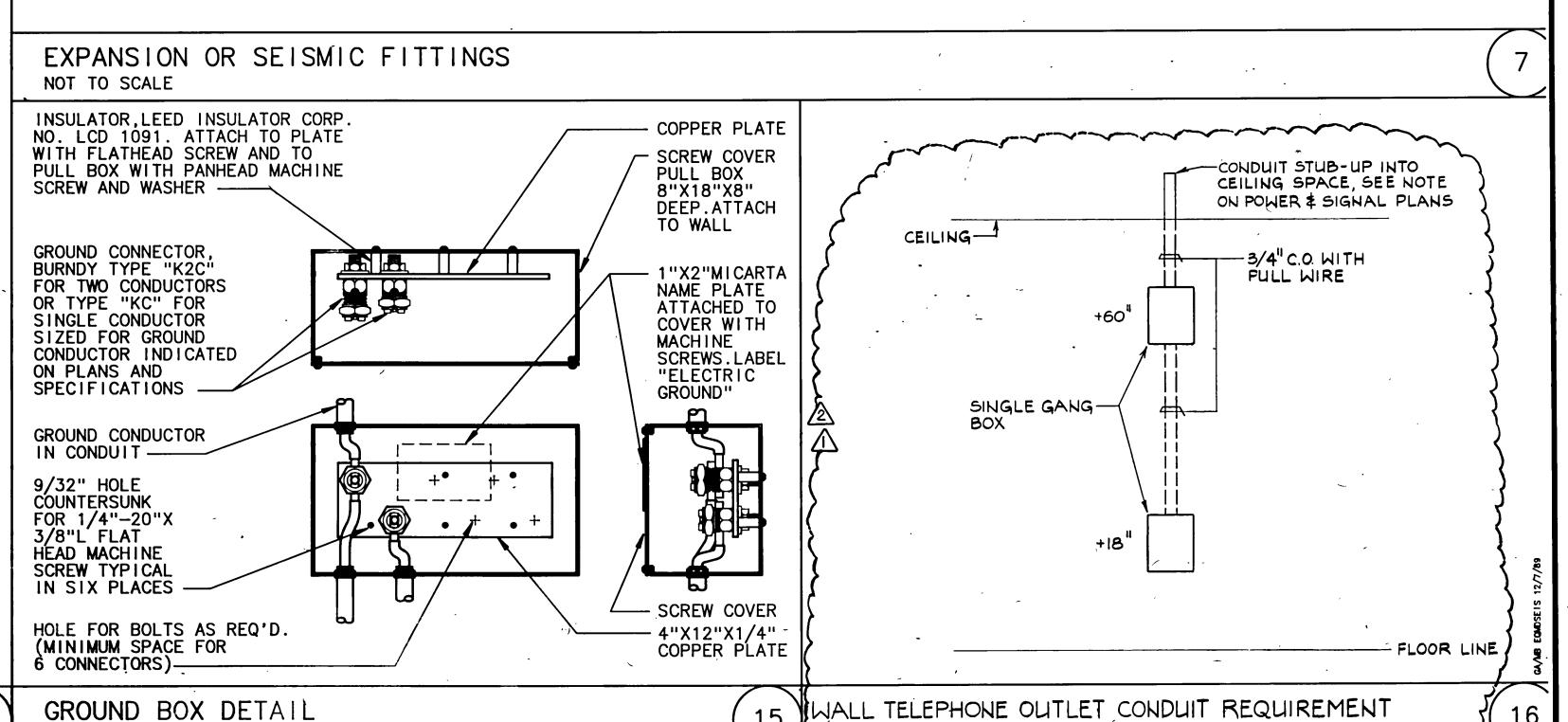
## FLEX CONDUIT EXPANSION/DEFLECTION



COMBINATION EXPANSION/DEFLECTION FITTING (IN SLAB



COMBINATION EXPANSION/DEFLECTION FITTING





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Kurt W. Meyer, FAIA Architect C-1951

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12-12-91 AS BUILT BY BP 29 11-5-91 AS BUILT BY BP 21 9-27-91 AS BUILT BY BP-31 9-27-91 AS BUILT BY BP-20 19-27-91 AS BUILT BY BP-17 12-20-90 BULLETIN #29 BP#20

10-3-90 BULLETIN #16 BP#21

ITEM

NO. DATE



Diamond Bar, California **IOB NUMBER** DRAWN BY CAD

SHEET TITLE

CHECKED BY

**DETAILS** BID PACKAGE #17,#20,#21,#31

SHEET

275.01

E6.01 hand a second

OF SHEETS

NOT TO SCALE

BRACING, & ANCHORS.

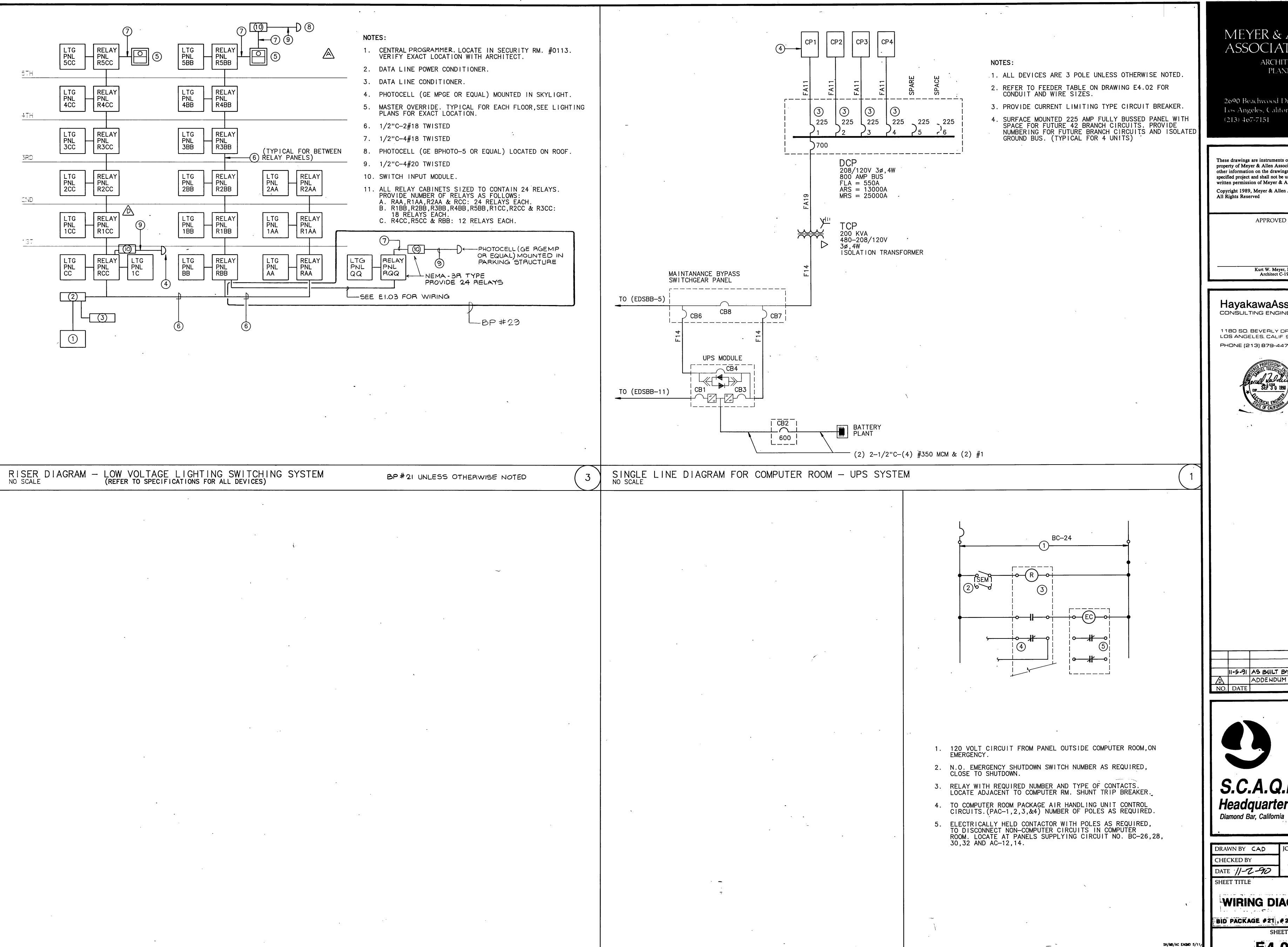
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CONDUIT FIRE PENETRATIONS NOT TO SCALE

CABLES, PROVIDE END CAPS.

NOT TO SCALE

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11-5-91 AS BUILT BY BP 21 ADDENDUM TO BP#21 NO. DATE



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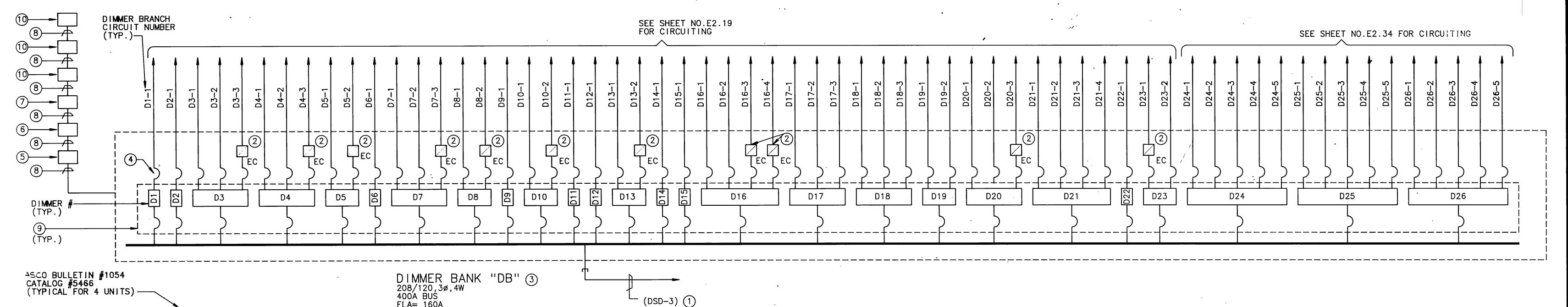
WIRING DIAGRAMS

BID PACKAGE #21,#29

E4.09

OF SHEETS

COMPUTER POWER SHUTDOWN DIAGRAM



CATALOG #5466 (TYPICAL FOR 4 UNITS)	208/120,3ø,4W 400A BUS FLA= 160A
HOT(H)	ARS = 5890A MRS = 10000A
NEUTRAL (N)	
D4-3	
N	
D5-2	
TO NORMAL/EME MONITORING RE	RGENCY
ED-14 FURNISHED W/DB	LAY IN TUB

≻D23-2

SPARES

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**O**—

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METHOD OF TRANSFERING DIMMED LIGHTS
TO EMERGENCY POWER

**—** 

<del>--</del>

**—**0

ED-16-

ED-18----

ED-20-

ED-22----/

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		DIMMER	BANK LO	S DAC	c CON	TROL	SCHE	EDULE
ZONE	DIMMER	DIMMER CAPACITY	DIMMER CIRCUIT			WATTS)	CLID	CONTROL DESCRIPTION
	NO.	(KW)	NO.	ØΑ	øΒ	øС	SUB- TOTAL	
1	D1	2.4	D1-1	1000			1000	PRESENTER SPOTLITE
2	D2	2.4	D2-1		1000		1000	STAFF SPOTLITE
			D3-1			1000		
3	D3	2.4	D3-2			750	2000	CENTRAL AREA - RIGHT
			D3-3	•		- 250		
			D4-1		750			
4	D4	2.4	D4-2		1000		2000	CENTRAL AREA-LEFT
,			D4-3		250			
5	D5	2.4	D5-1			500	800	STAFF & LEFT VESTIBULE
J		۵, ٦	D5-2			300		
6	D6	2.4	D6-1	1250			1250	STAFF LIGHTS
	D7		D7-1	1000			2250 PRESENTER L	
7		2.4	D7-2	1000				PRESENTER LIGHTS
			D7-3	250		-		
8	D8	2.4	D8-1	-	500	;	750	TV-PIT
0	Do	2.4	D8-2	-	250			
9	D9	2.4	D9-1			1500	1500	PROJECTION SCREEN LIGHTS
10	D10	2.4	D10-1	750			1000	REAR OF PROJECTION LIGHTS
10			D10-2	250				
11	D11	2.4	D11-1		1500		1500	PLATFORM LIGHTS
12	D12	2.4	D12-1			750	750	BACK LIGHTS
		2.4	D13-1			750	1050	BACK LIGHTS
13	D13		D13-2			300		
14	D14	2.4	D14-1		900		900	REAR WALL WASHERS
15	D15	2.4	D15-1		·	900	900	REAR WALL WASHERS
	D16	6.0	D16-1			1000	4750	
			D16-2			1000		
			D16-3			1250		
			D16-4			1500		
16	D17		D17-1		1250		3750	HOUSE LIGHTS
		6.0	D17-2		1500			
			D17-3	-	1000			
			D18-1	1250				
	D18	6.0	D18-2	1250			3500	
			D18-3	1000				
17	D19	2.4	D19-1			1200	2400	WALL SCONCES.
			D19-2			1200		
18	D20	6.0	D20-1		1250		3500	HOUSE LIGHTS
			D20-2		1250			
			D20-3 _	<u> </u>	1000			

		DIMMER		UAU 0			JUNE	.DULE
ZONE	DIMMER	DIMMER CAPACITY	DIMMER CIRCUIT		LOAD (		CUD	CONTROL DESCRIPTION
	NO.	(KW)	NO.	ØΑ	øΒ	øС	SUB- TOTAL	
18			D21-1	1250			4500	HOUSE LIGHTS
	D21	6.0	D21-2	1250				
	UZ I		D21-3	1000				
			D21-4	1000				
19	D22	2.4	D22-1	600			600	CROSS AISLE COVE
20	D23	2.4	D23-1		400		700	CROSS AISLE
			D23-2		300			
21	D24	6.0	D24-1	1000			5000	ANTEPROSCENIUM GPOTS
			D24-2	1000				
			D24-2	1000	· · · · · · · · · · · · · · · · · · ·			
			D24-3	1000		•		
			D24-5	1000				
22	D25	6.0	D25-1		1000		5000	ANTEPROSCENIUM SPOTS
			D25-2		1000			
			D25-3		1000			
			D25-4		1000			
			D25-5		1000	<u> </u>		
23	D26	6.0	D26-1	:		1000	5000	ANTEPROSCENIUM SPOTS
			D26-2			1000		
			D26-3			1000		
			D26-4			1000		
			D26-5			1000		
			TOTAL	19100	19100	19150	57350	

160 AMP @ 120/208,3ø,4W

## NOTI

- 1. 2-1/2" C.O. TO "DSD-3" IN BID PACKAGE 17. PROVIDE 4#250 AND 1#2 GROUND IN CONDUIT.
- 2. EMERGENCY TRANSFER RELAY. SEE TRANSFER DIAGRAM ON THIS SHEET.
- EMERGENCY TRANSFER RELAY. SEE TRANSFER DIAGRAM ON THIS SHEET.
   SEE DIMMER BANK LOAD AND CONTROL SCHEDULE ON THIS SHEET.
- 4. 20A, 1 POLE SECONDARY CIRCUIT BREAKER (TYPICAL).
- 5. DIMMER COMMAND STATION "DCS" PER SPECIFICATIONS IN AUDIO/VISUAL ROOM. SEE SHEET E2.15 FOR LOCATION.
- 6. DIMMER PUSH BUTTON STATION "DPS2" PER SPECIFICATION IN CLERK AREA OF AUDITORIUM. SEE SHEET E2.15 FOR LOCATION.
- 7. DIMMER PUSH BUTTON STATION "DPS1" PER SPECIFICATION IN ENTRANCE AREA OF
- AUDITORIUM. SEE SHEET E2.15 FOR LOCATION.
- 8. 1/2"C 3 PAIRS OF CABLE 3#18 TWISTED (BELDEN #9773 OR EQUAL).
- 9. DIMMER MODULES COMPLETE WITH DIMMERS AND PRIMARY CIRCUIT BREAKERS. FOR DIMMER CAPACITY, SEE DIMMER BANK LOAD AND CONTROL SCHEDULE. PROVIDE CIRCUIT BREAKERS, 20A, 1 POLE FOR 2.4 KW DIMMER, 50A, 1 POLE FOR 6.0 KW
- 10. DIMMER PUSH BUTTON STATION "DPS3" PER SPECIFICATION. SEE SHEET E2.15 FOR

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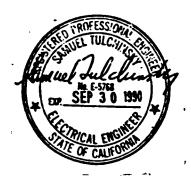
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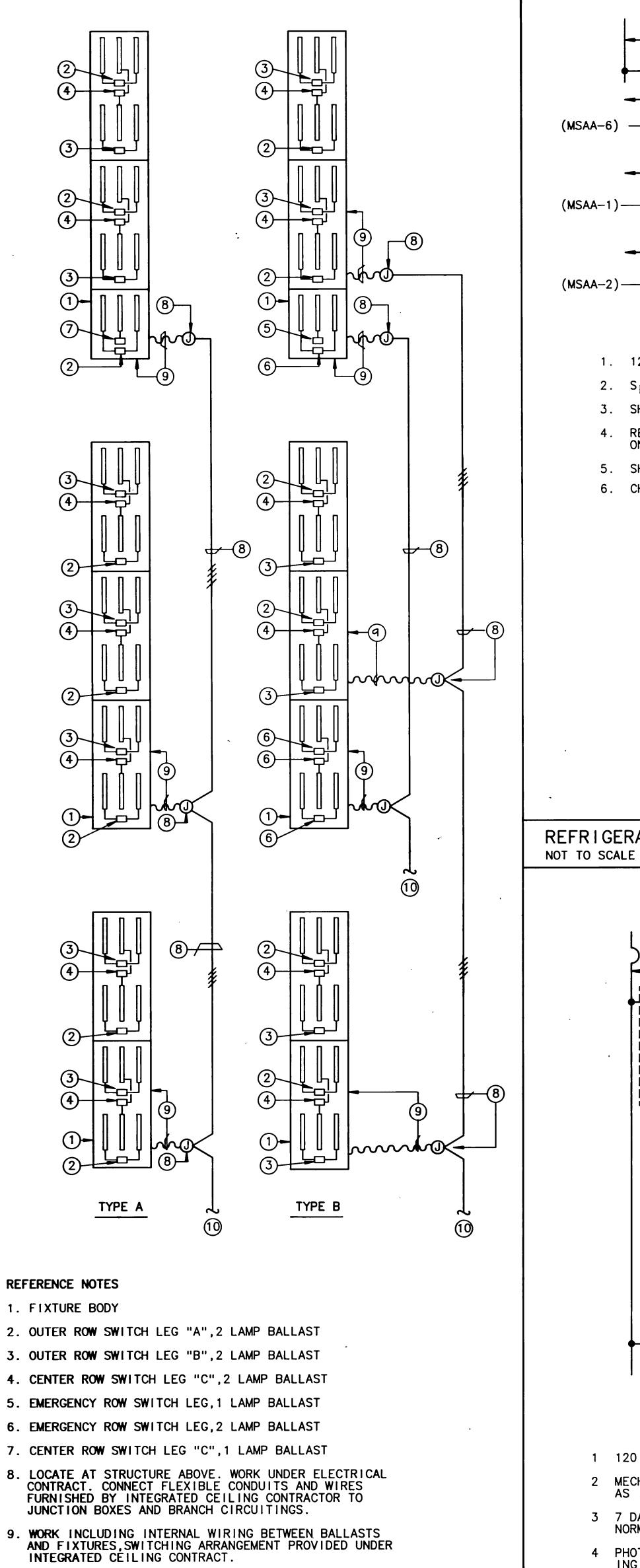
WIRING DIAGRAMS

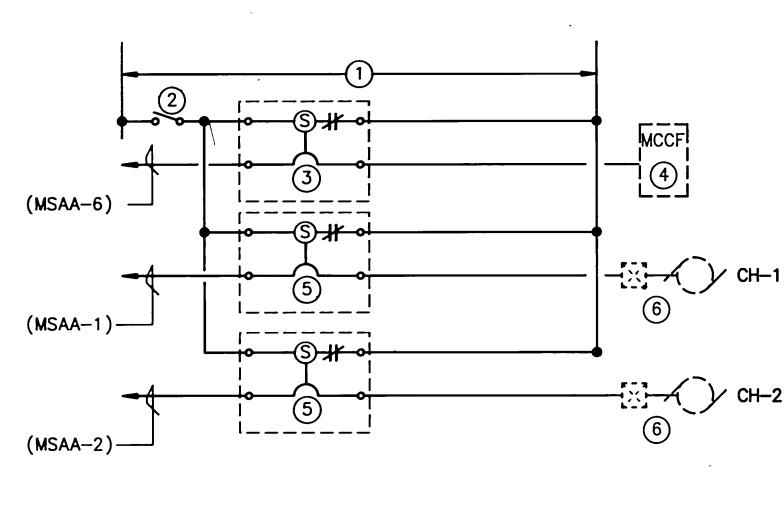
BID PACKAGE #20

E4.08

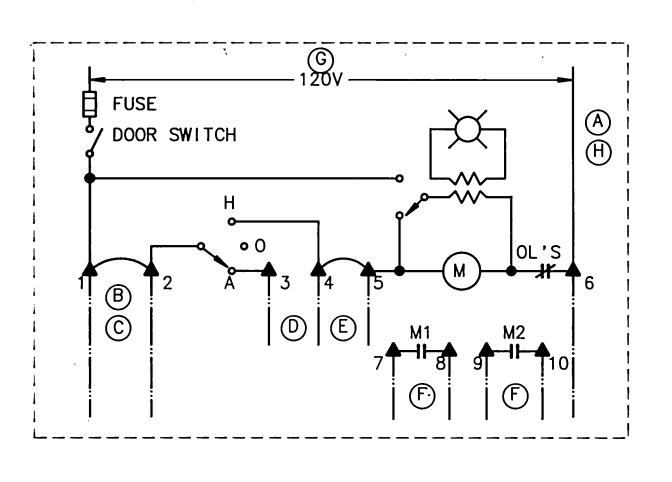
OF SHEETS

CH/MB CMDD1M 3/29/90



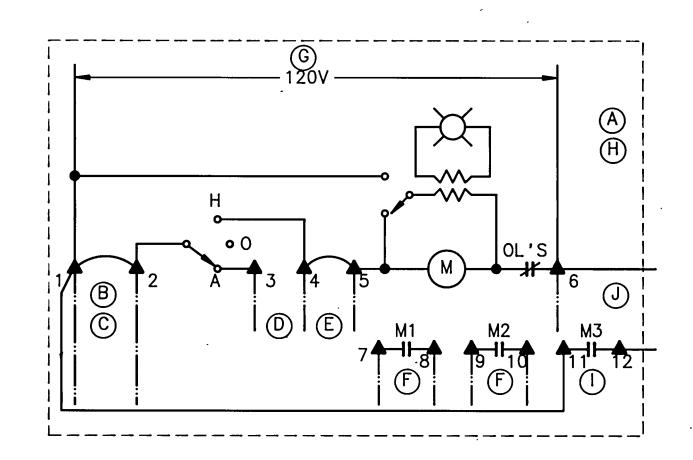


- 1. 120 VOLT CIRCUIT FROM PANEL OUTSIDE MACHINERY ROOM.
- 2. SFM ENGRAVED "MACHINERY REFRIGERATION SWITCH". N.O.
- 3. SHUNT TRIP MAIN BREAKER IN MCC.
- 4. REFRIGERATION ROOM MOTOR CONTROL CENTER. (SERVES ONLY REFRIGERATION AUXILIARY MOTORS).
- 5. SHUNT TRIP BREAKER SERVING CHILLER.
- 6. CHILLER STARTER AND MOTOR.

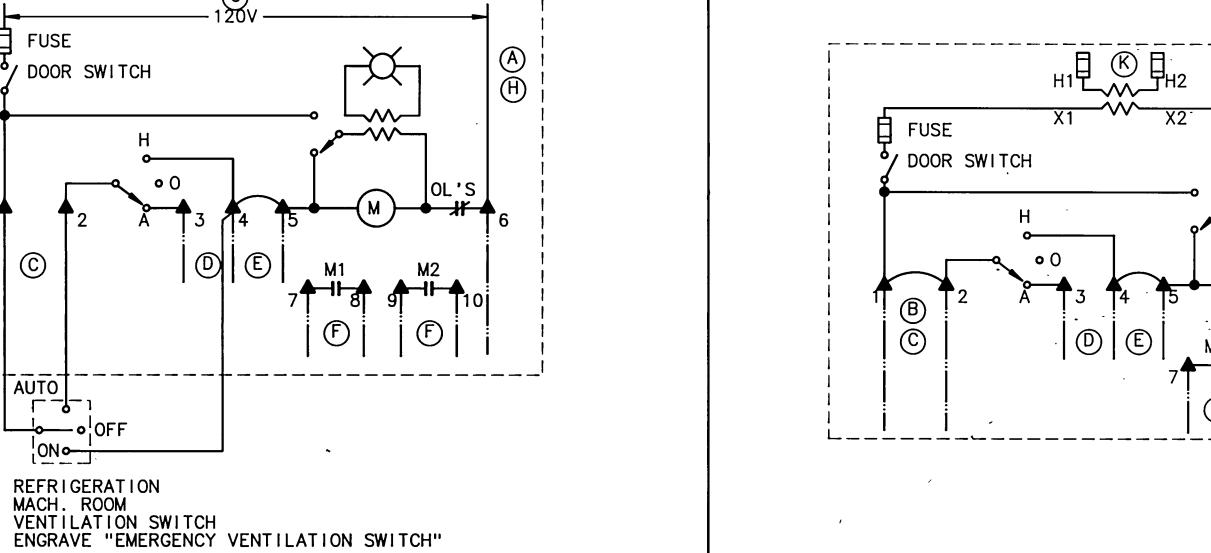


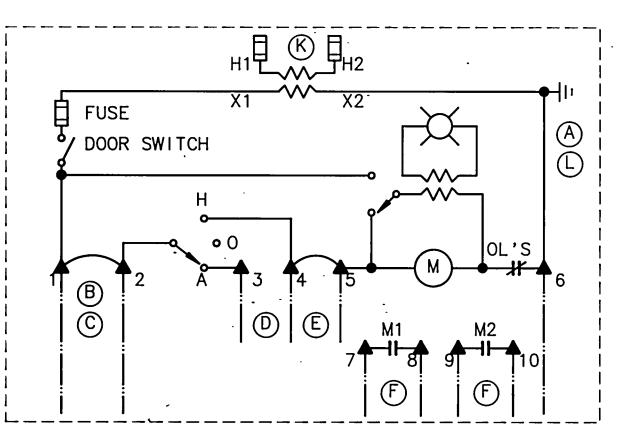
480V MOTOR STARTER(TYP.)

NOT TO SCALE



120V MOTOR STARTER(TYP.) NOT TO SCALE





REFRIGERATION MACHINERY ROOM SHUTDOWN 480V MOTOR STARTER - FOR EF-1

BP#17

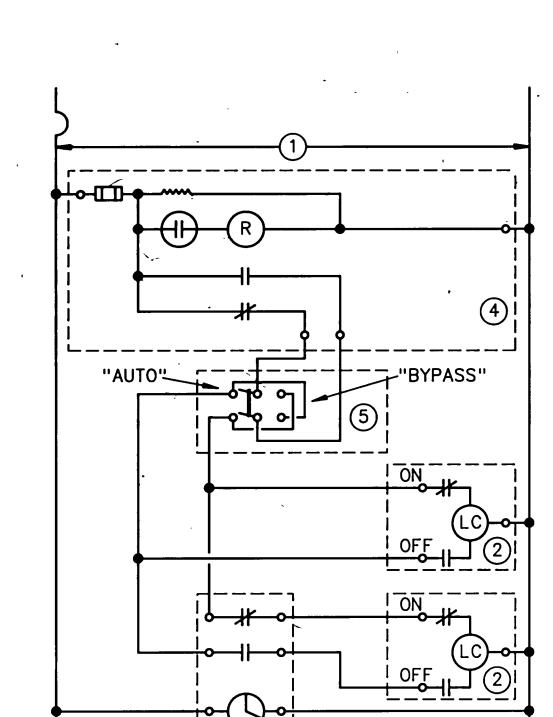
480V MOTOR STARTER BP#17, #208#21 NOT TO SCALE

MOTOR STARTER DIAGRAM REFERENCED NOTES.

- MOTOR STARTER WITH HAND-OFF-AUTO SWITCH, PUSH TO TEST TRANSFORMER TYPE PILOT LIGHT, AUXILIARY CONTACTS AND TERMINALS AS INDICATED.
- JUMPER. REMOVE TO CONNECT SAFETY OR DISCONNECT CONTROL.
- D WIRING TO CONTROL DEVICE. FOR TWO SPEED STARTERS, USE NON-COINCIDENT HIGH-LOW-OFF CONTROL DEVICE.
- REMOVE JUMPER FOR EP/PE OR DAMPER MOTOR INTERLOCK
- AUXILIARY CONTACTS FOR INTERLOCK OR STATUS WIRING. UTILIZE STARTER CONTACTS IN STARTER SERVING 120 VOLT MOTORS.
- G CIRCUIT FROM CONTROL PANEL IN MOTOR CONTROL CENTER UON.
- H STARTER LOCATED IN MOTOR CONTROL CENTER UON. 120 VOLT STARTERS IN
- STARTER CONTACT FOR 120 VOLT MOTOR CONTROL
- J EXTEND WIRING TO 120 VOLT MOTOR AND LOCAL DISCONNECT

120 VOLT SECTION OF MOTOR CONTROL CENTER UON.

- K INTEGRAL CONTROL TRANSFORMER CONNECTED TO MOTOR LINE CONDUCTORS, SIZED PER SPECIFICATIONS.
- STARTER SEPARATELY MOUNTED UON.

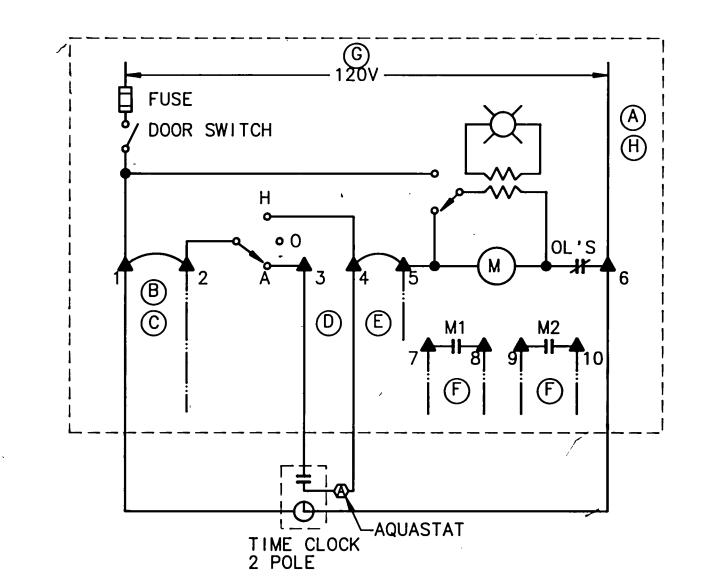


- - MECHANICALLY HELD RELAY WITH REQUIRED NUMBER OF POLES AS INDICATED ON PANEL SCHEDULES.

1 120 VOLT CIRCUIT FROM LIGHTING PANEL

- 3 7 DAY TIME SWITCH WITH BY PASS AND NORMALLY OPEN AND
- NORMALLY CLOSED CONTACTS 4 PHOTO CELL WITH DOUBLE THROW RELAY AND REQUIRED MOUNT-ING HARDWARE. ROOF MOUNT UNLESS OTHERWISE INDICATED

5 DOUBLE POLE DOUBLE THROW BYPASS SWITCH, WITH INDICATED LABLES. INSTALL ADJACENT TO TIME SWITCH.



480 MOTOR STARTER - FOR PP-4 AND PP-5
NOT TO SCALE

11-5-91 AS BUILT BY BP 21 9-27-91 AS BHILT BY BP-31 9-27-91 AS BUILT BY BP-20 9-27-91 AS BUILT BY BP-17 NO. DATE

MEYER & ALLEN

ARCHITECTS

**PLANNERS** 

ASSOCIATES

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(213) 467-7151

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HayakawaAssociates

CONSULTING ENGINEERS

1180 SO. BEVERLY DRIVE LOS ANGELES, CALIF 90035

PHONE (213) 879-4477

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DRAWN BY **CAD** IOB NUMBER CHECKED BY 275.01

WIRING DIAGRAMS

BID PACKAGE #17,#20,#21, #31

**E4.07** 

MOTOR STARTER DIAGRAM REFERENCE NOTES NOT TO SCALE

## REFERENCE NOTES

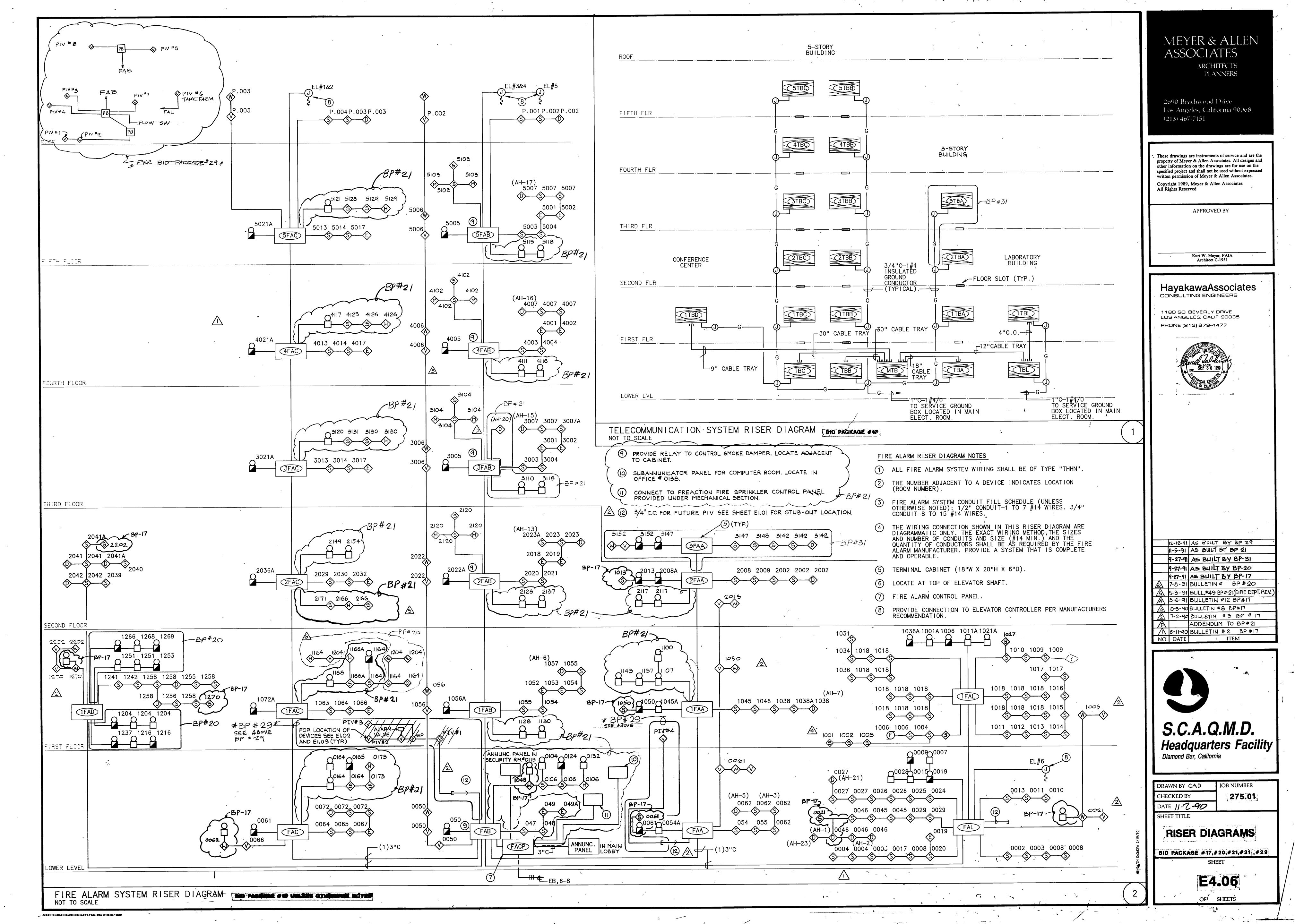
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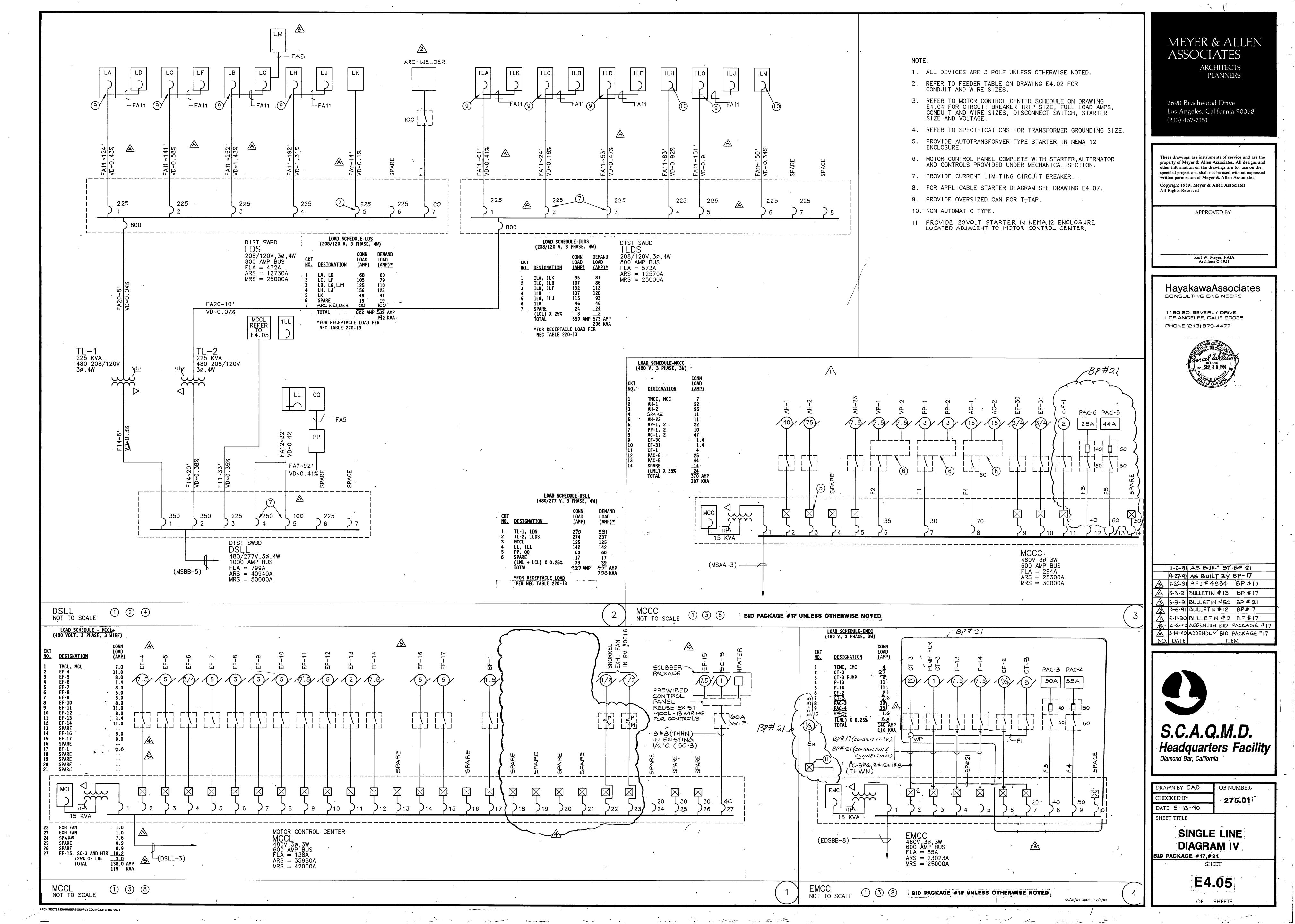
ACHITECTS & ENGINEERS SUPPLY CO., INC. (213) 357-9601

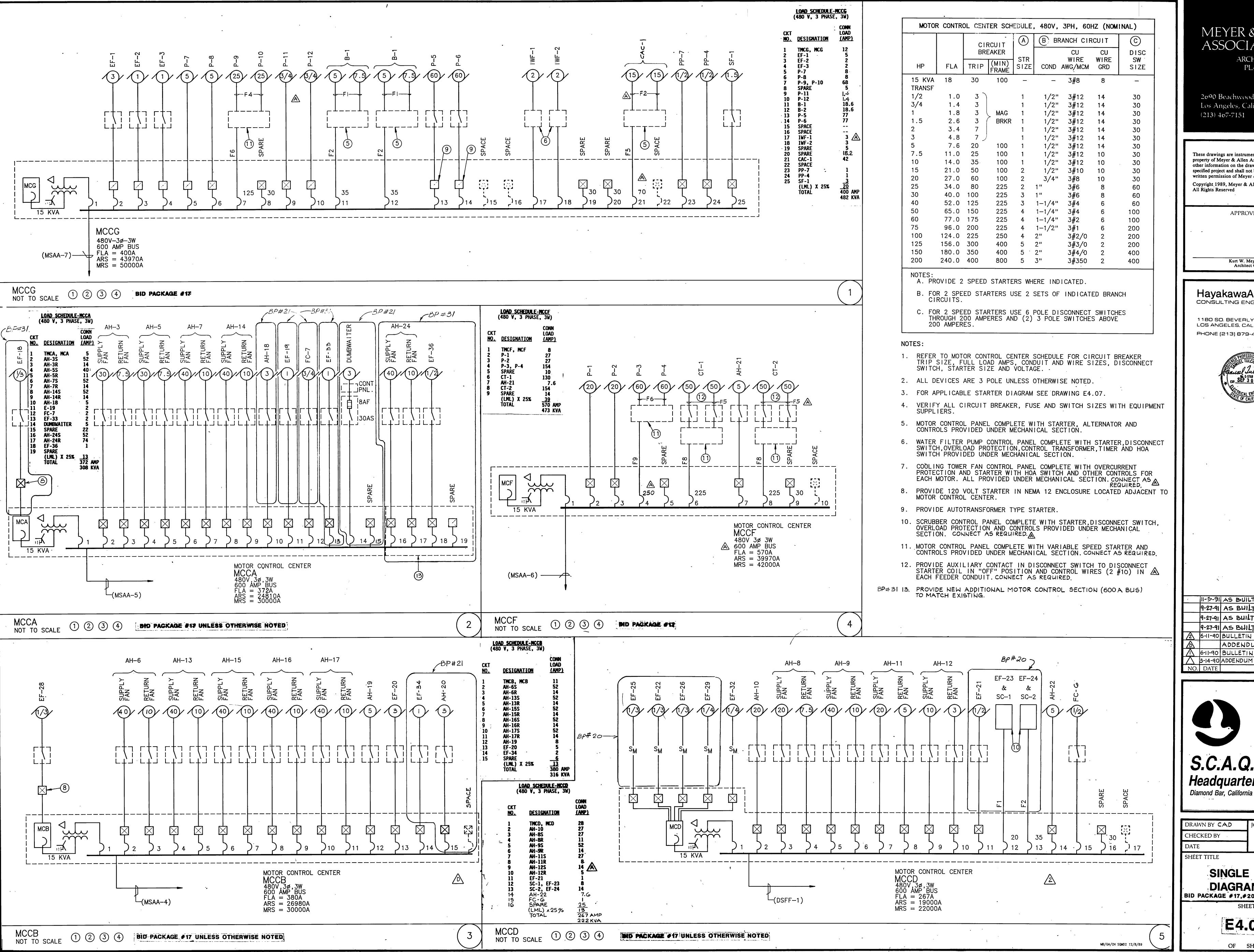
- 2. OUTER ROW SWITCH LEG "A", 2 LAMP BALLAST
- 3. OUTER ROW SWITCH LEG "B", 2 LAMP BALLAST
- 6. EMERGENCY ROW SWITCH LEG, 2 LAMP BALLAST
- 7. CENTER ROW SWITCH LEG "C", 1 LAMP BALLAST
- 8. LOCATE AT STRUCTURE ABOVE. WORK UNDER ELECTRICAL CONTRACT. CONNECT FLEXIBLE CONDUITS AND WIRES FURNISHED BY INTEGRATED CEILING CONTRACTOR TO JUNCTION BOXES AND BRANCH CIRCUITINGS.
- 9. WORK INCLUDING INTERNAL WIRING BETWEEN BALLASTS AND FIXTURES, SWITCHING ARRANGEMENT PROVIDED UNDER
- 10. TO FIXTURE. J-BOX OR SWITCHES PER PLAN.

TYPICAL FIXTURE SWITCHING MEDTHOD DIAGRAM IN OPEN LAB AREA BP#17

EXTERIOR LIGHTING CONTROL NOT TO SCALE (DAYTIME CONDITION SHOWN)







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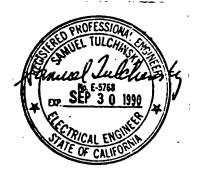
APPROVED BY

Kurt W. Meyer, FAIA

HayakawaAssociates CONSULTING ENGINEERS

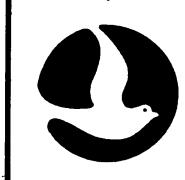
Architect C-1951

1180 SO. BEVERLY DRIVE LOS ANGELES, CALIF. 90035 PHONE (213) 879-4477



11-5-91 AS BUILT BY BP 21 19-27-91 AS BUILT BY BP-31 9-27-91 AS BUILT BY BP-20 9-27-91 AS BUILT BY BP-17 6-11-90 BULLETIN #6 BP # 20

ADDENDUM TO BP#21 1 6-11-90 BULLETIN #2 BP#17 3-14-90 ADDENDUM BID PACKAGE#17 NO. DATE



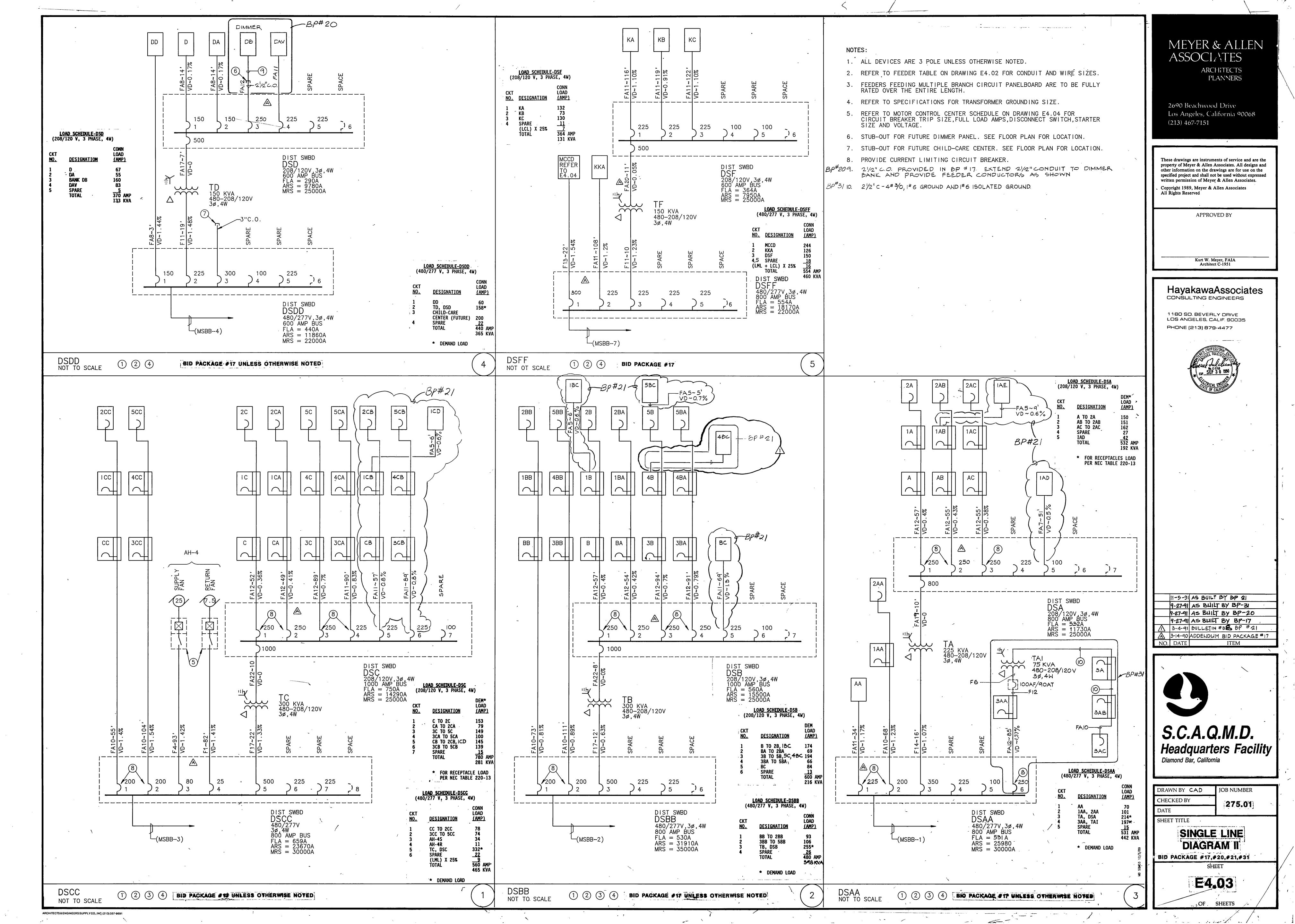
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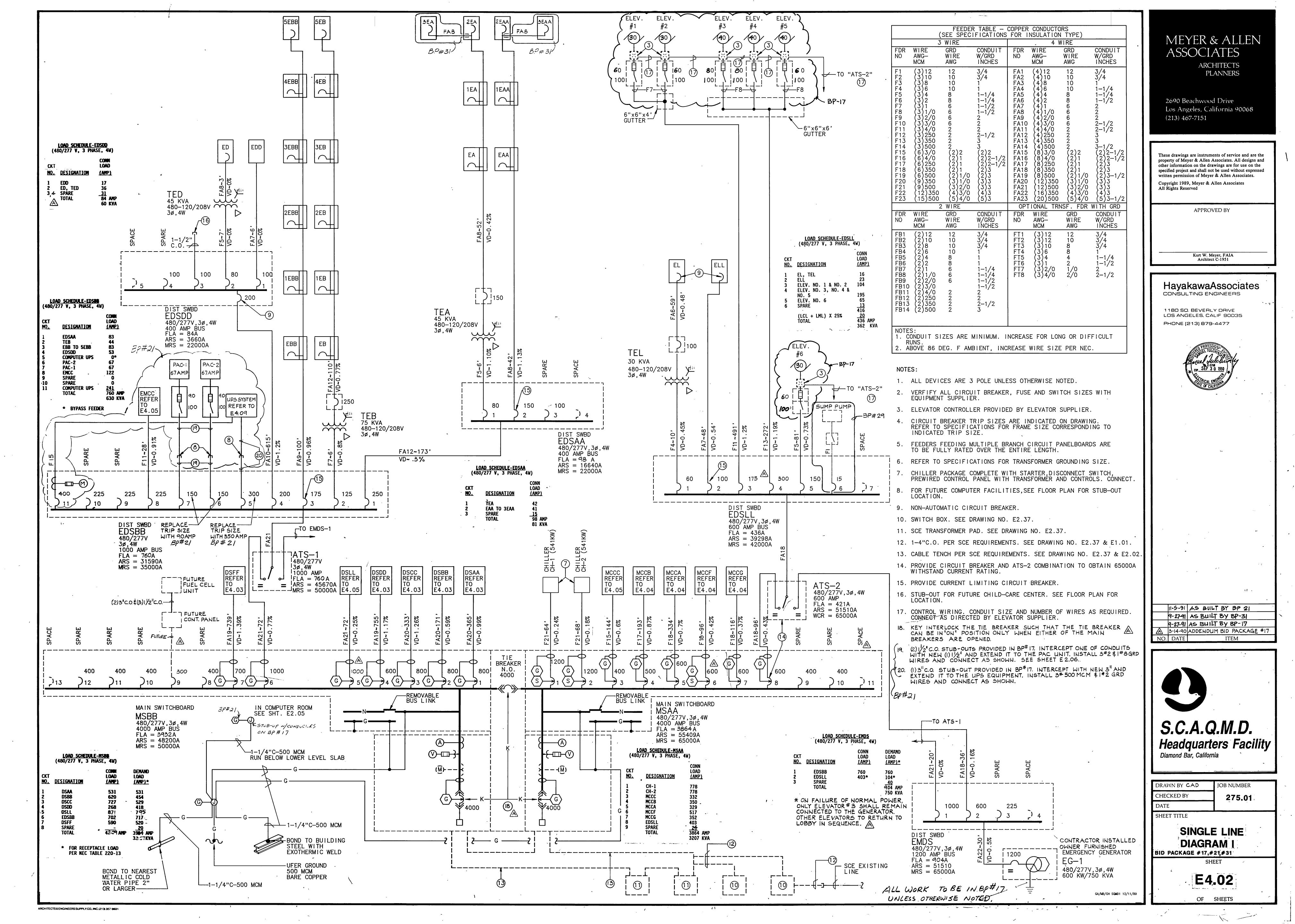
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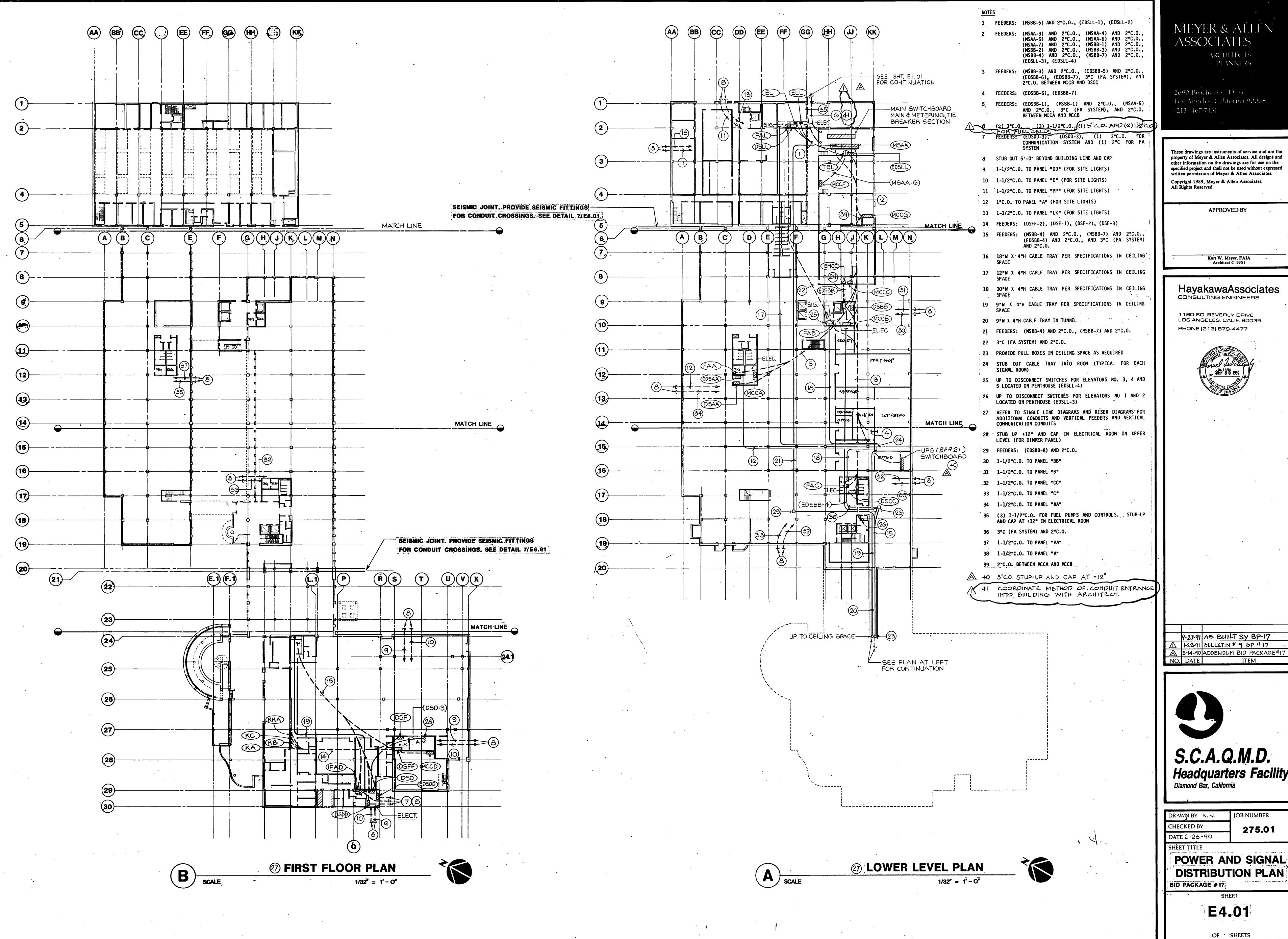
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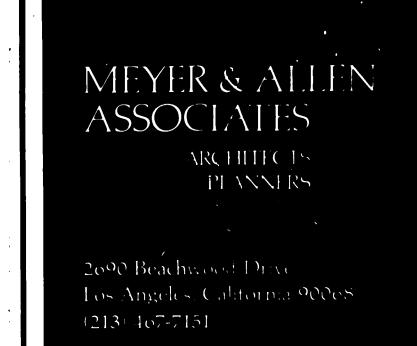
SINGLE LINE DIAGRAM III BID PACKAGE #17,#20,#21,#31

E4.04









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9-27-91 AS BUILT BY BP-17 1-22-91 BULLETIN # 9 BP # 17 A 3-14-90 ADDENDUM BID PACKAGE#17



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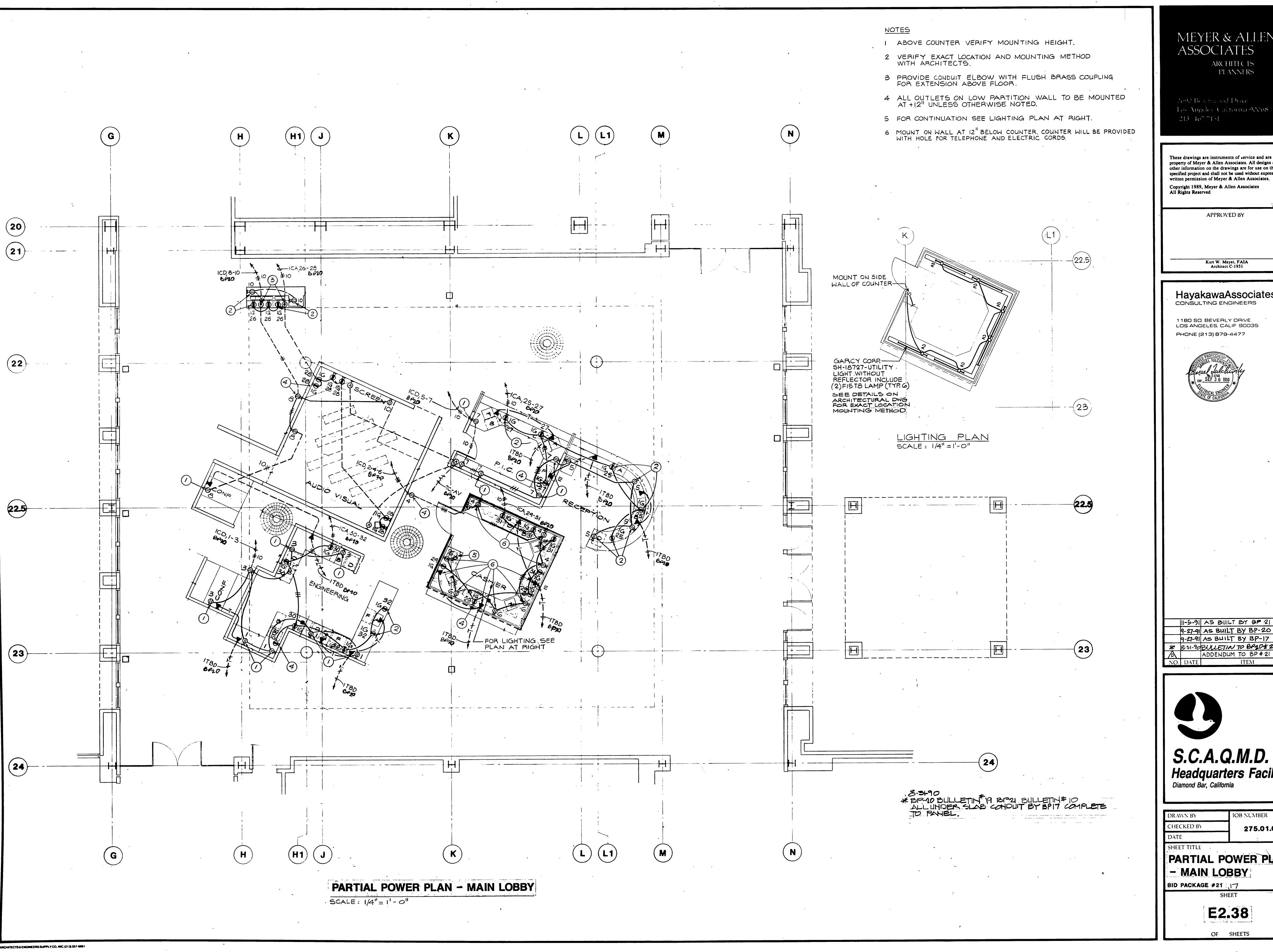
JOB NUMBER

DRAWN BY N.N. CHECKED BY DATE 2-26-90

275.01

DISTRIBUTION PLAN

E4.01





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9-27-91 AS BUILT BY BP-20 9-27-91 AS BUILT BY BP-17 ADDENDUM TO BP#21



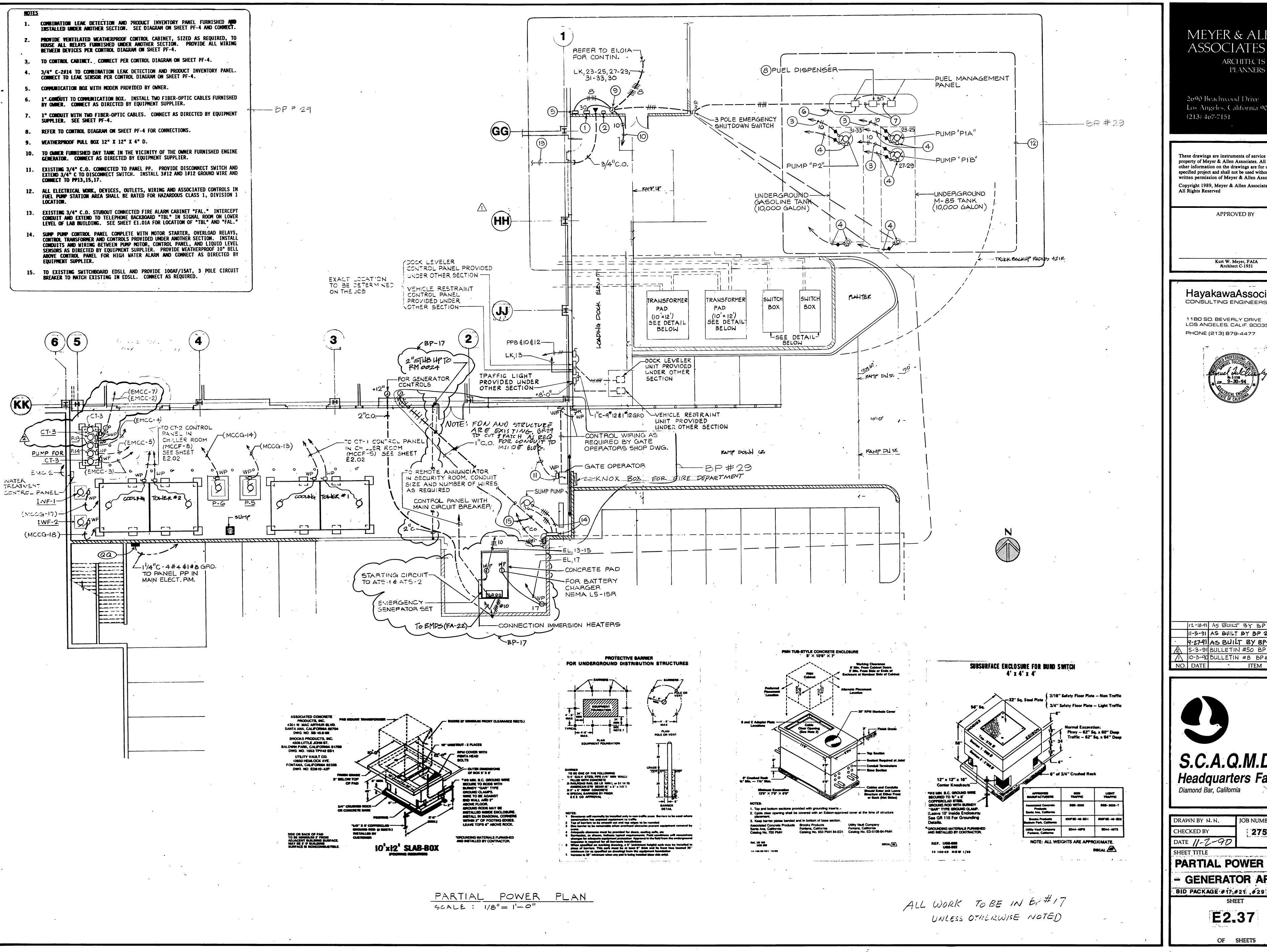
S.C.A.Q.M.D. Headquarters Facility
Diamond Bar, California

**IOB NUMBER** 275.01.00

PARTIAL POWER PLAN

BID PACKAGE #21 17

E2.38



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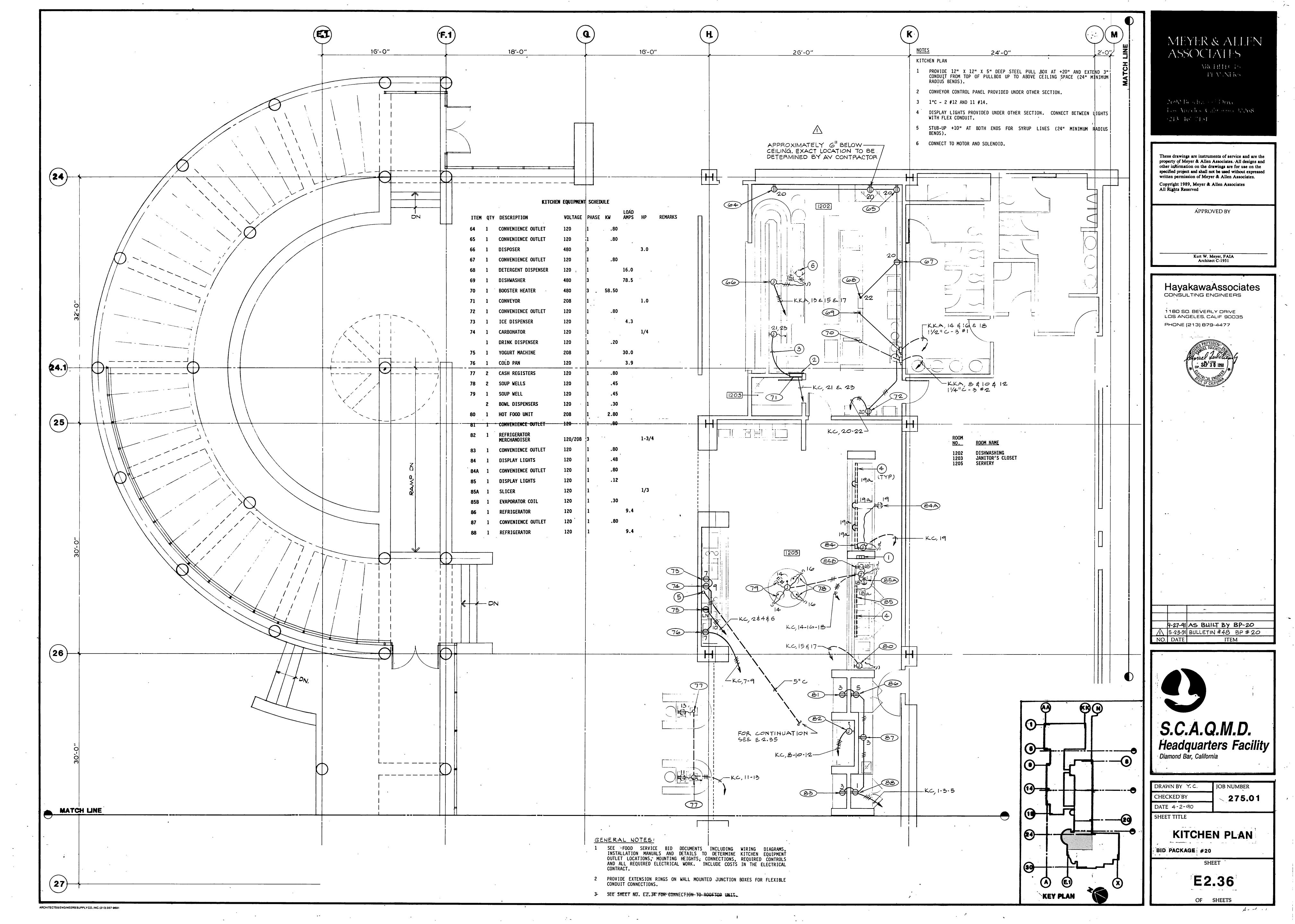


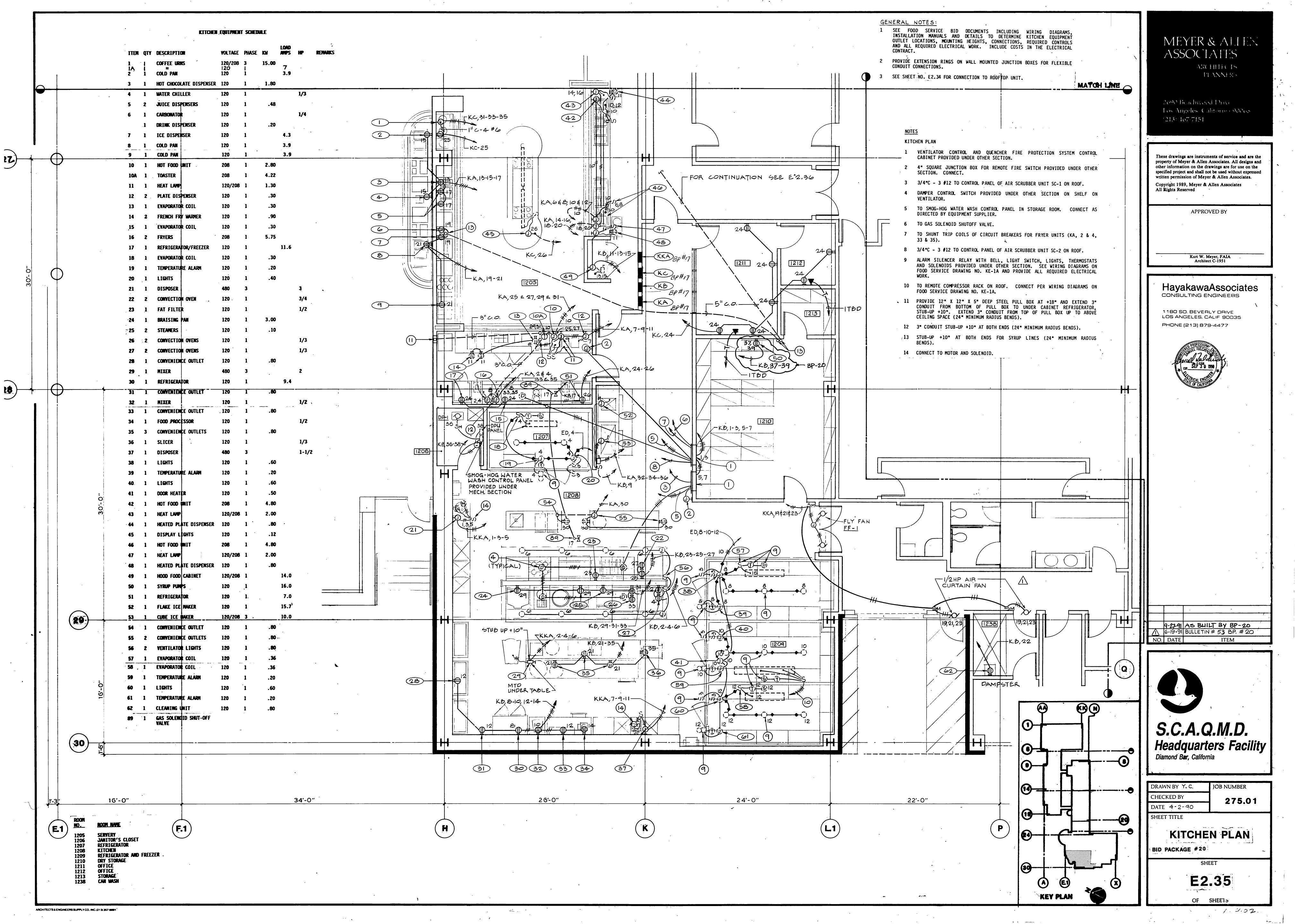
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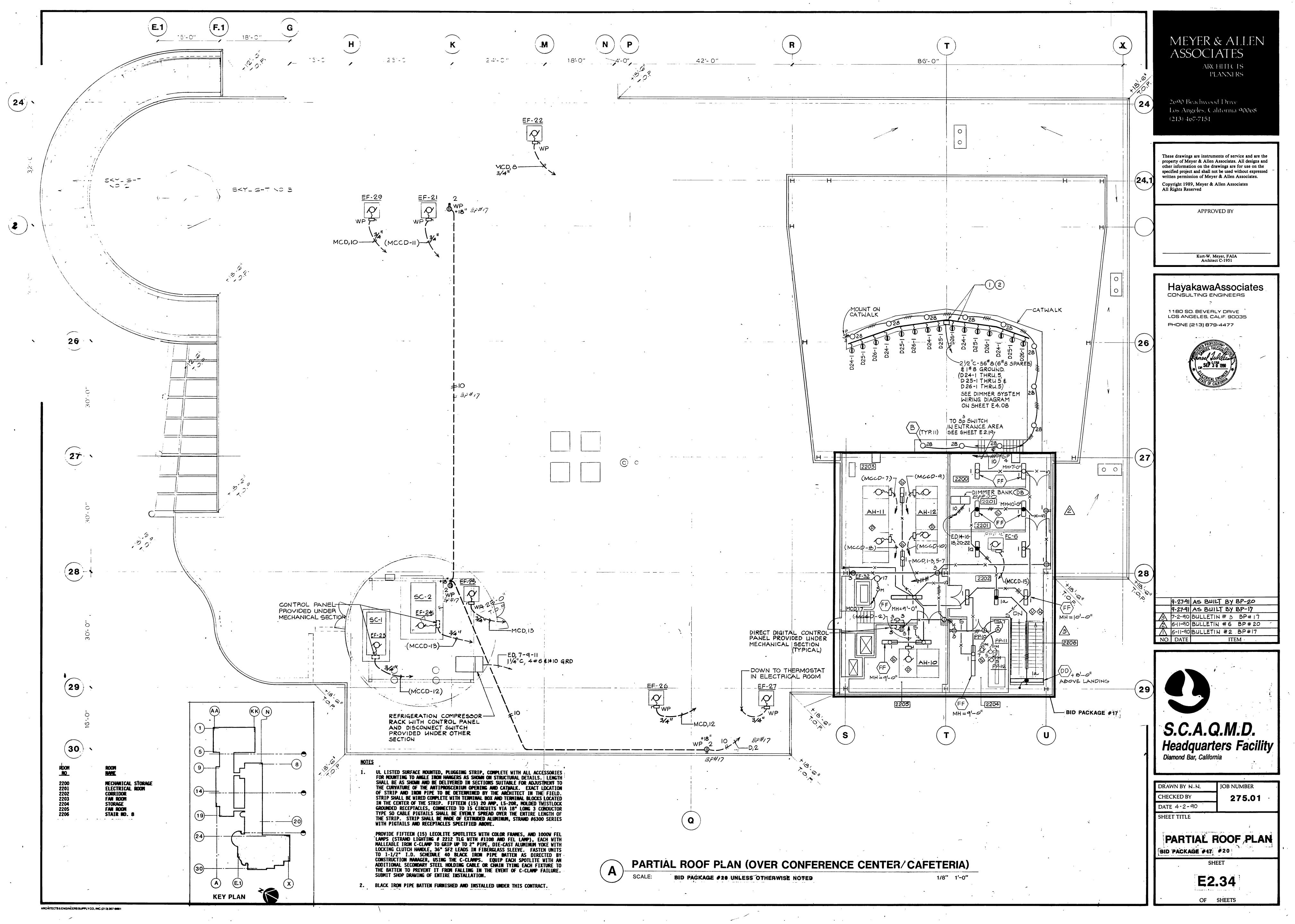
S.C.A.Q.M.D. Headquarters Facility

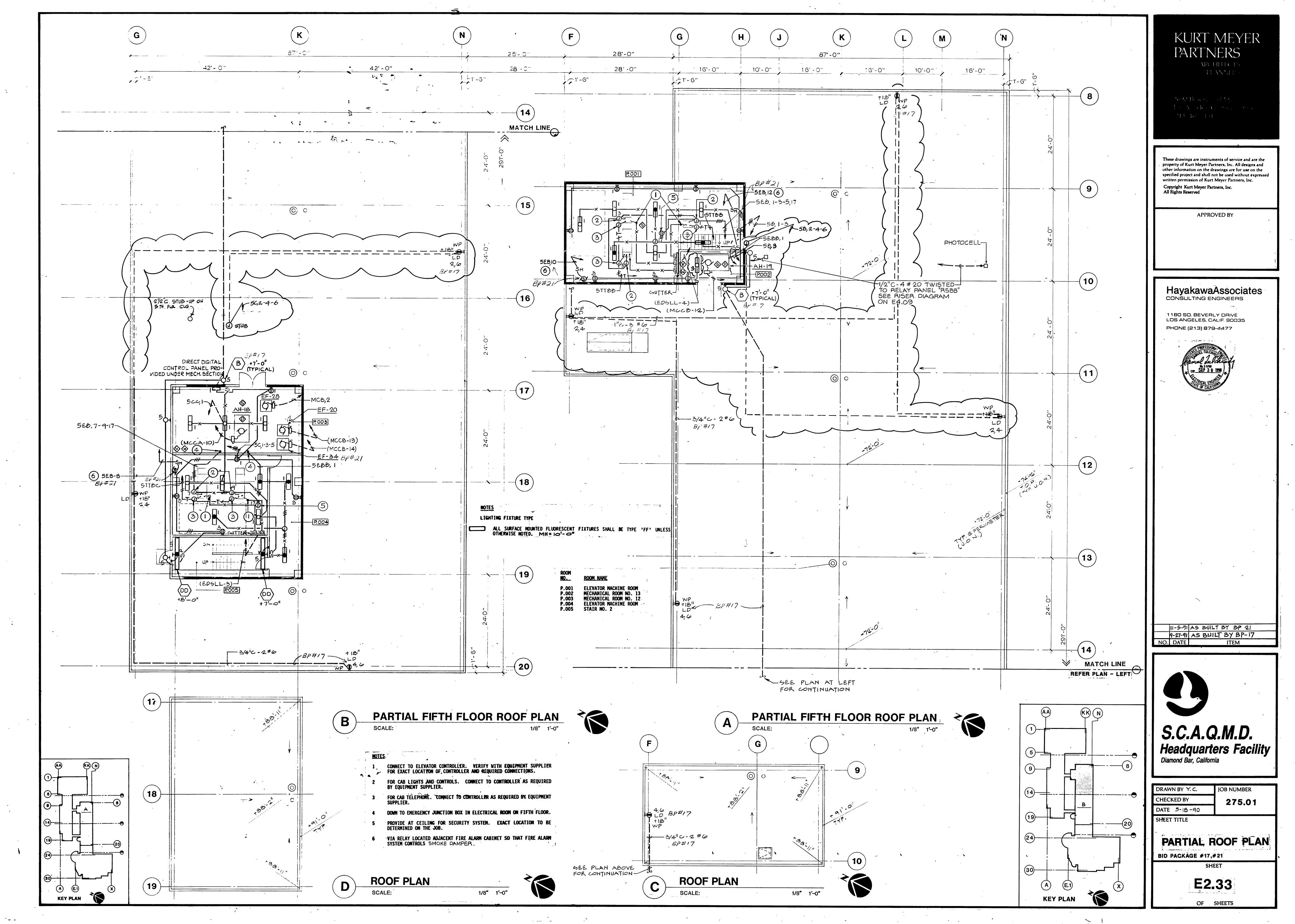
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CHECKED BY	275.01
DATE 11.7-00	

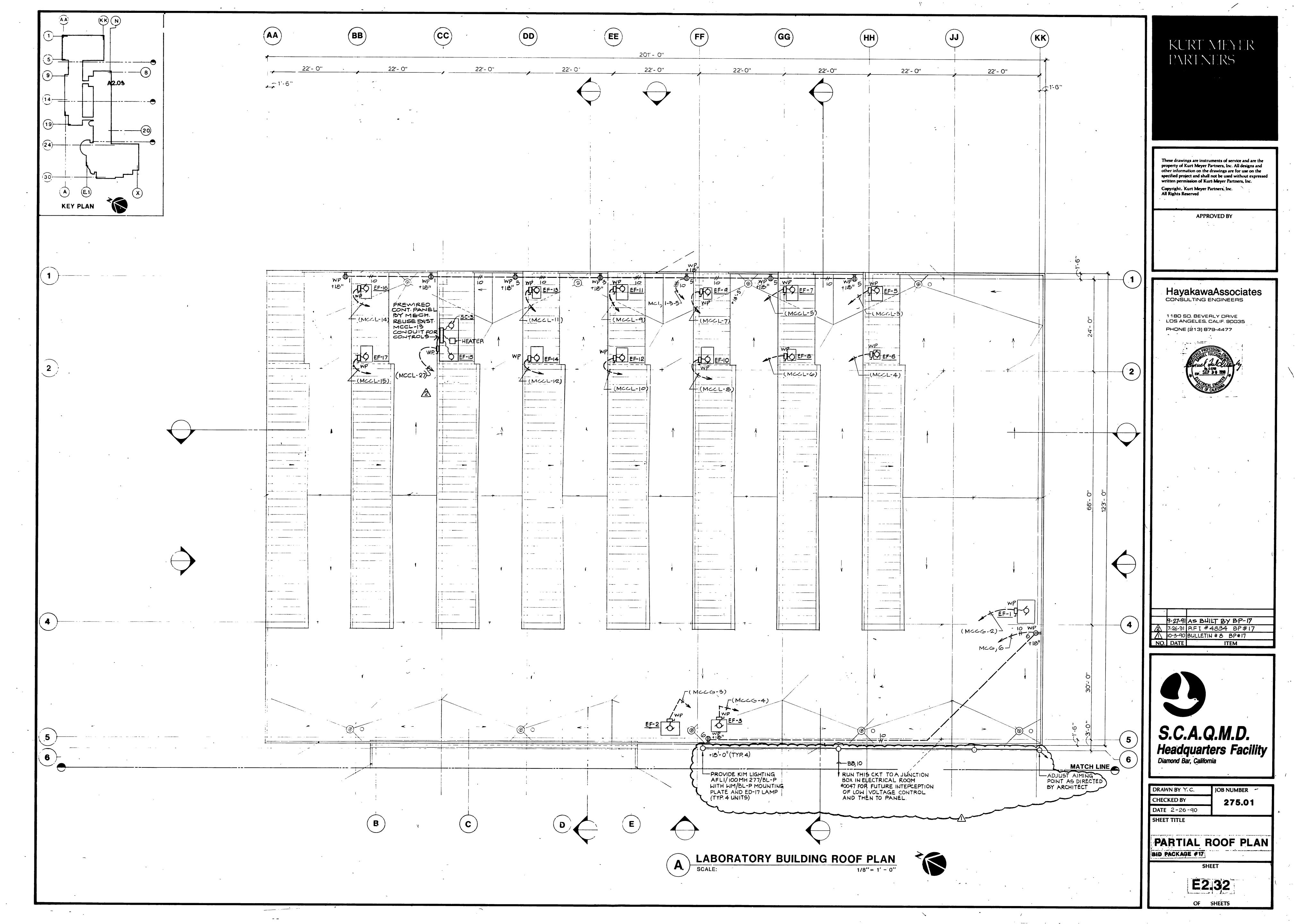
PARTIAL POWER PLAN - GENERATOR AREA

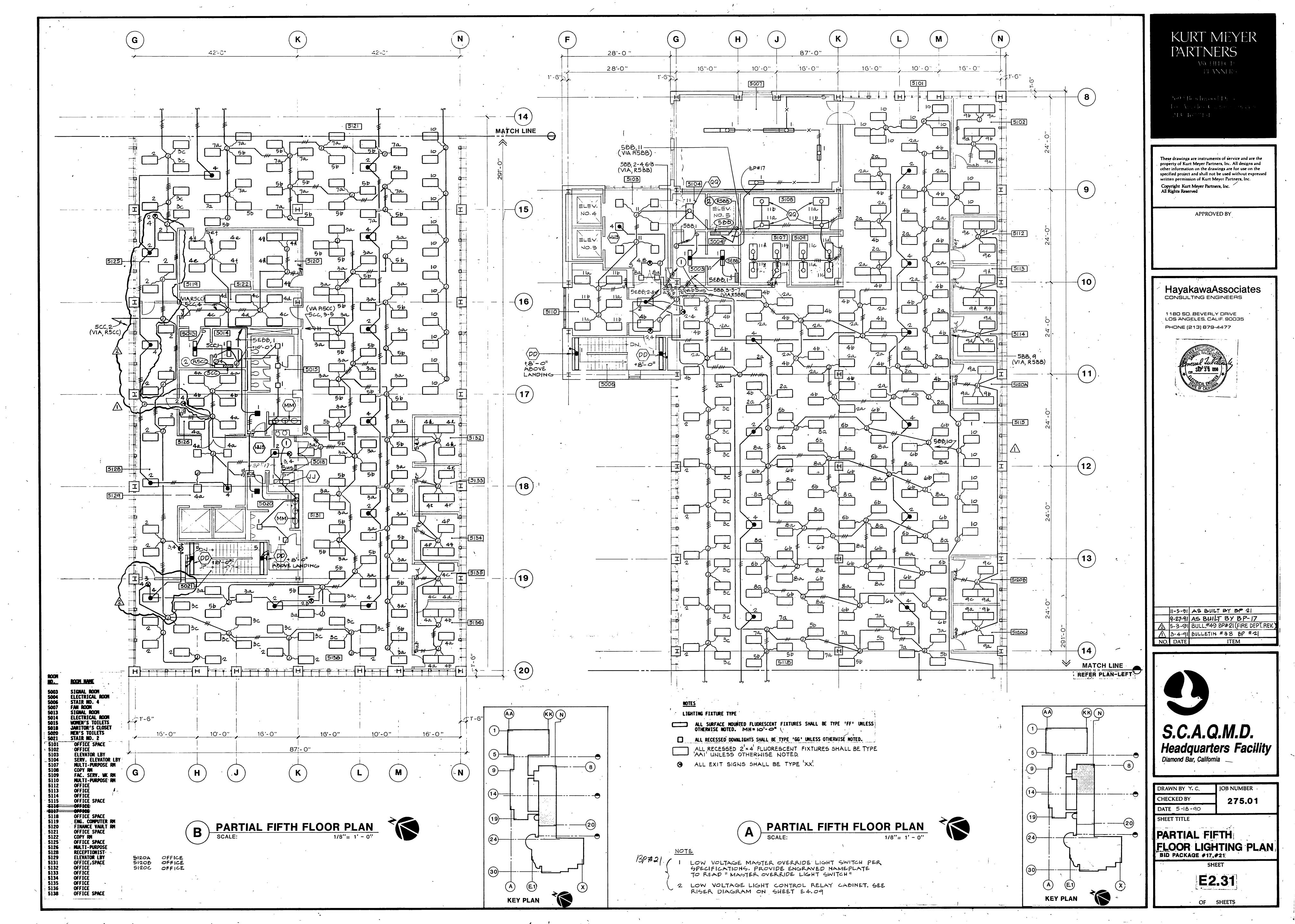


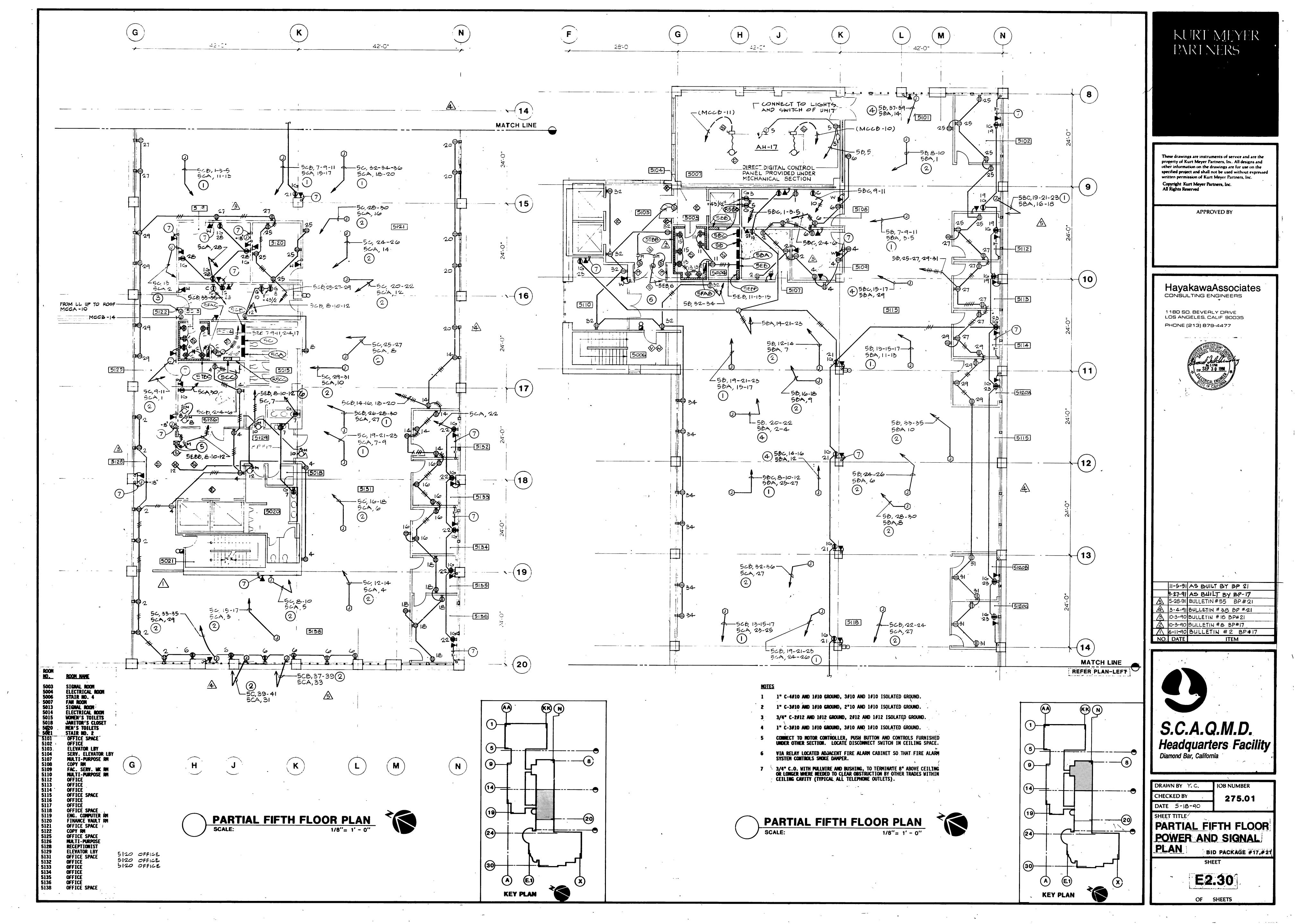


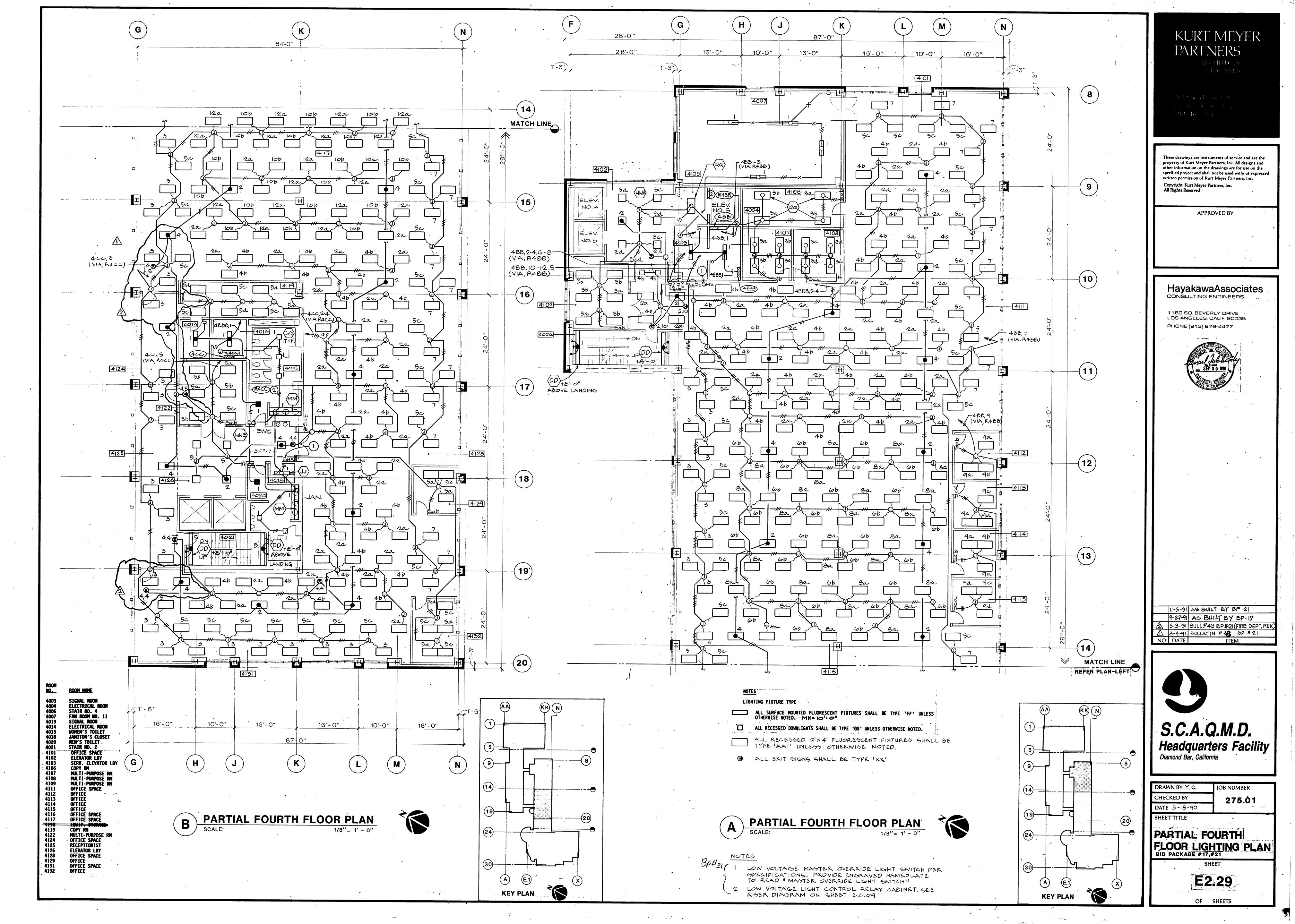


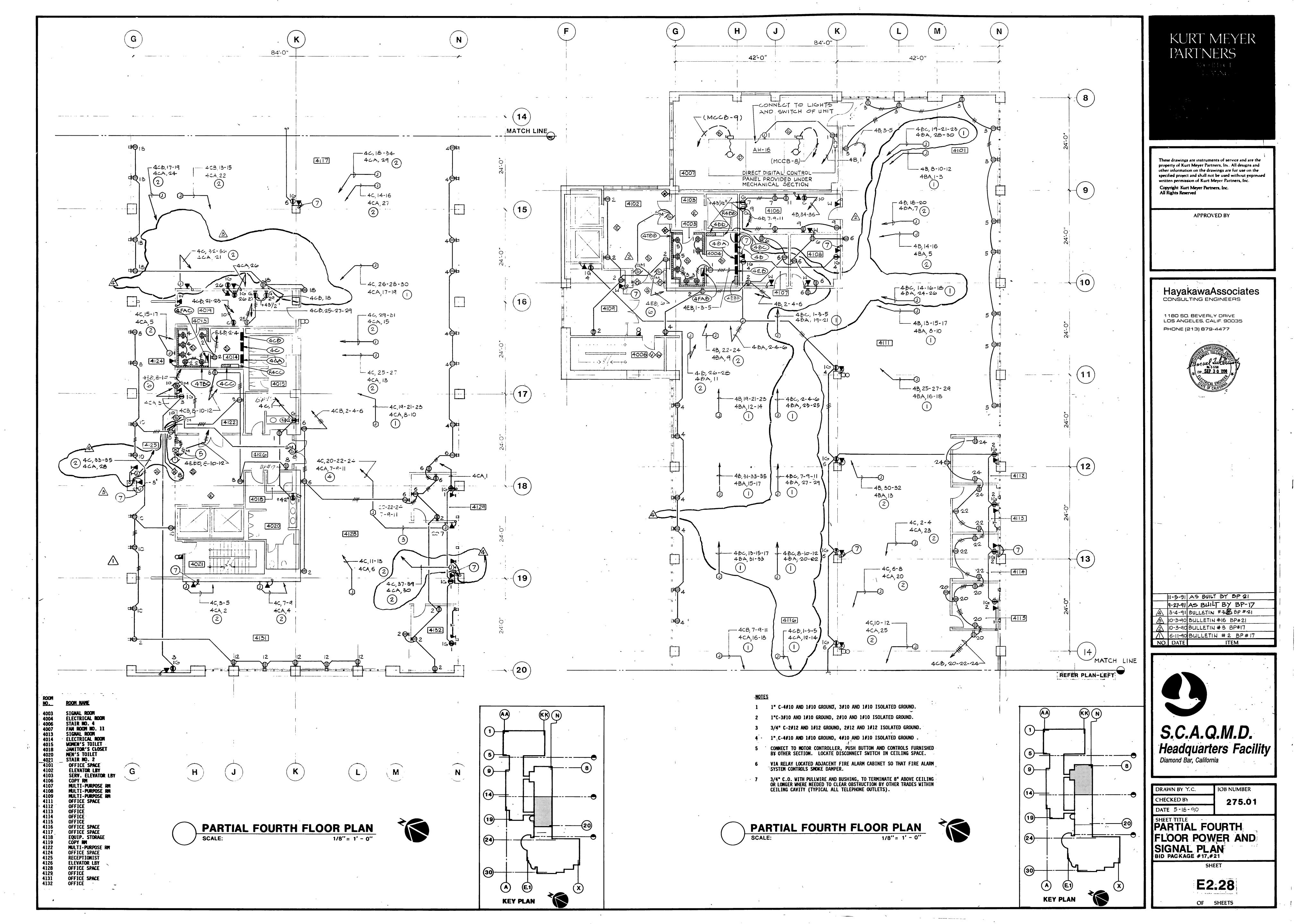


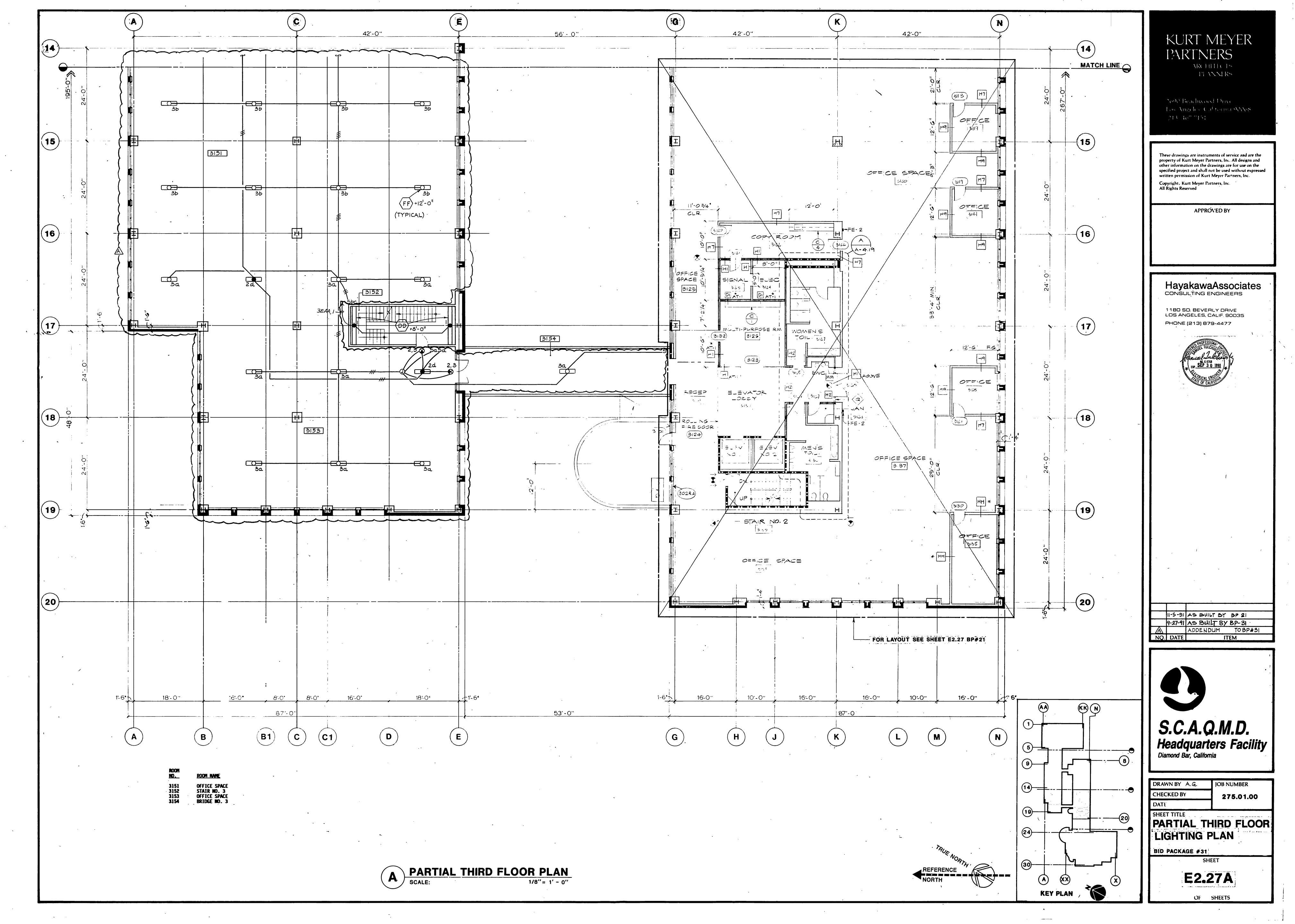


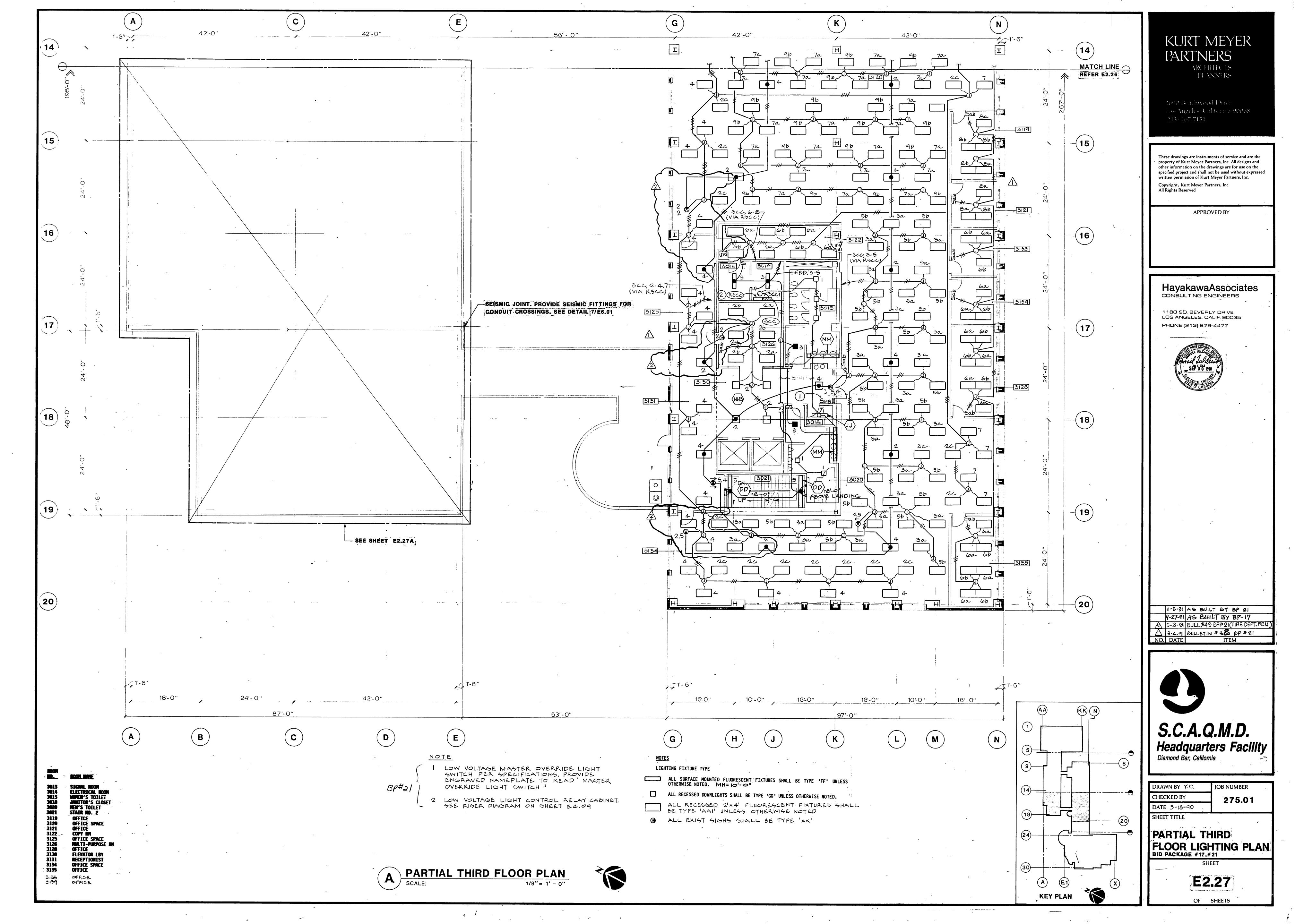


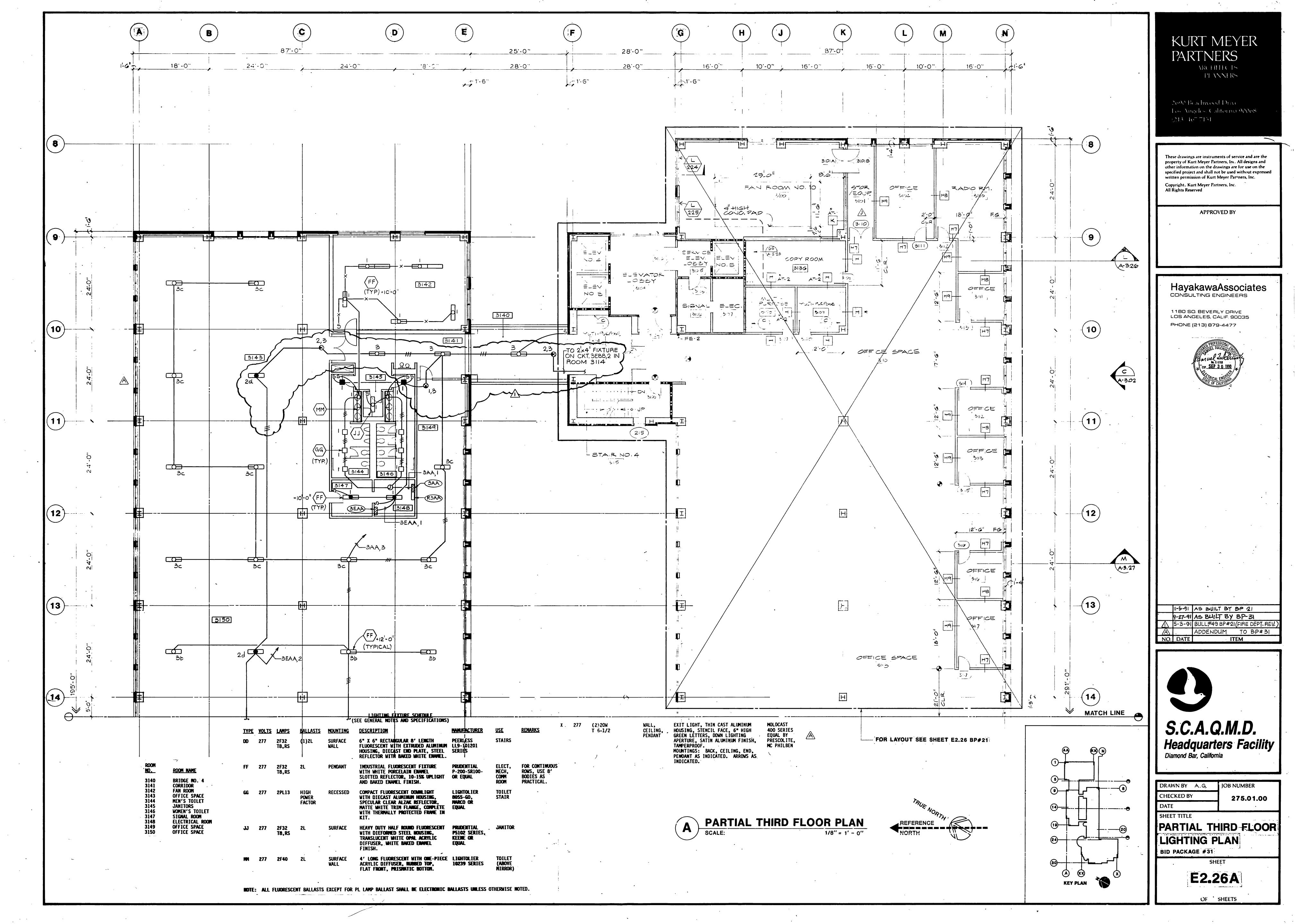


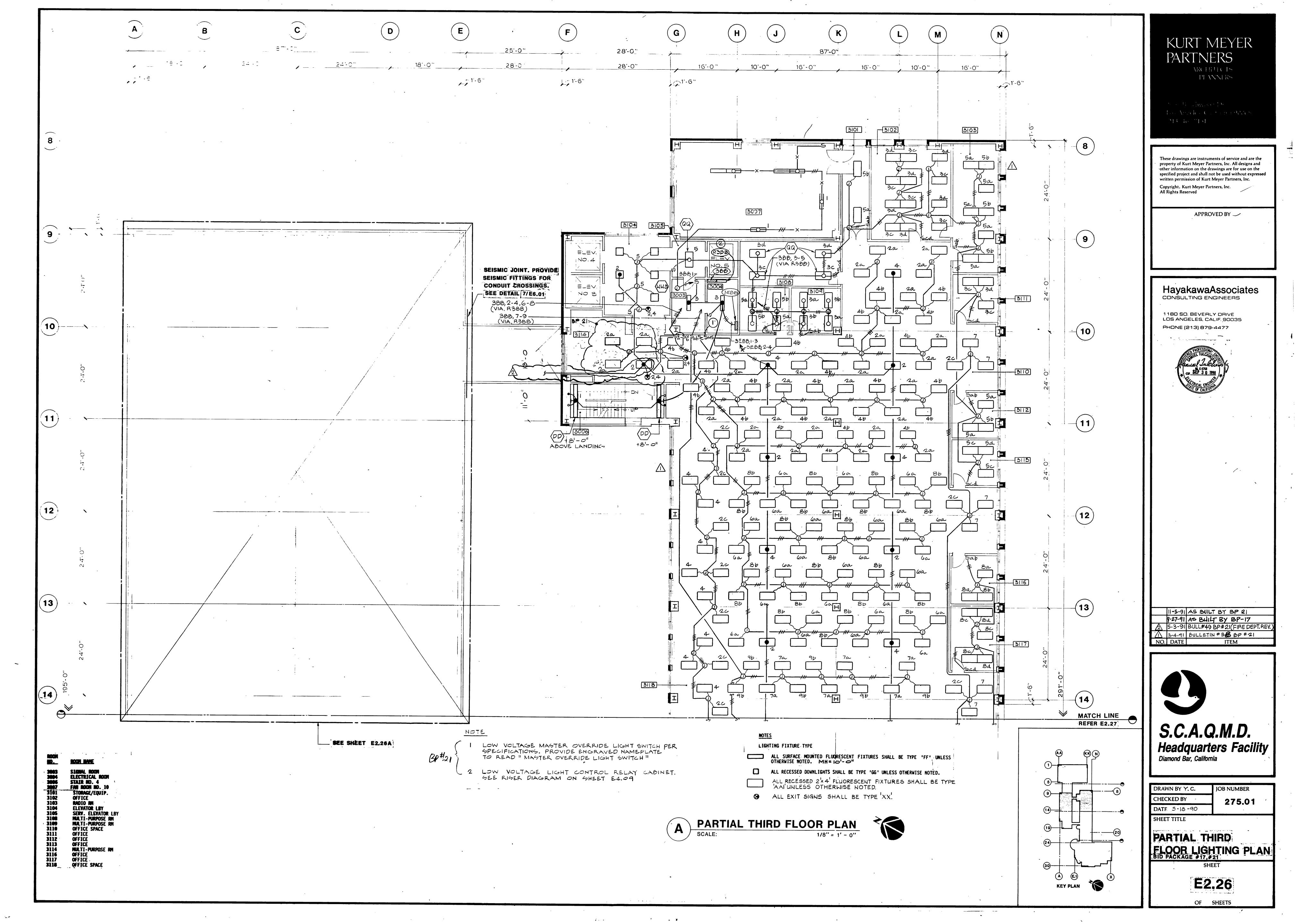


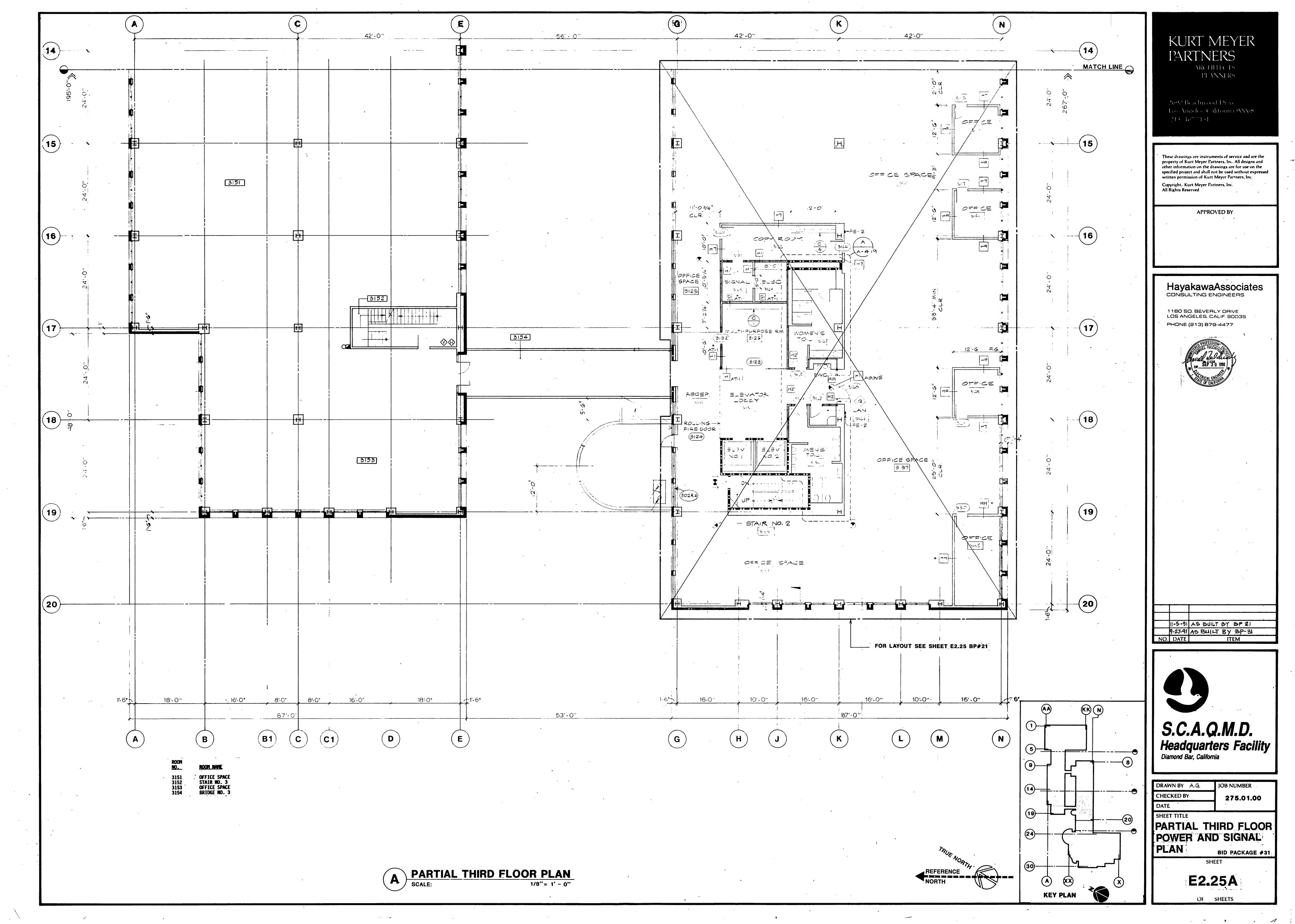


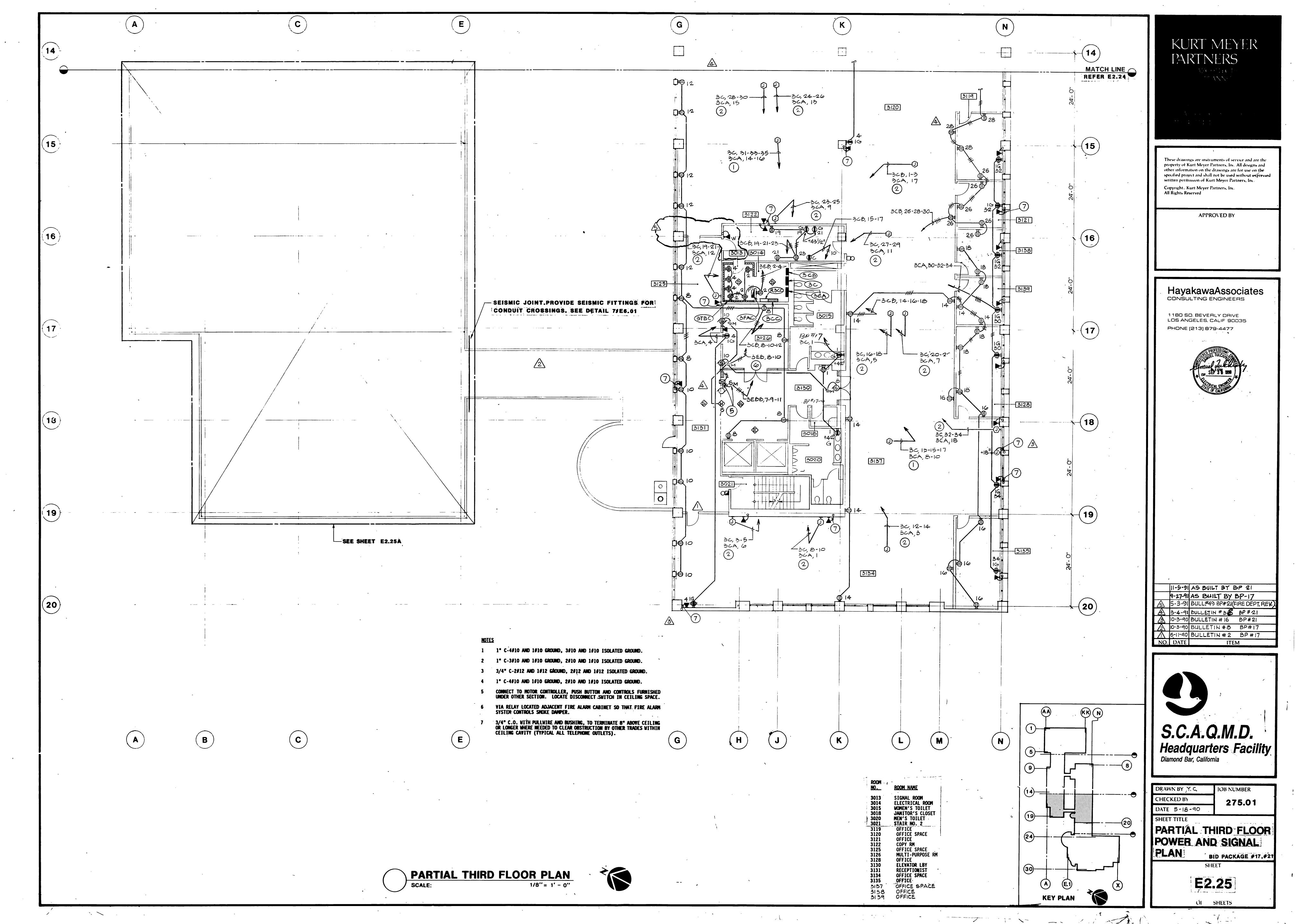


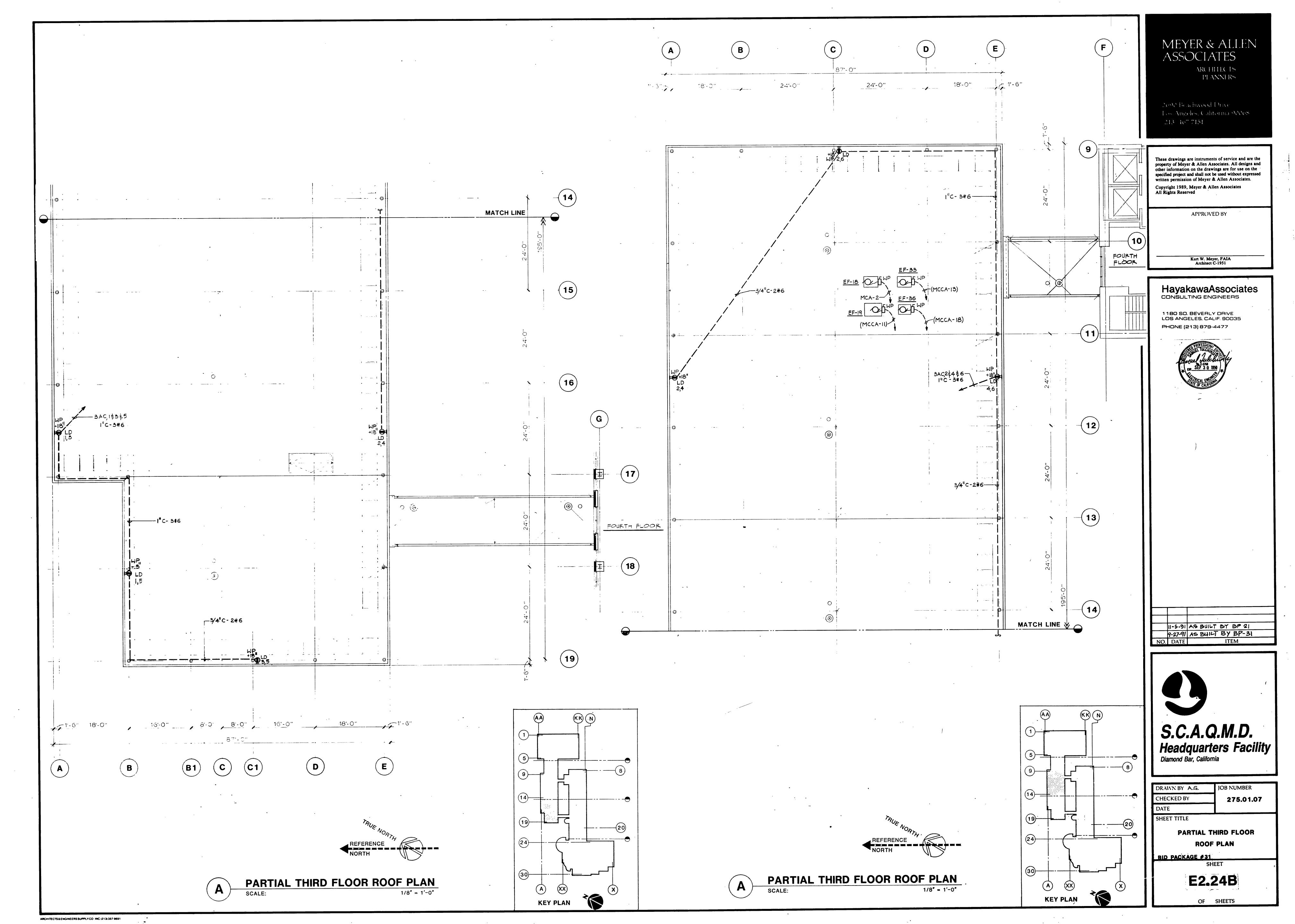


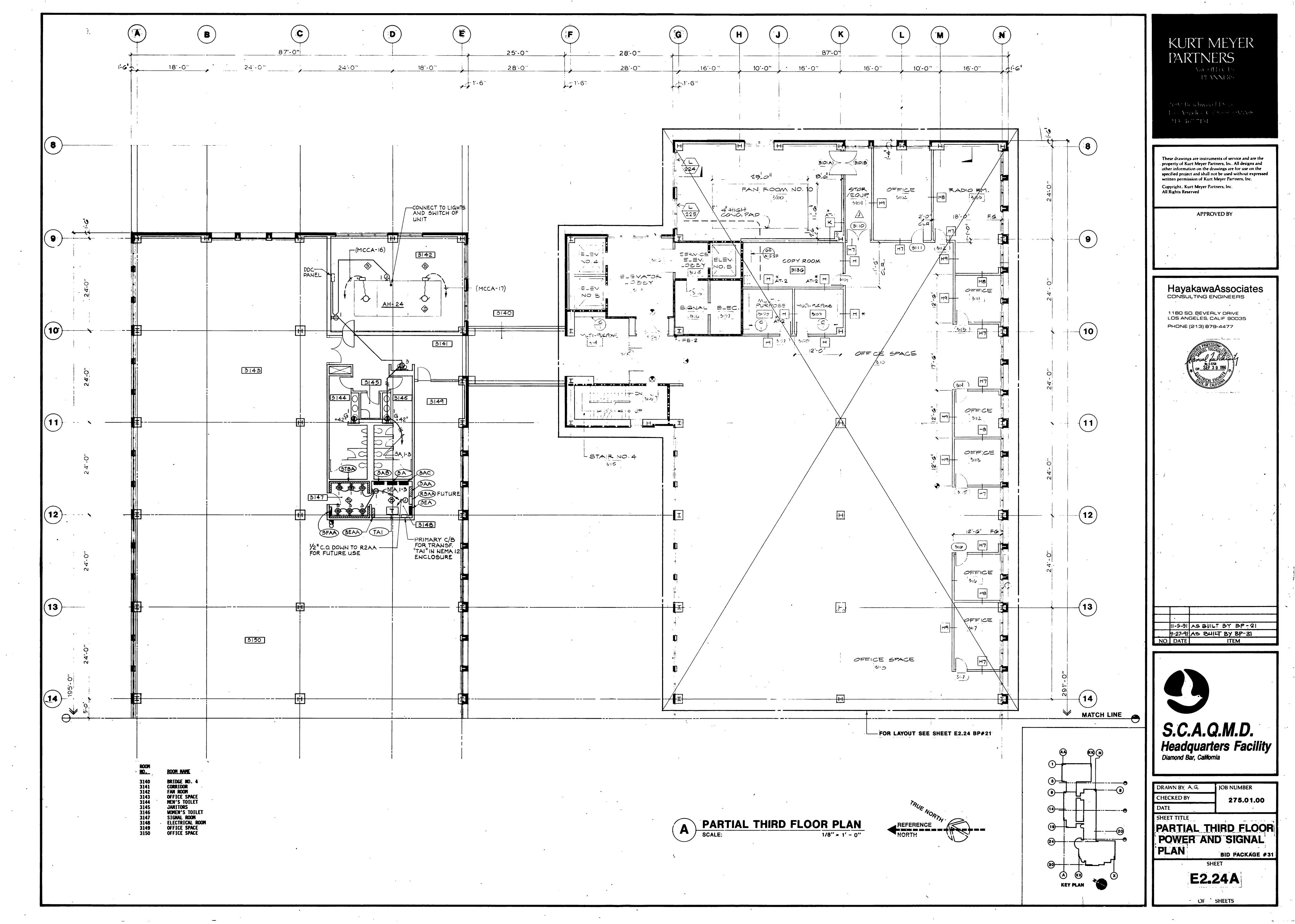


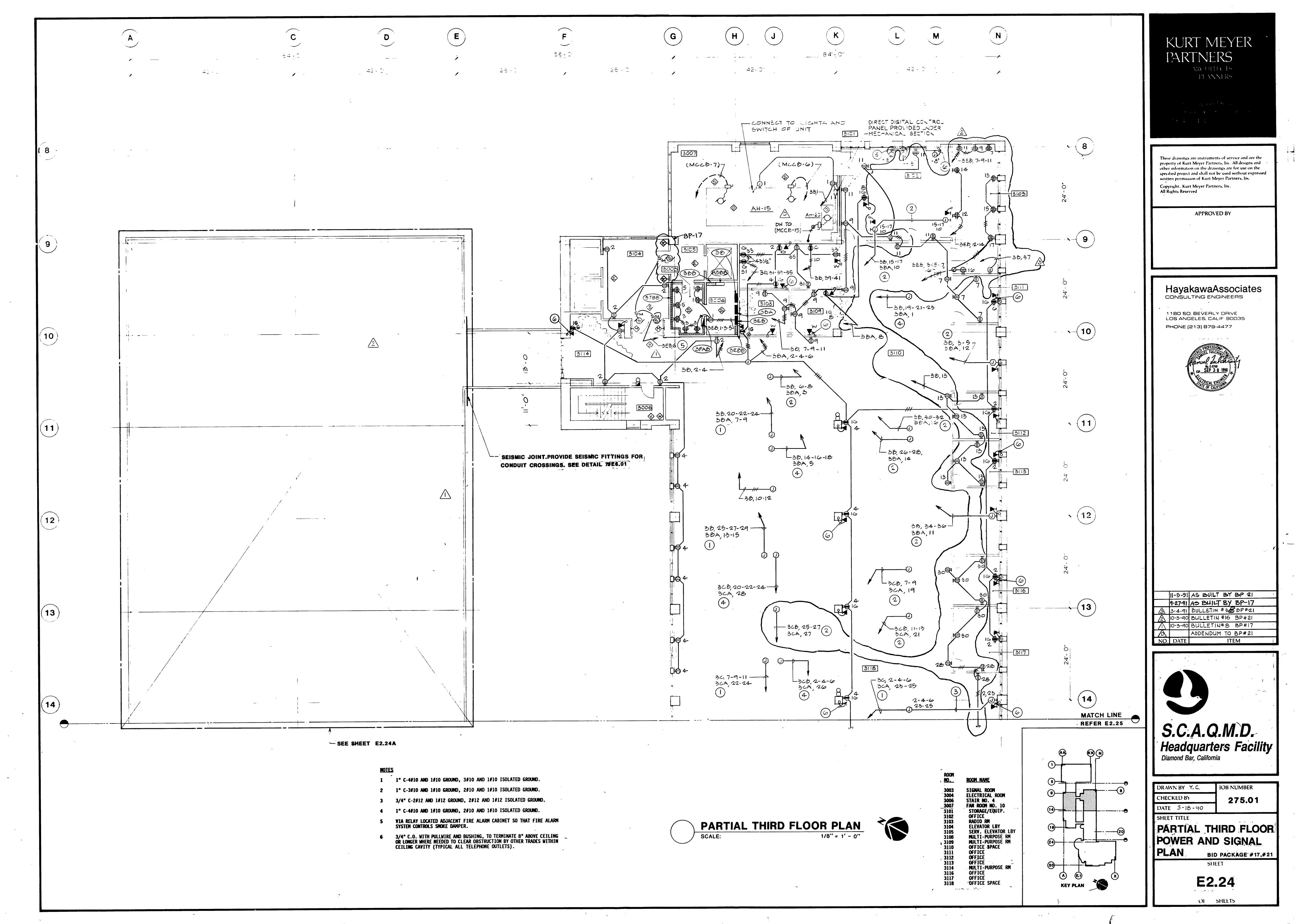


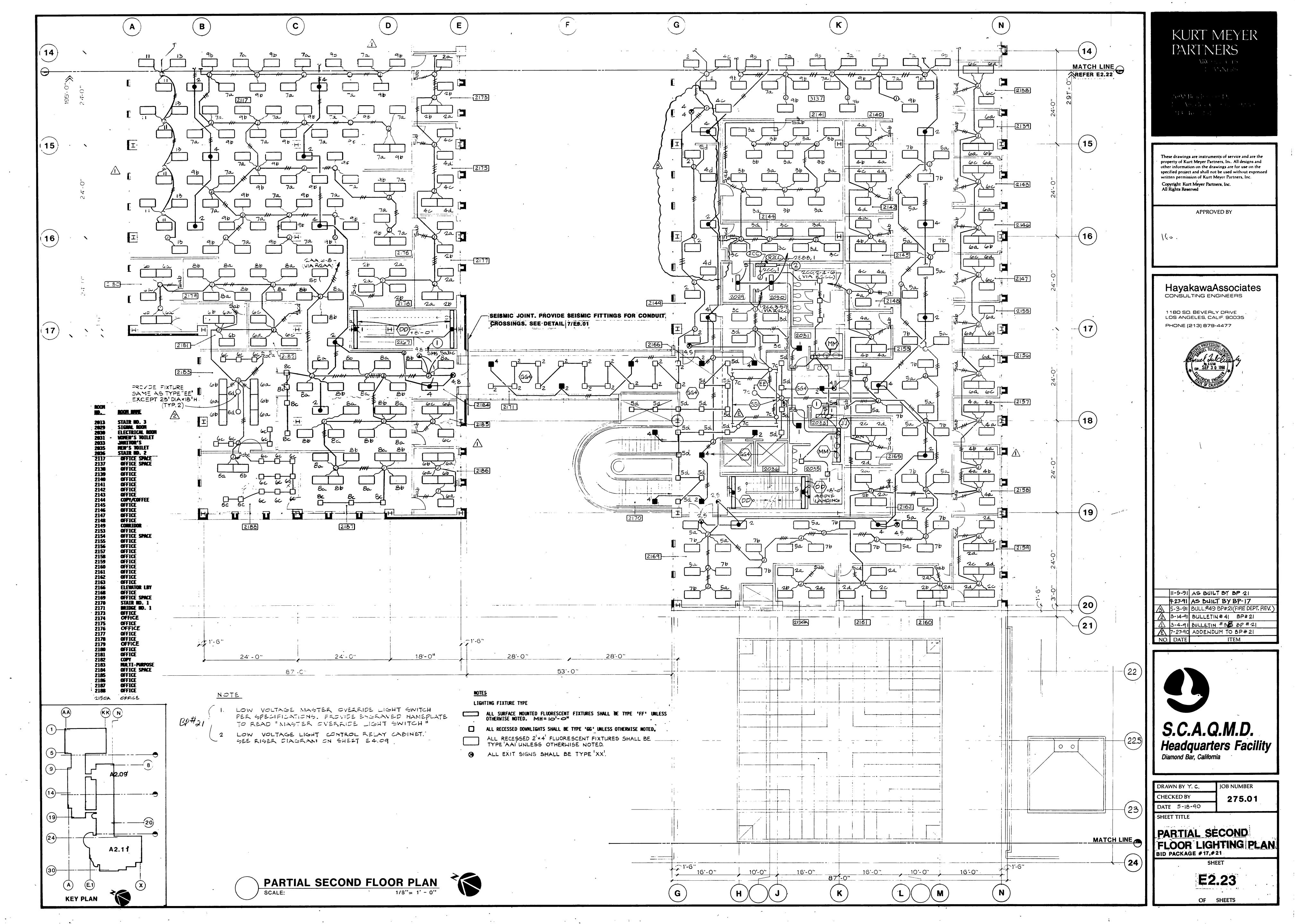


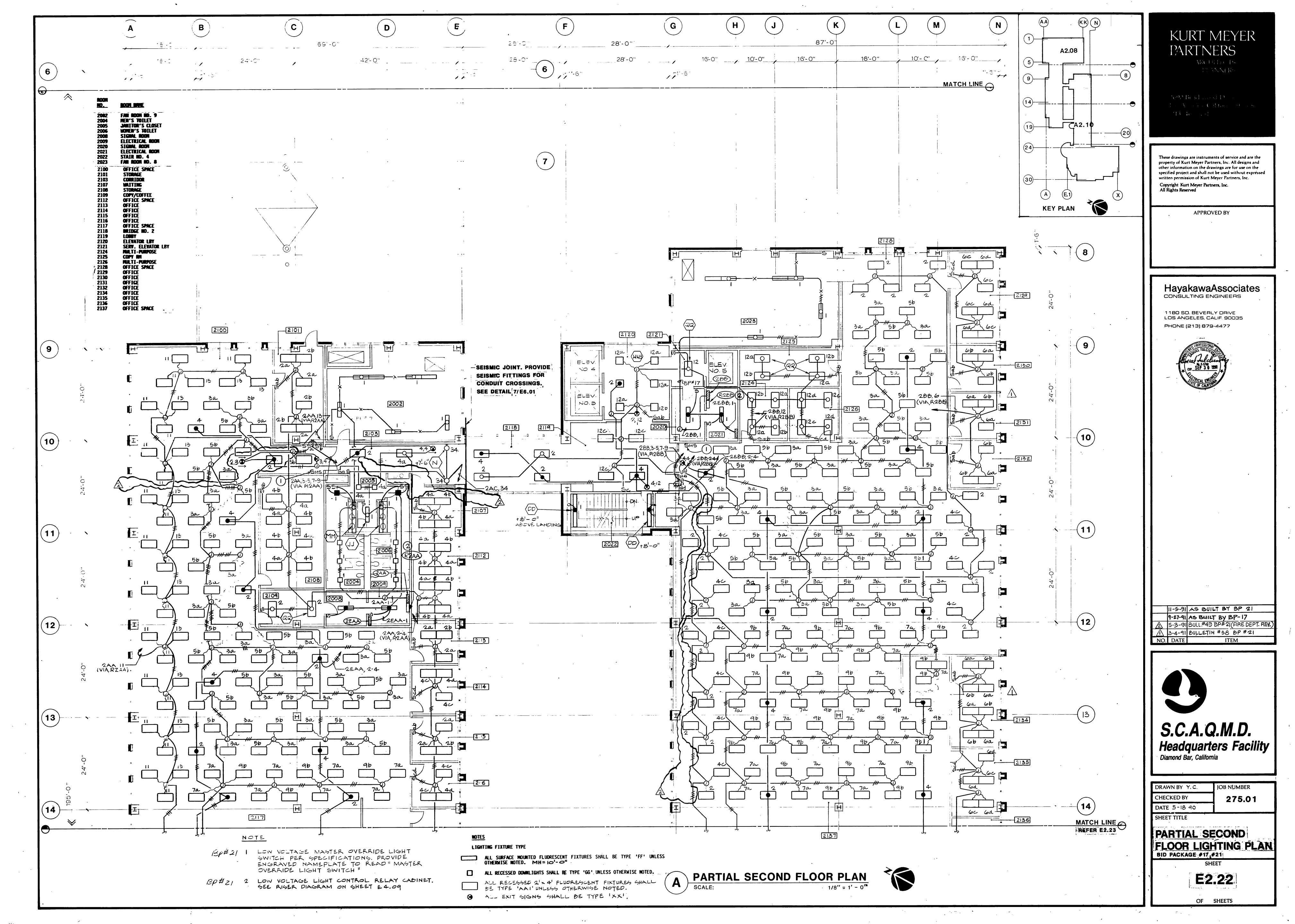


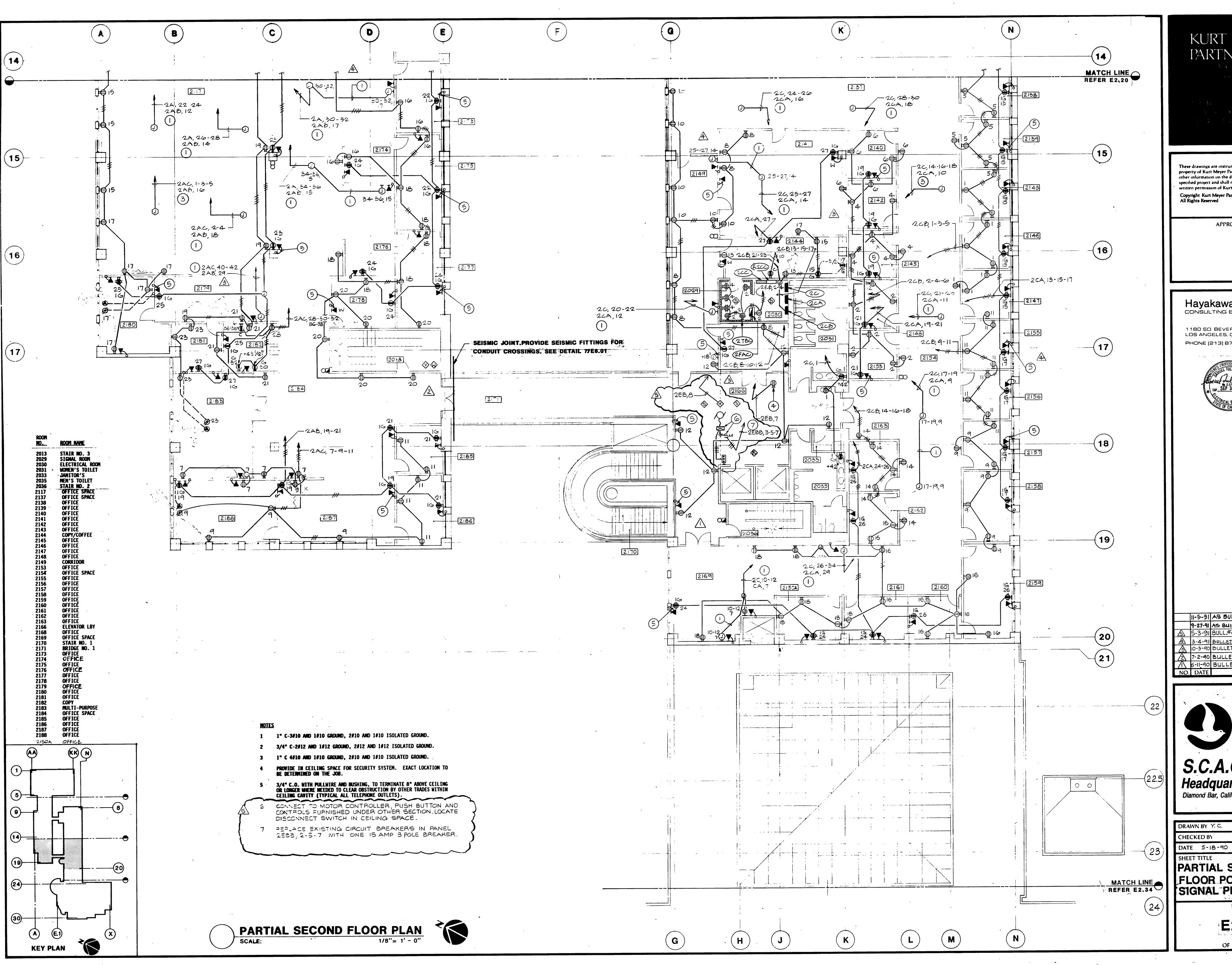


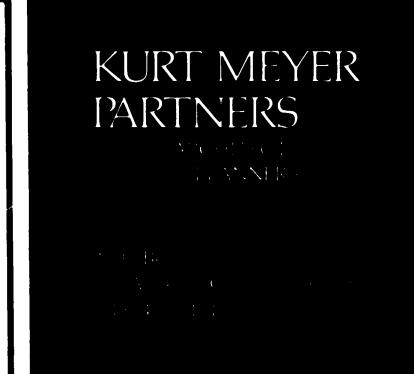












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11-5-91 AS BUILT BY BP 21 9-27-91 AS BUILT BY BP-17 7-2-90 BULLETIN #3 BP#17



Diamond Bar, California

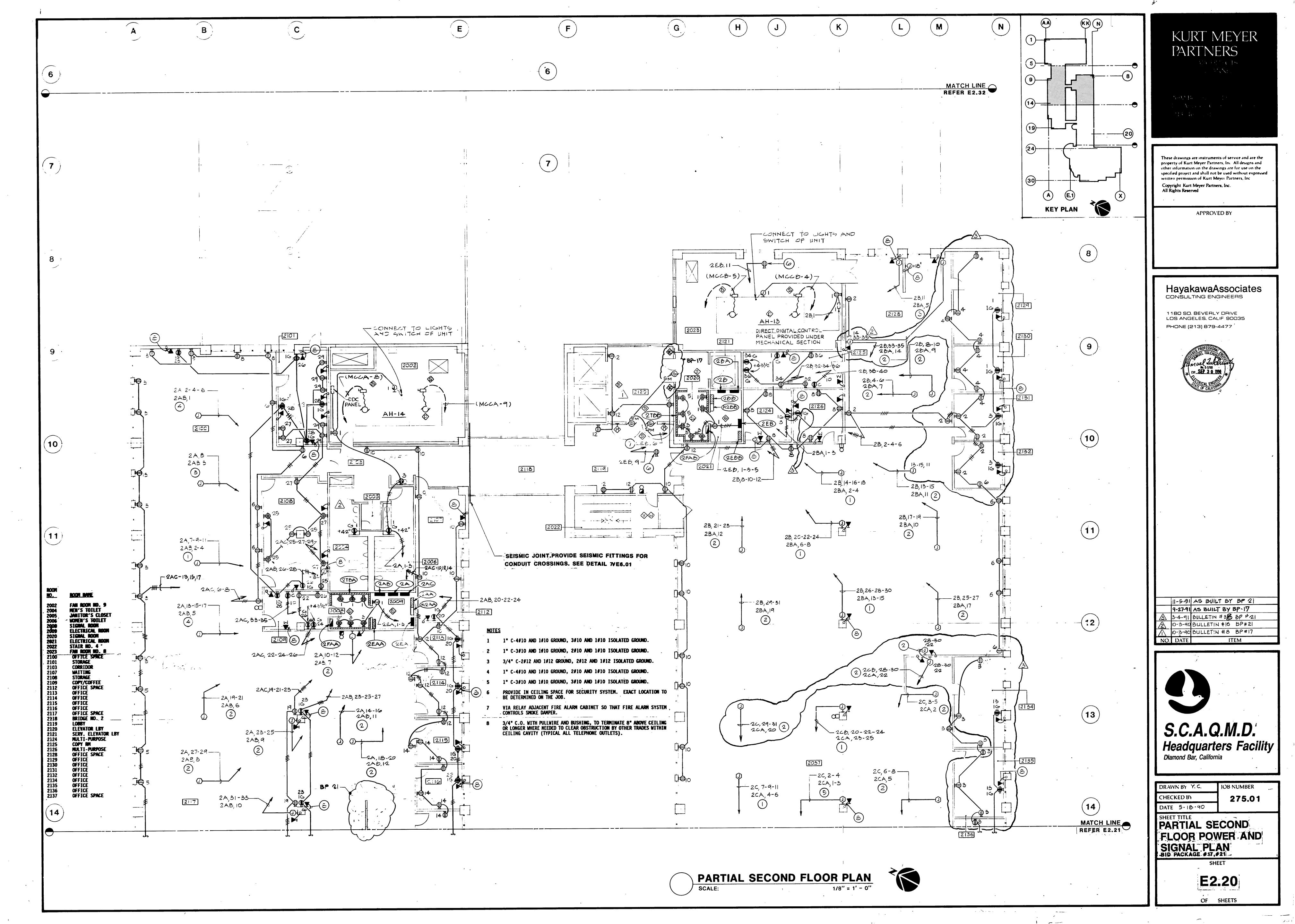
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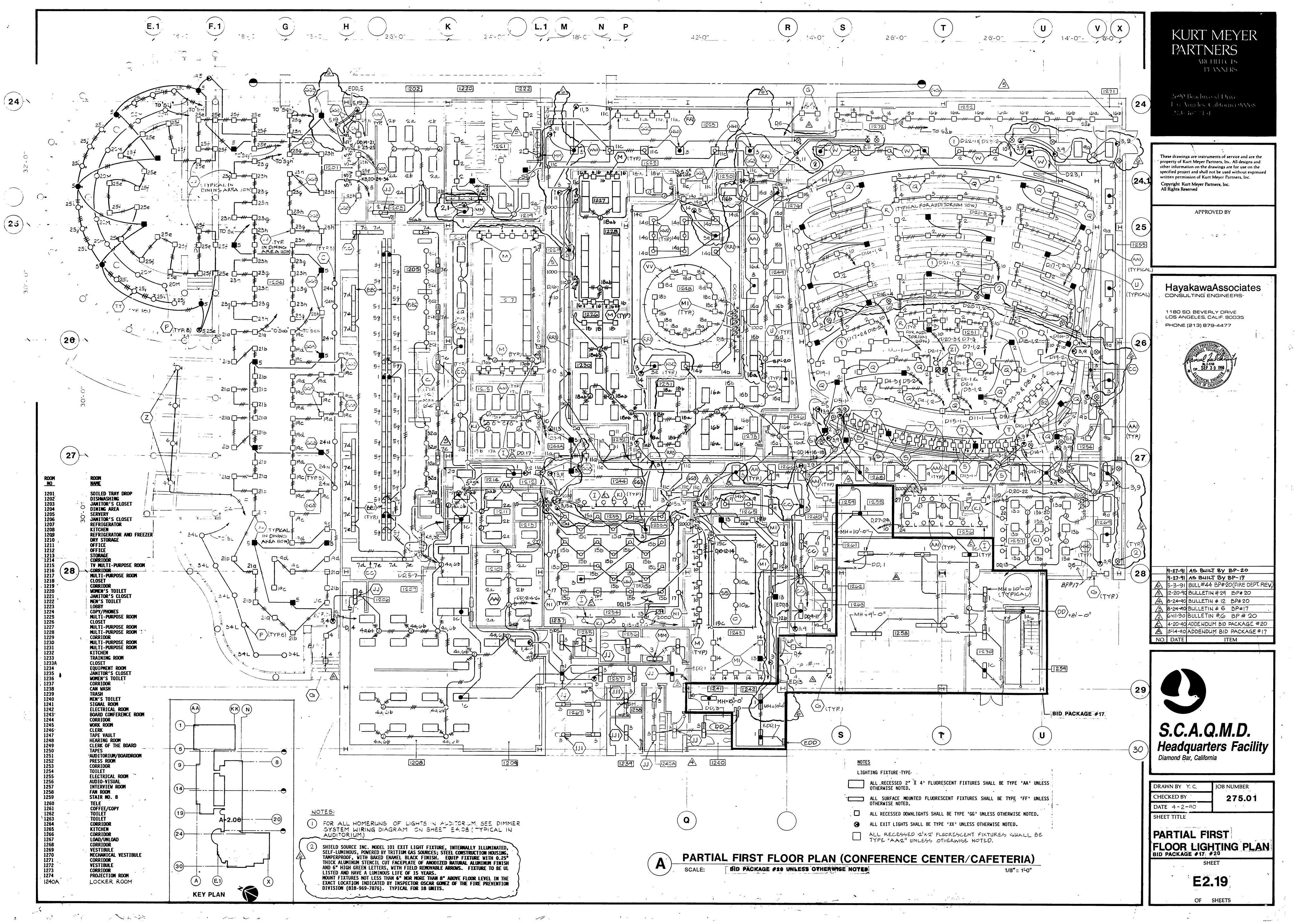
PARTIAL SECOND FLOOR POWER AND SIGNAL PLAN BID PACKAGE #17,#21

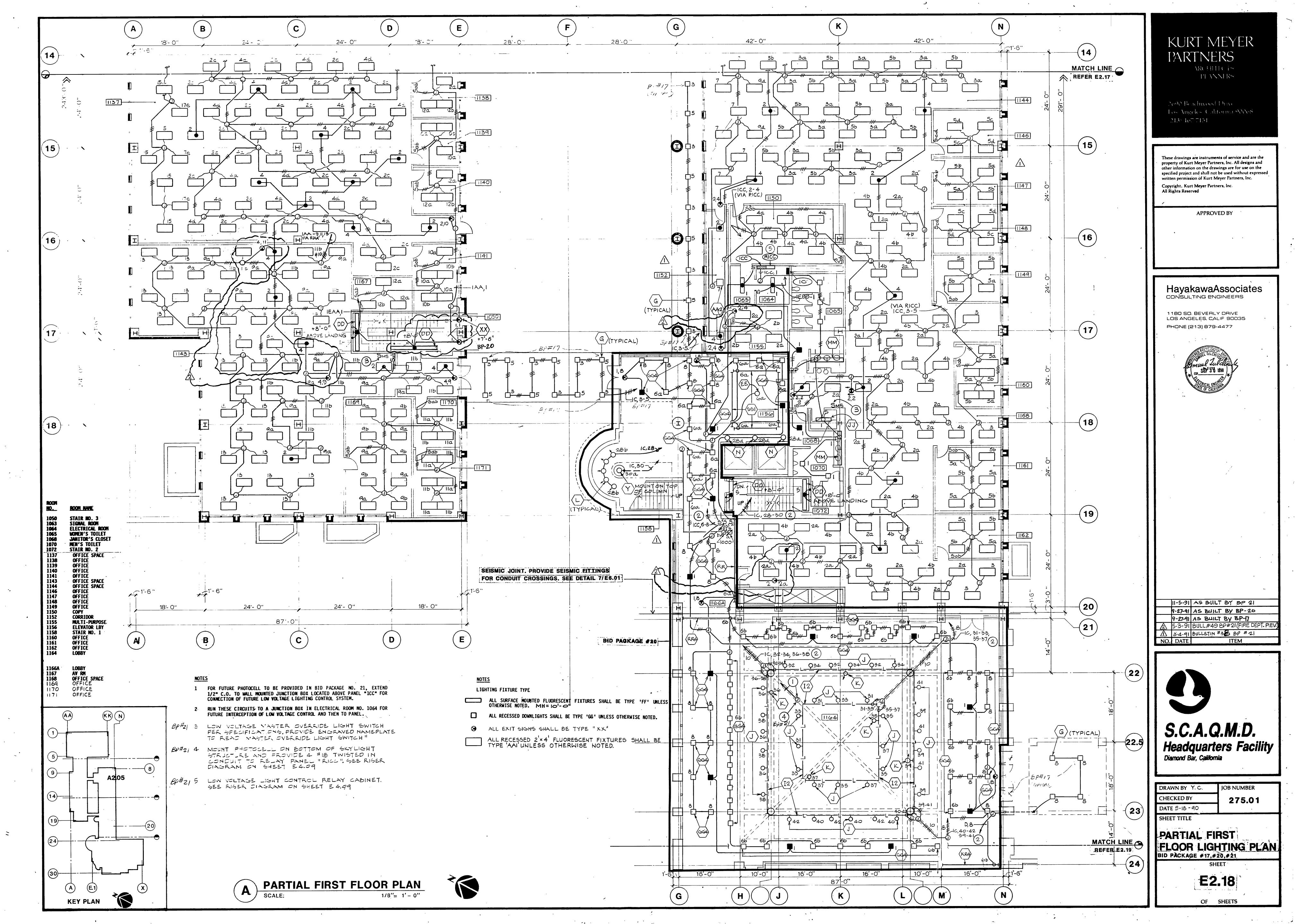
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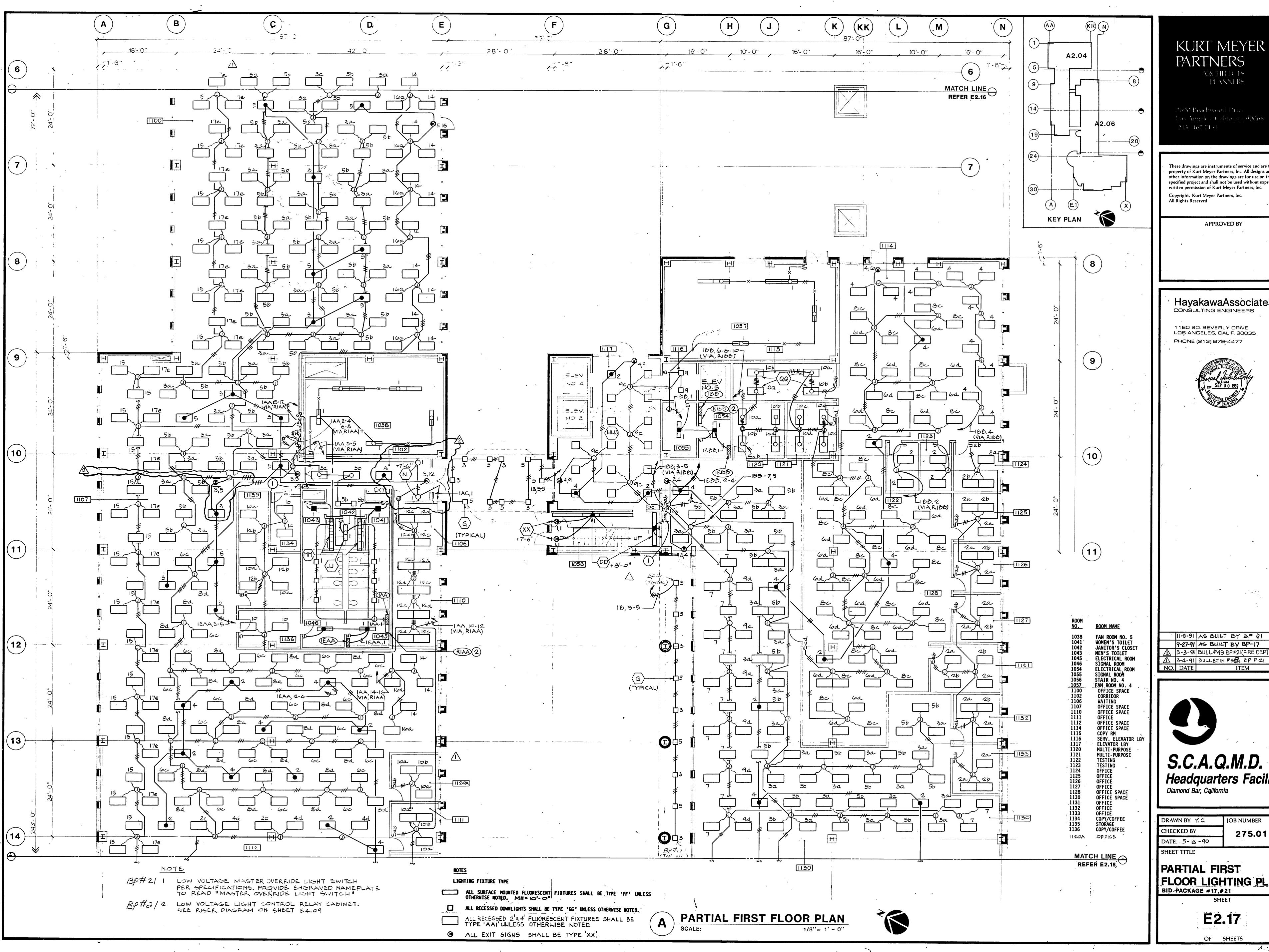
SHEET

OF SHEETS









KURT MEYER

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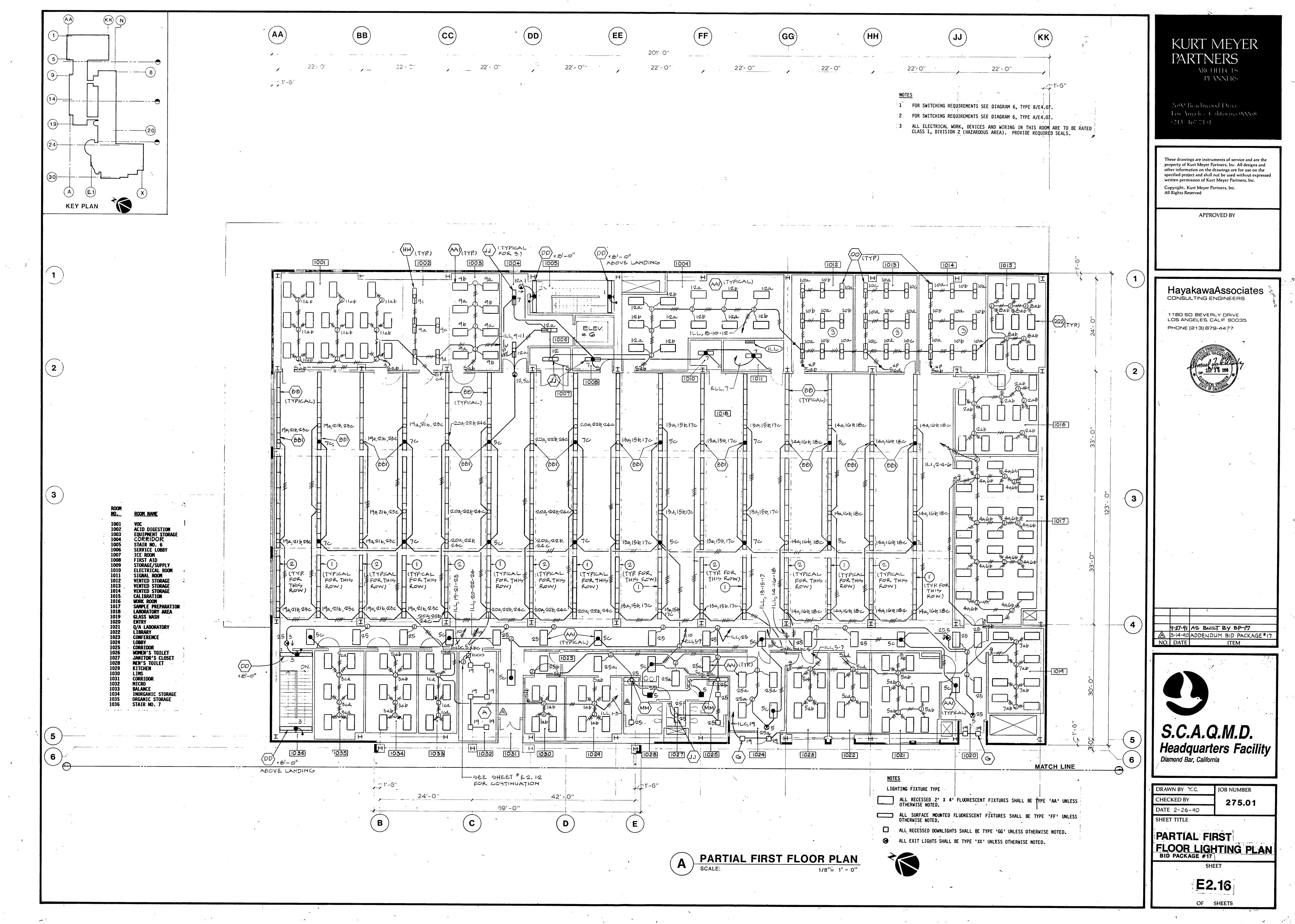
LOS ANGELES, CALIF. 90035

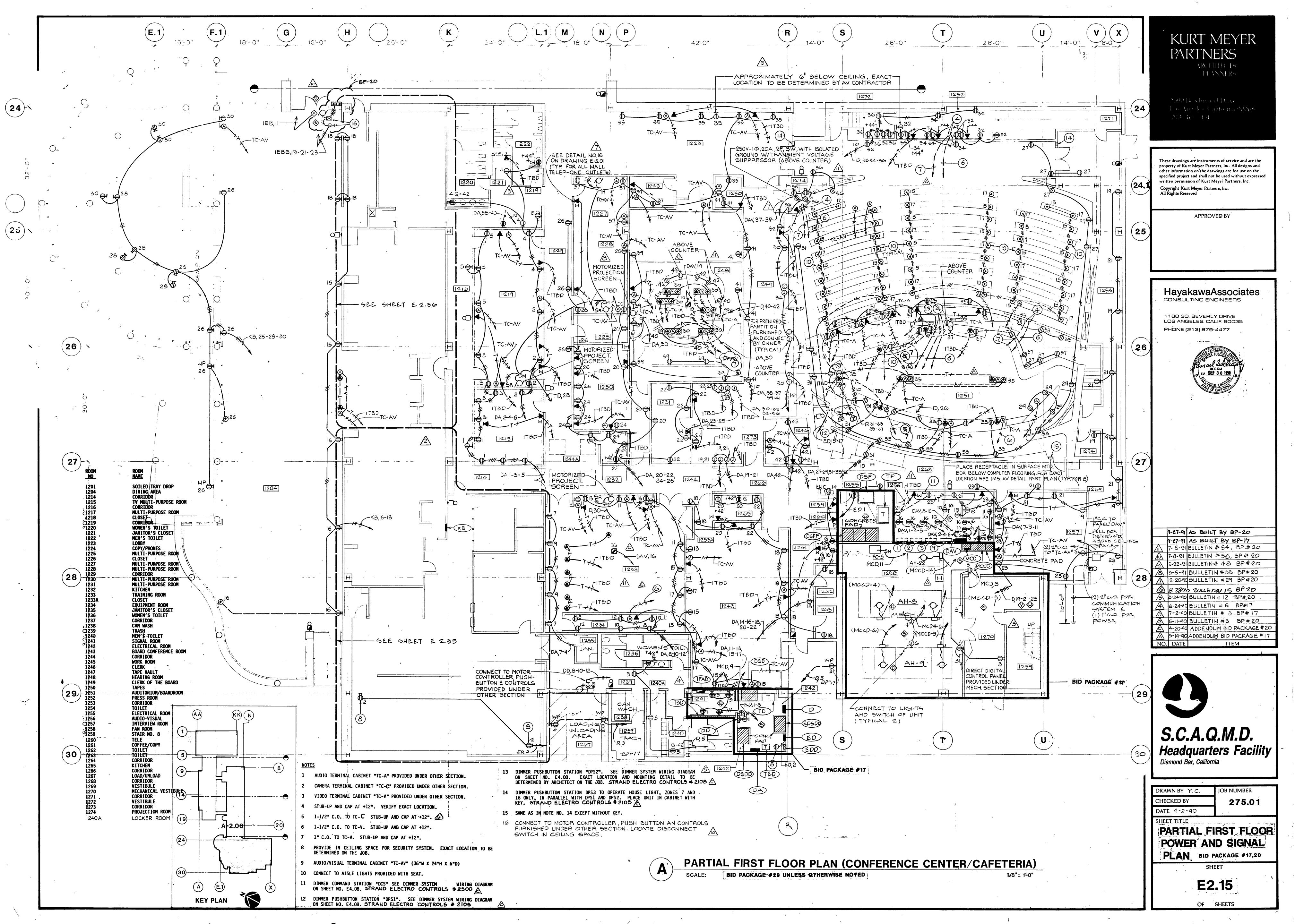


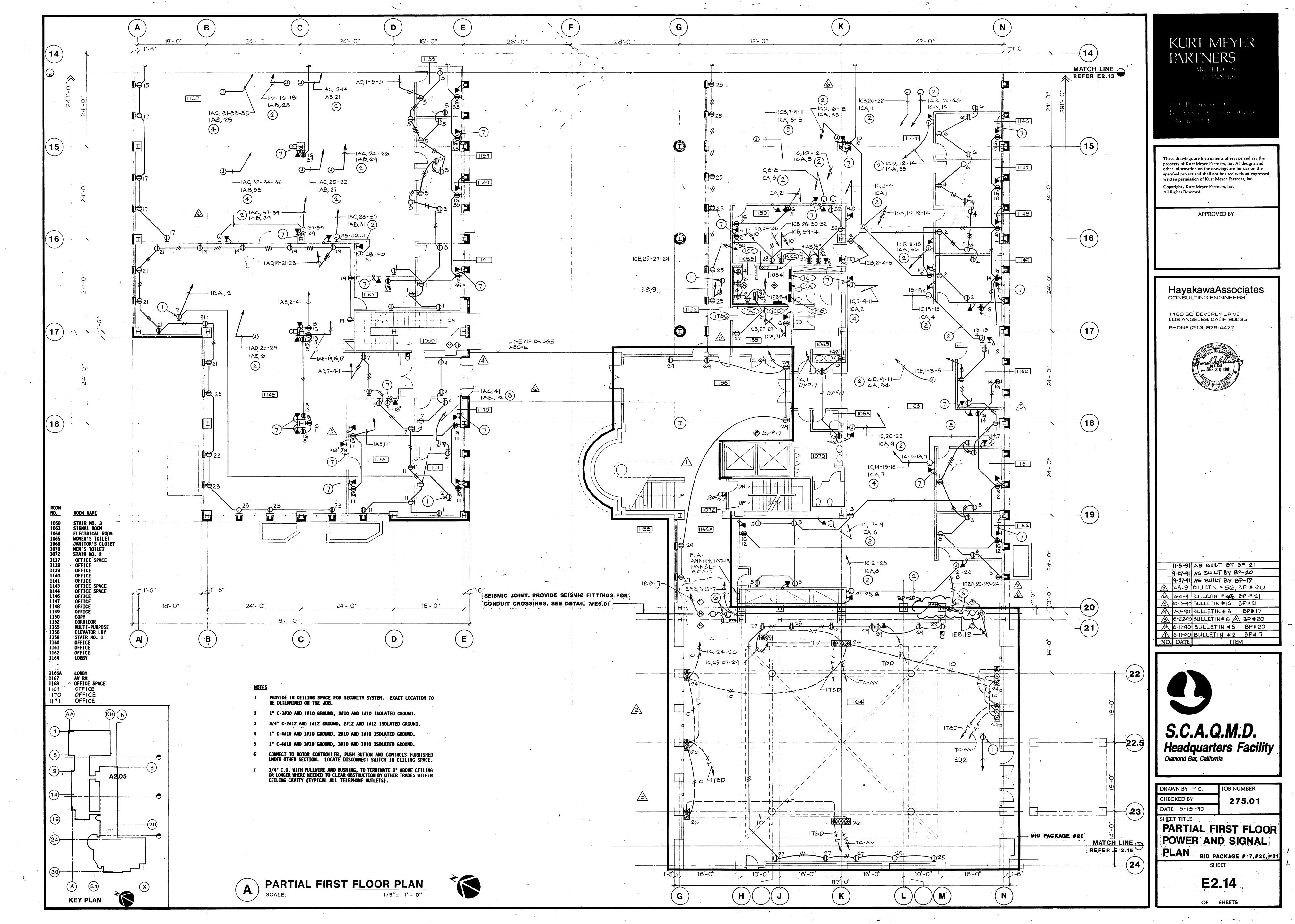
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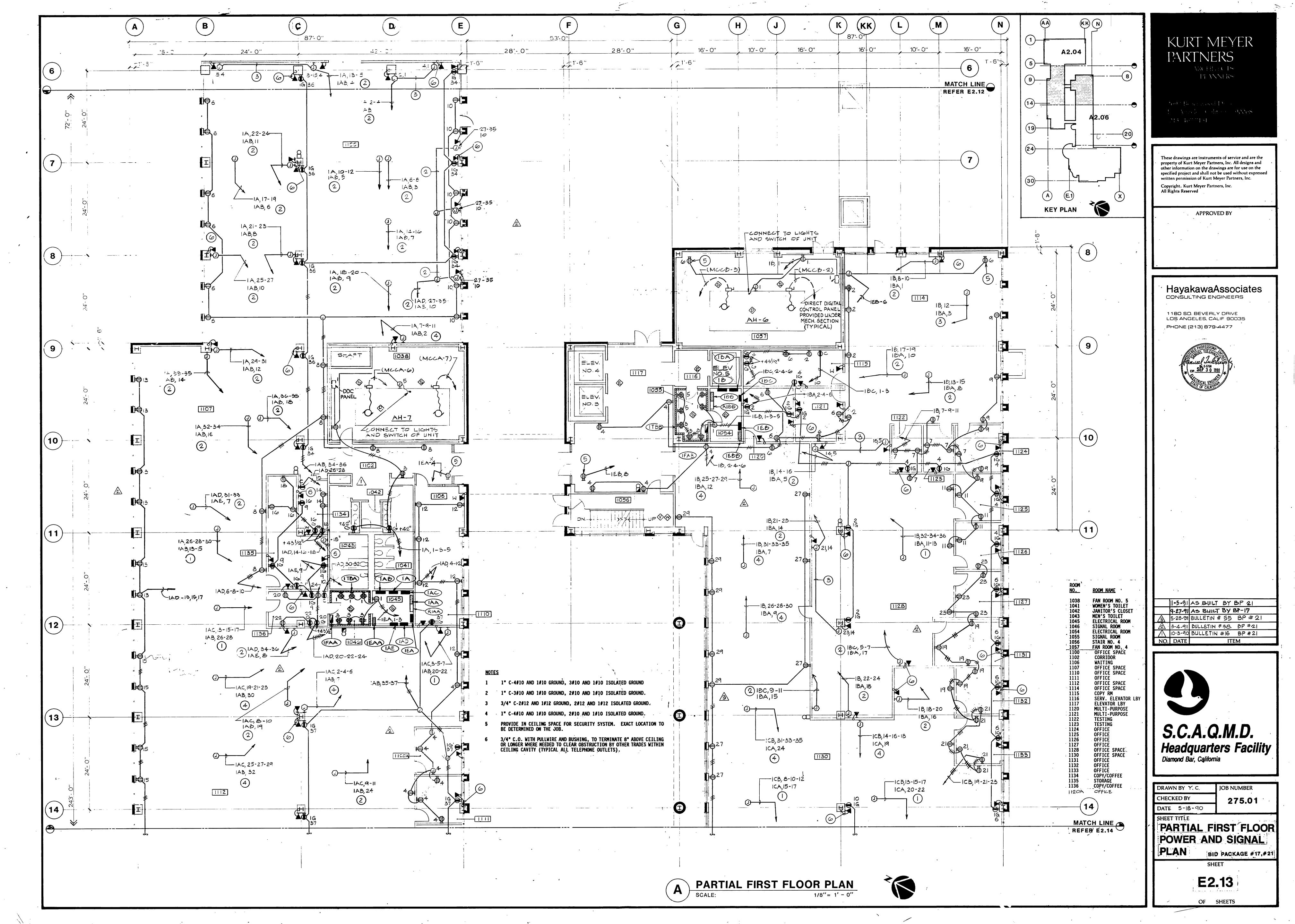
275.01

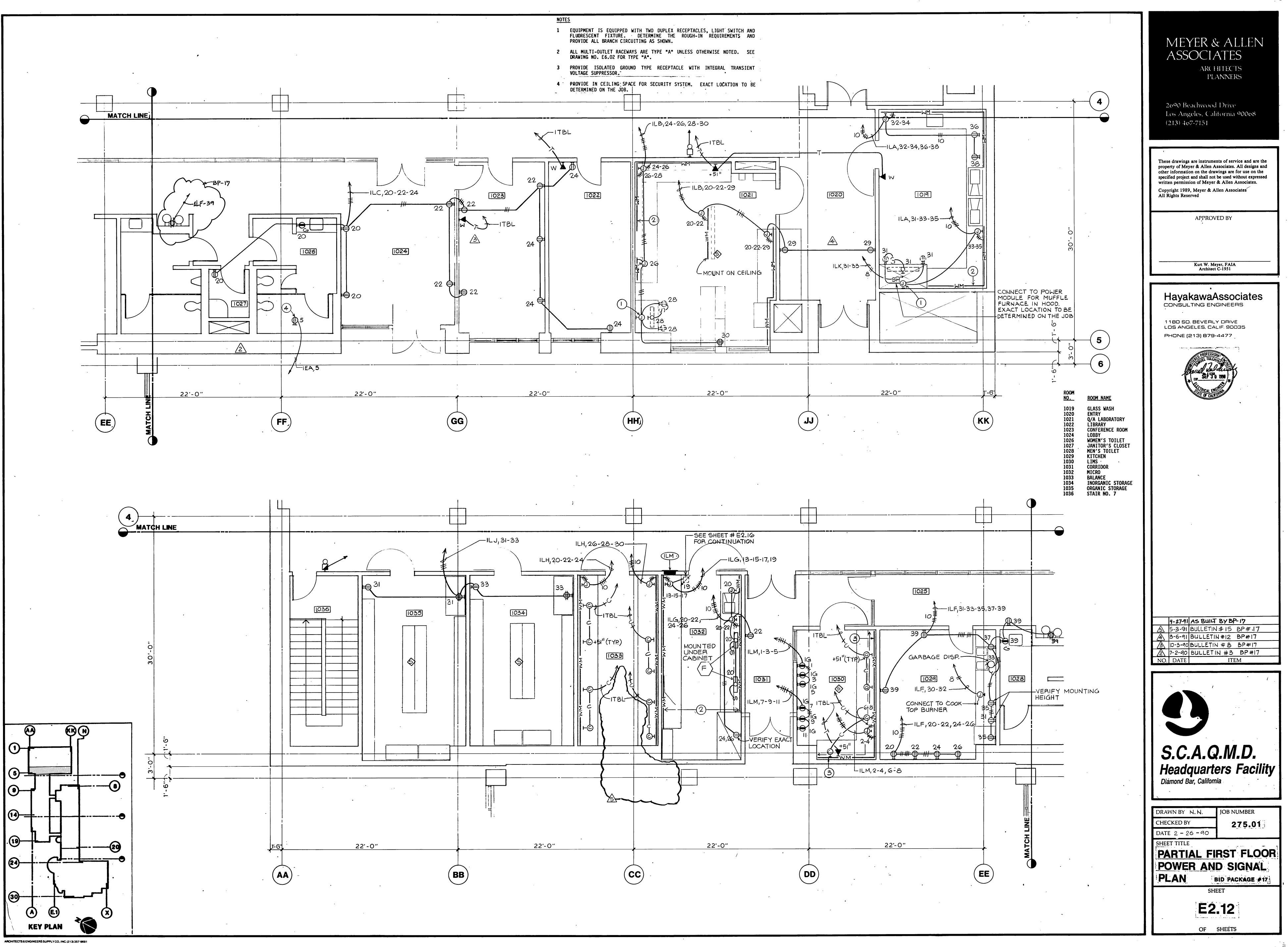
FLOOR LIGHTING PLAN











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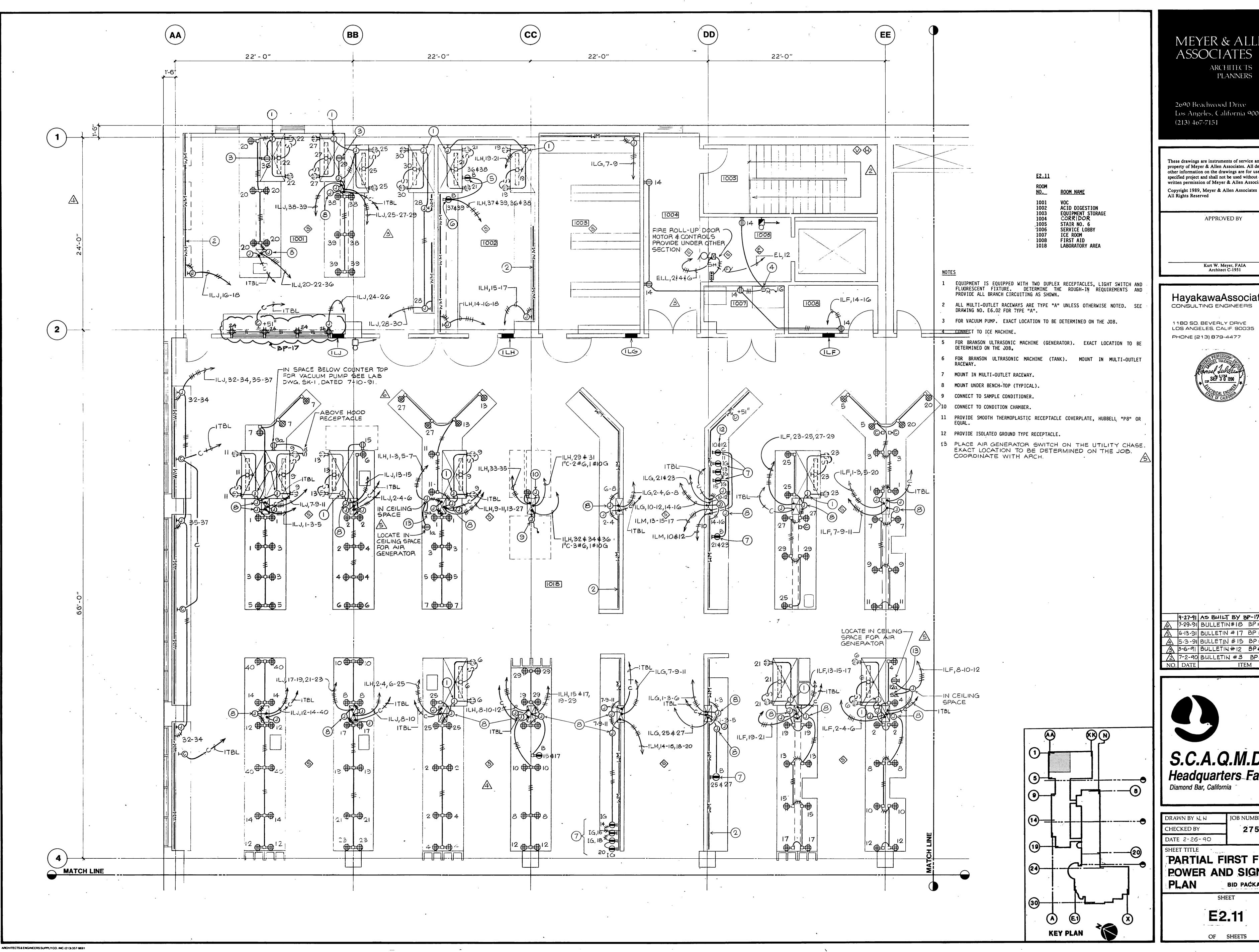
LOS ANGELES, CALIF. 90035

9-27-91 AS BUILT BY BP-17 3-6-91 BULLETIN#12 BP#17 10-3-90 BULLETIN #8 BP#17 2 7-2-90 BULLETIN #3 BP#17

S.C.A.Q.M.D.

JOB NUMBER 275.01 PARTIAL FIRST FLOOR

POWER AND SIGNAL



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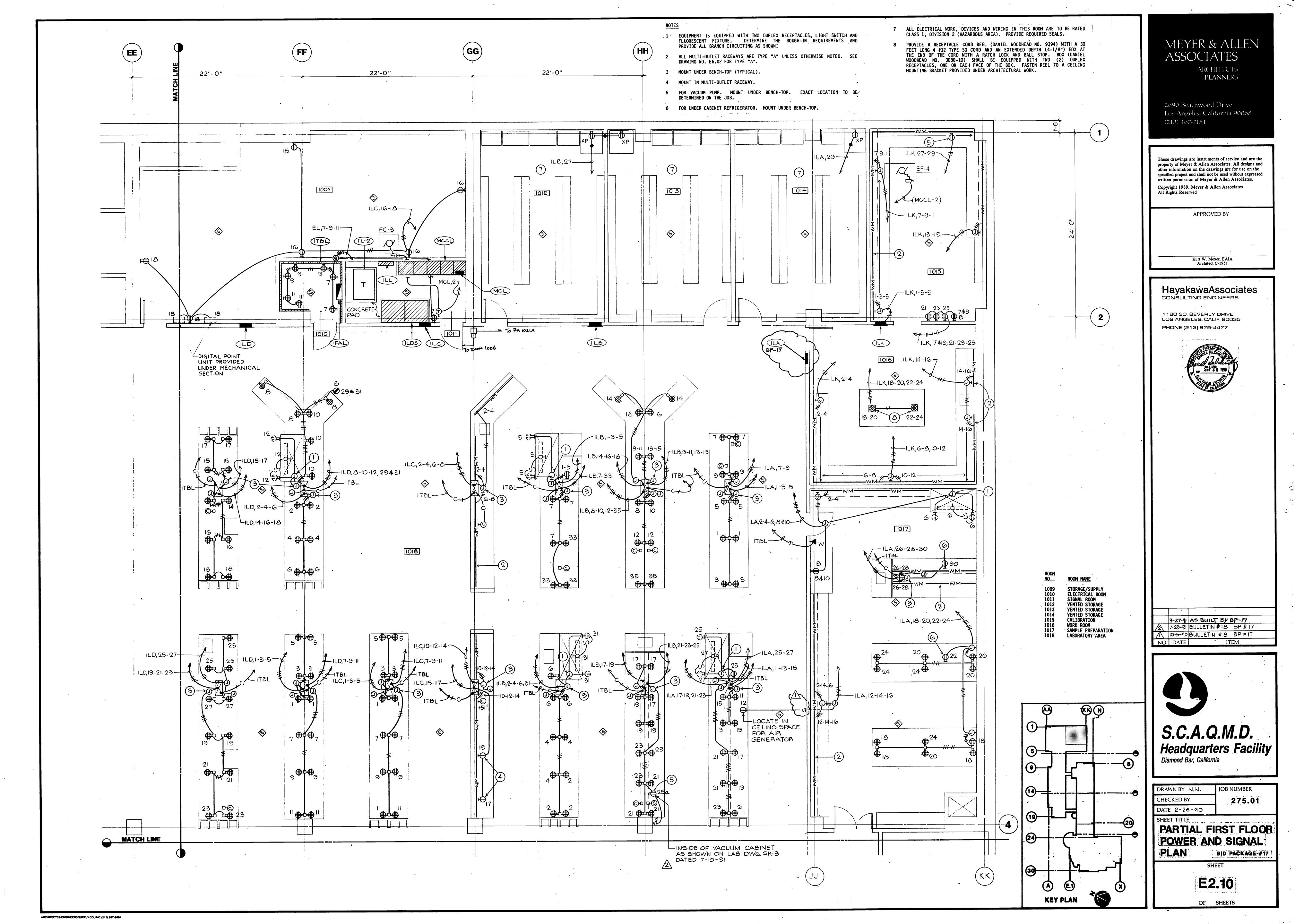
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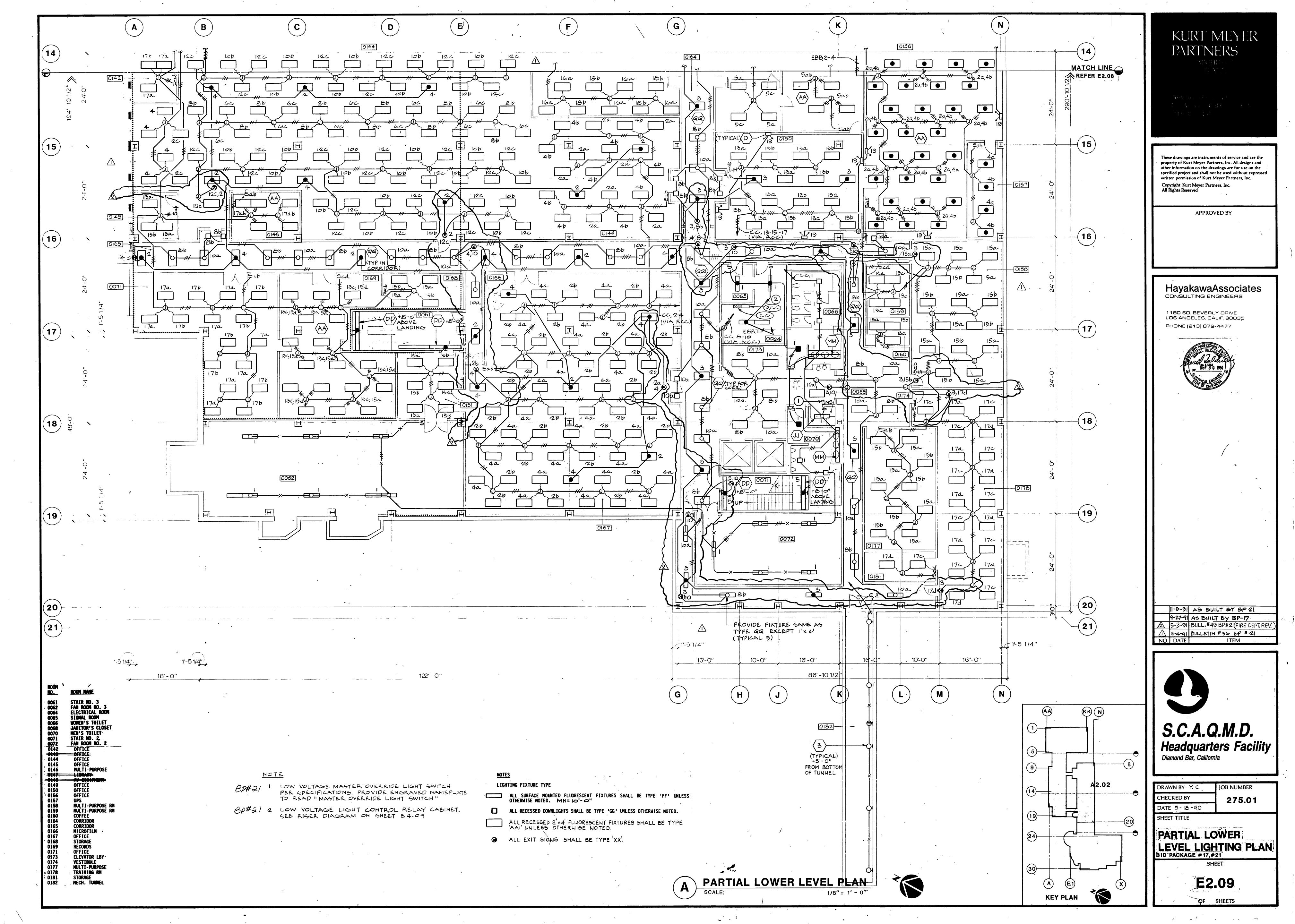
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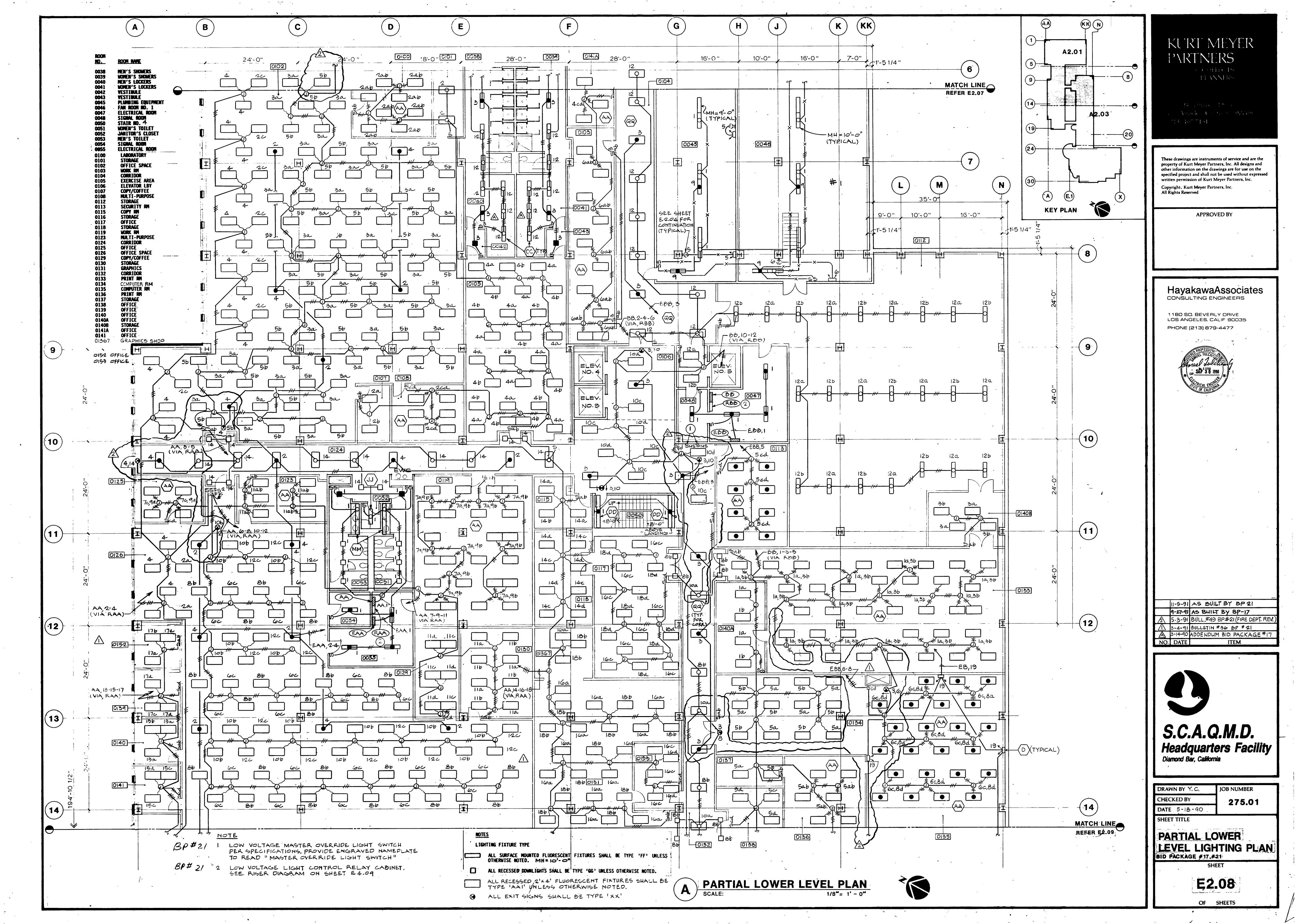
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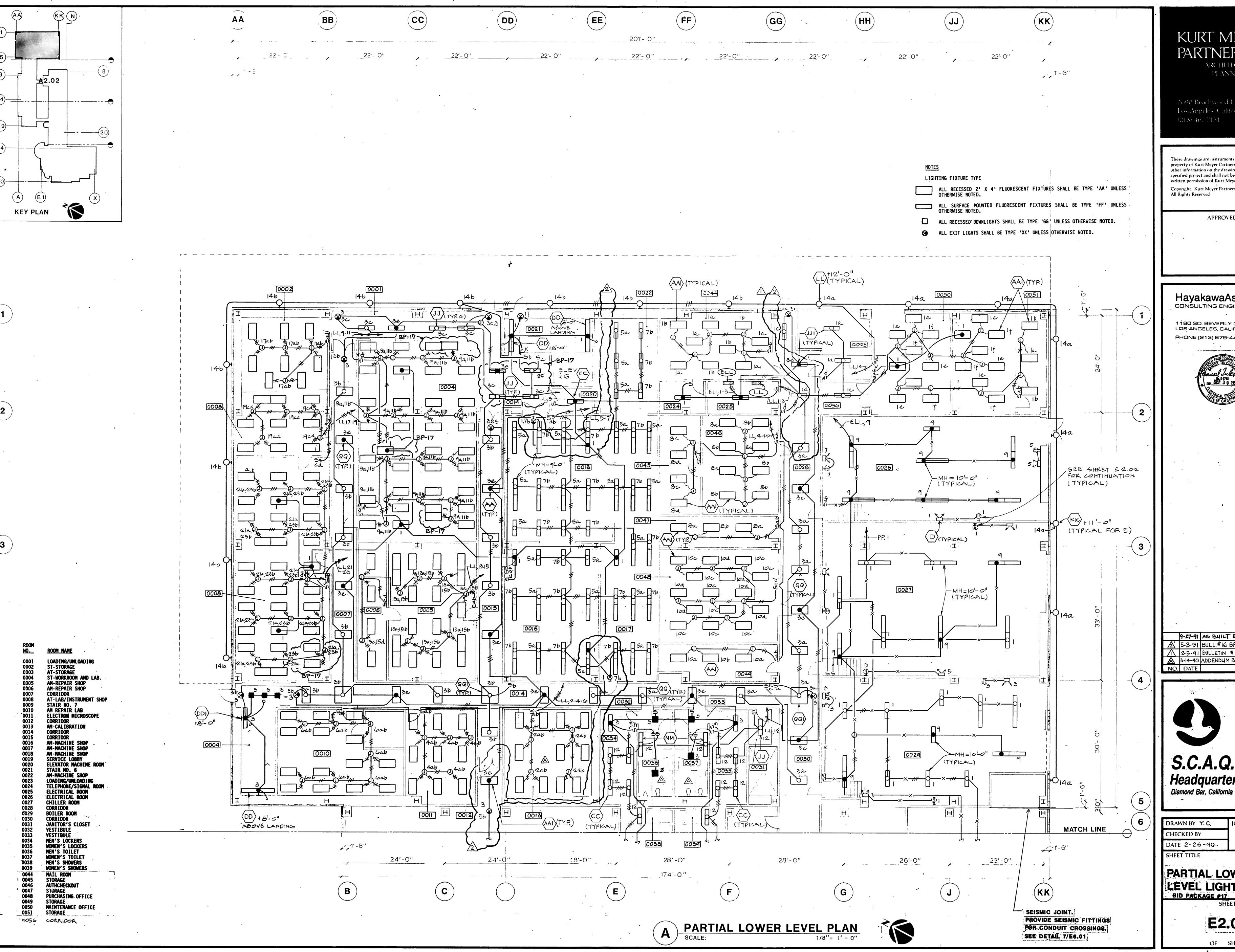
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Diamond Bar, California

275.01 PARTIAL FIRST FLOOR POWER AND SIGNAL BID PACKAGE #17









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1 2-5-91 BULLETIN # 10 BP # 17 A 3-14-90 ADDENDUM BID PACKAGE #17



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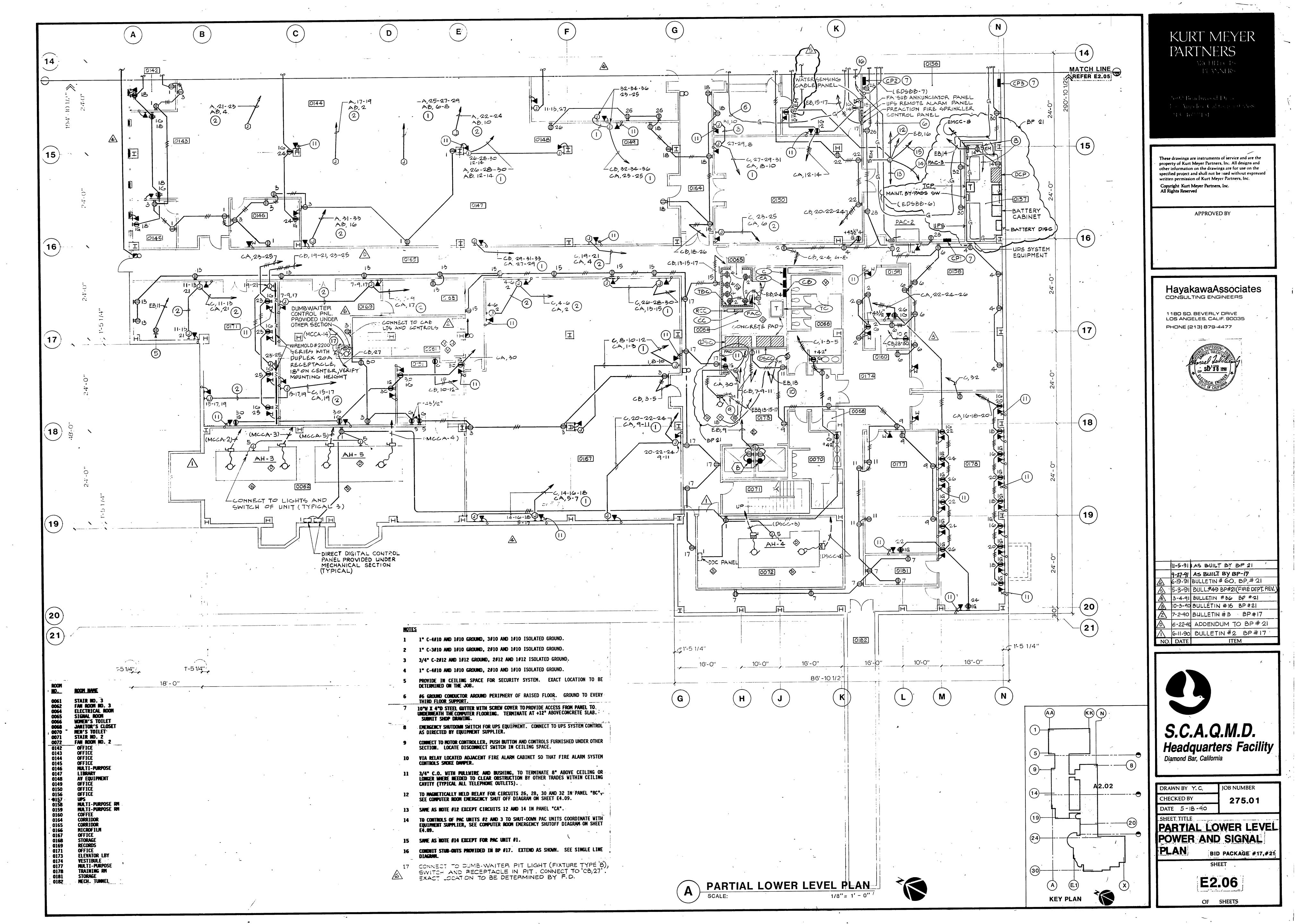
JOB NUMBER DRAWN BY Y.C. CHECKED BY 275.01 DATE 2-26-90-

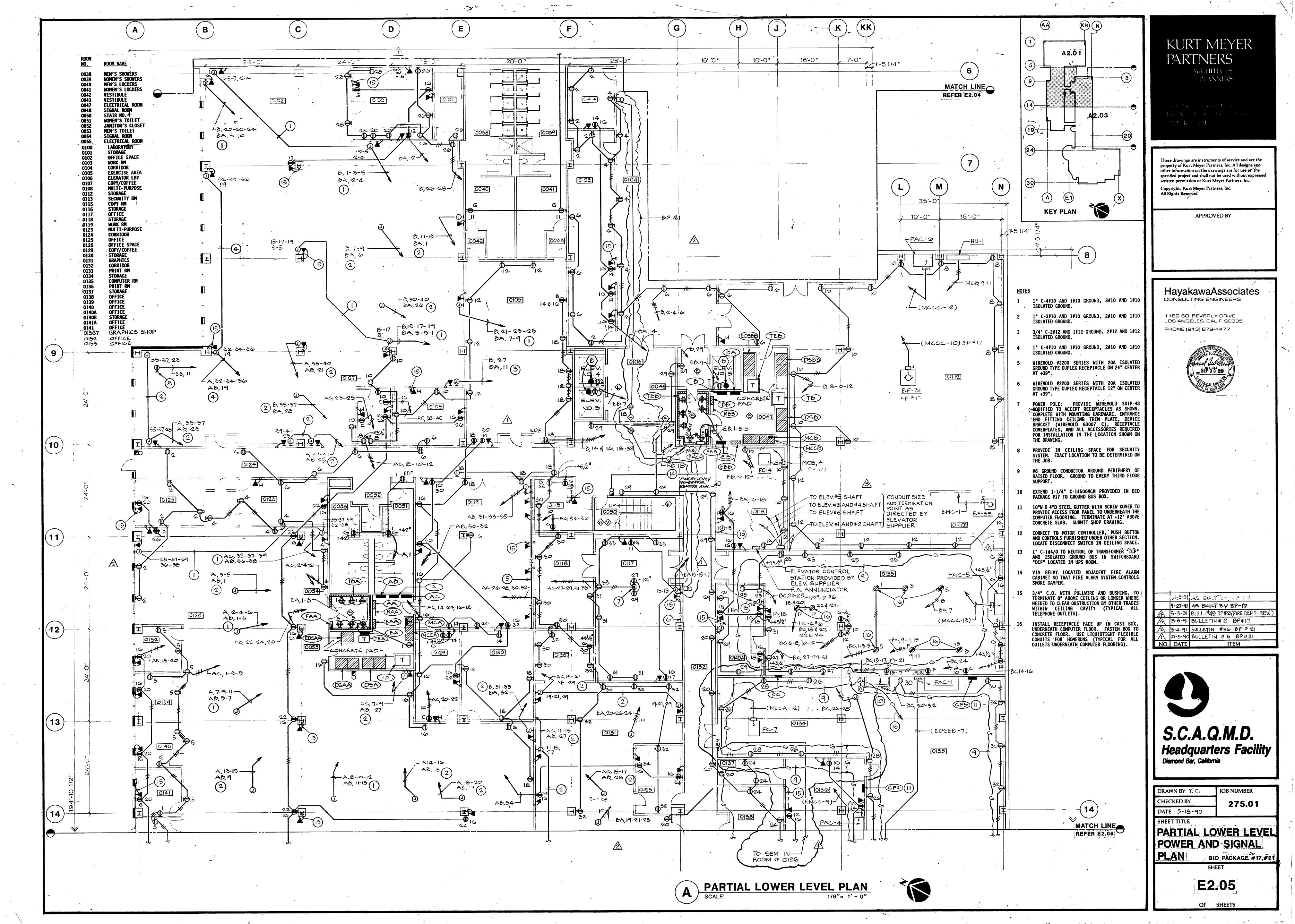
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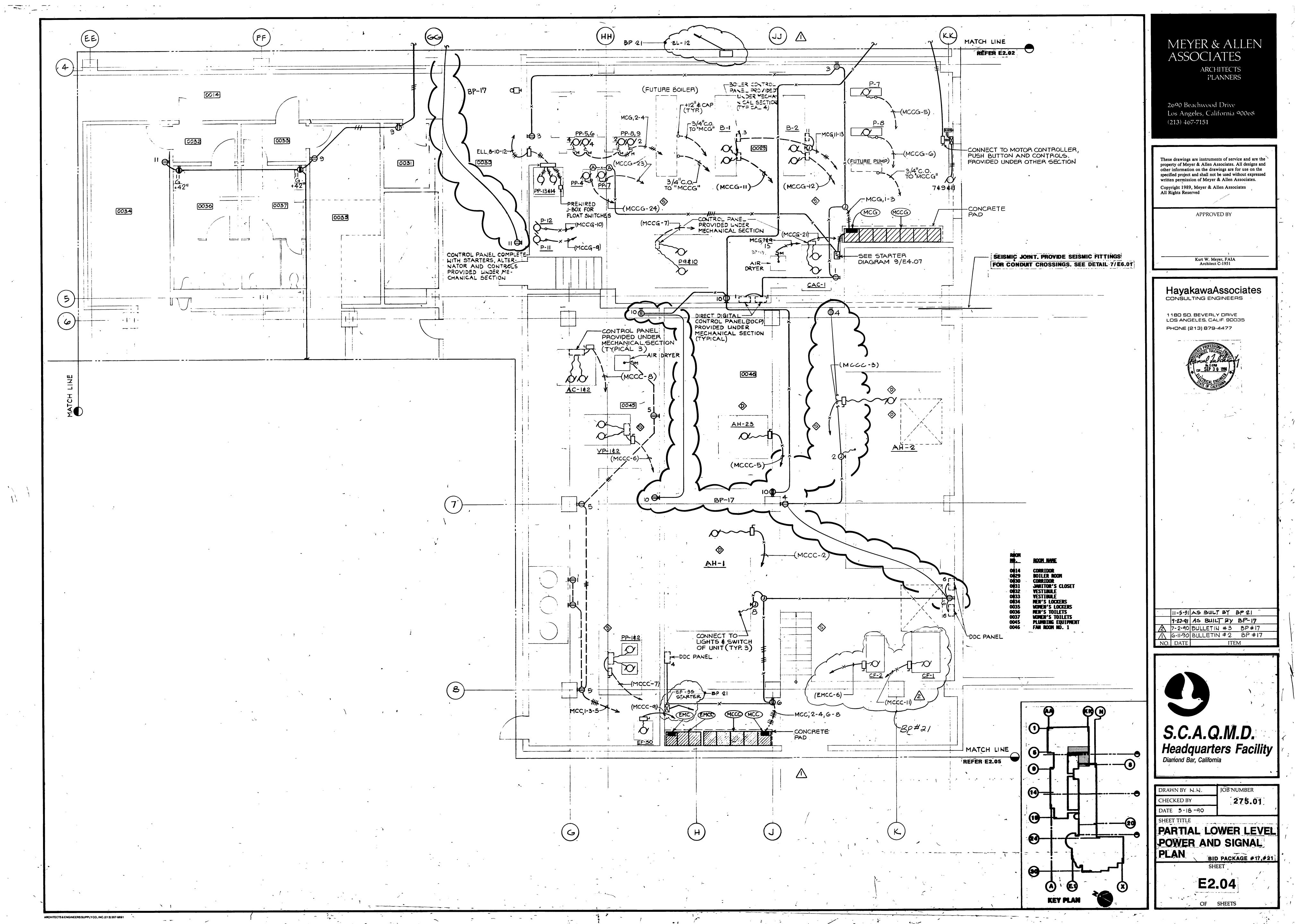
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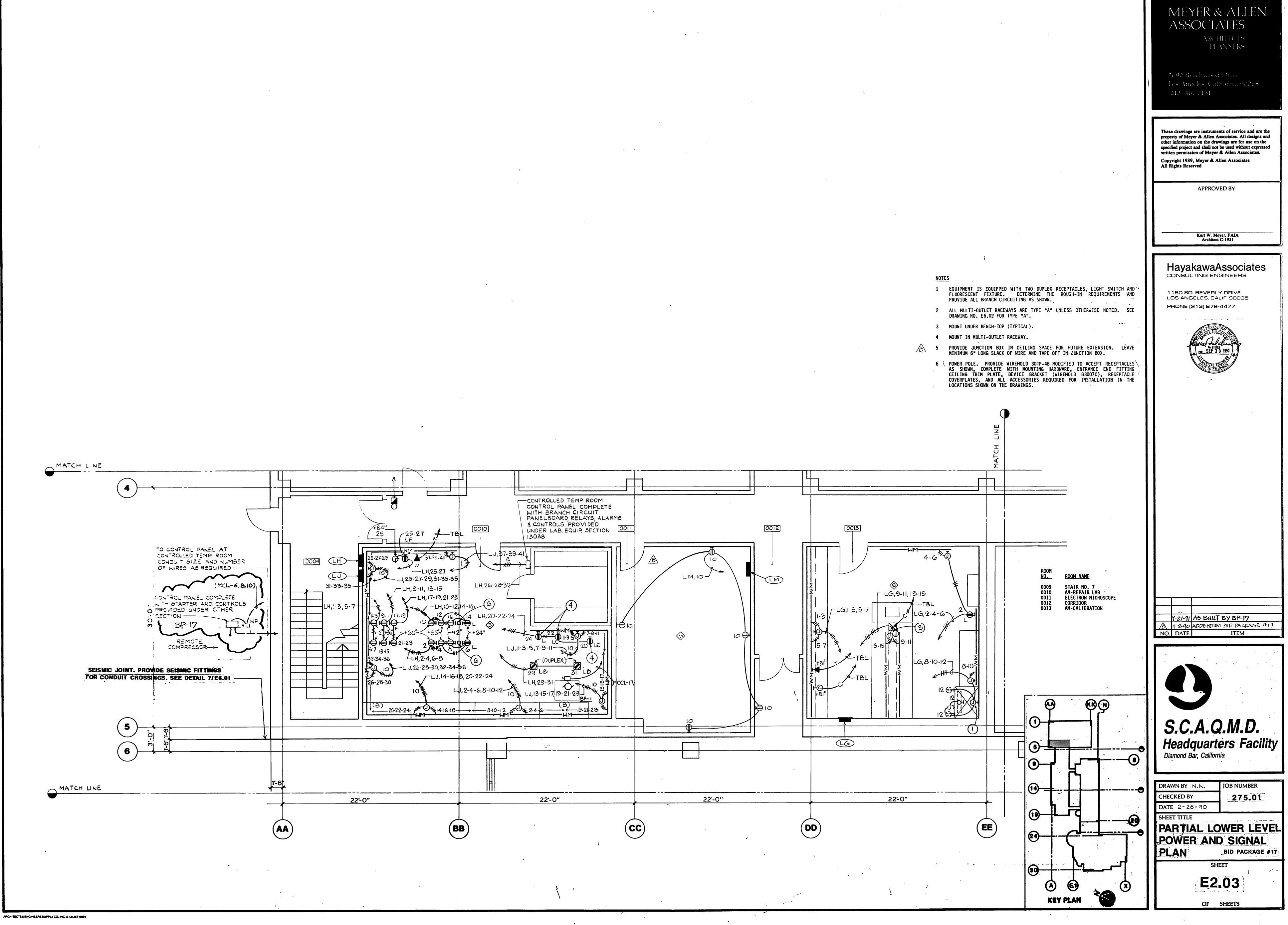
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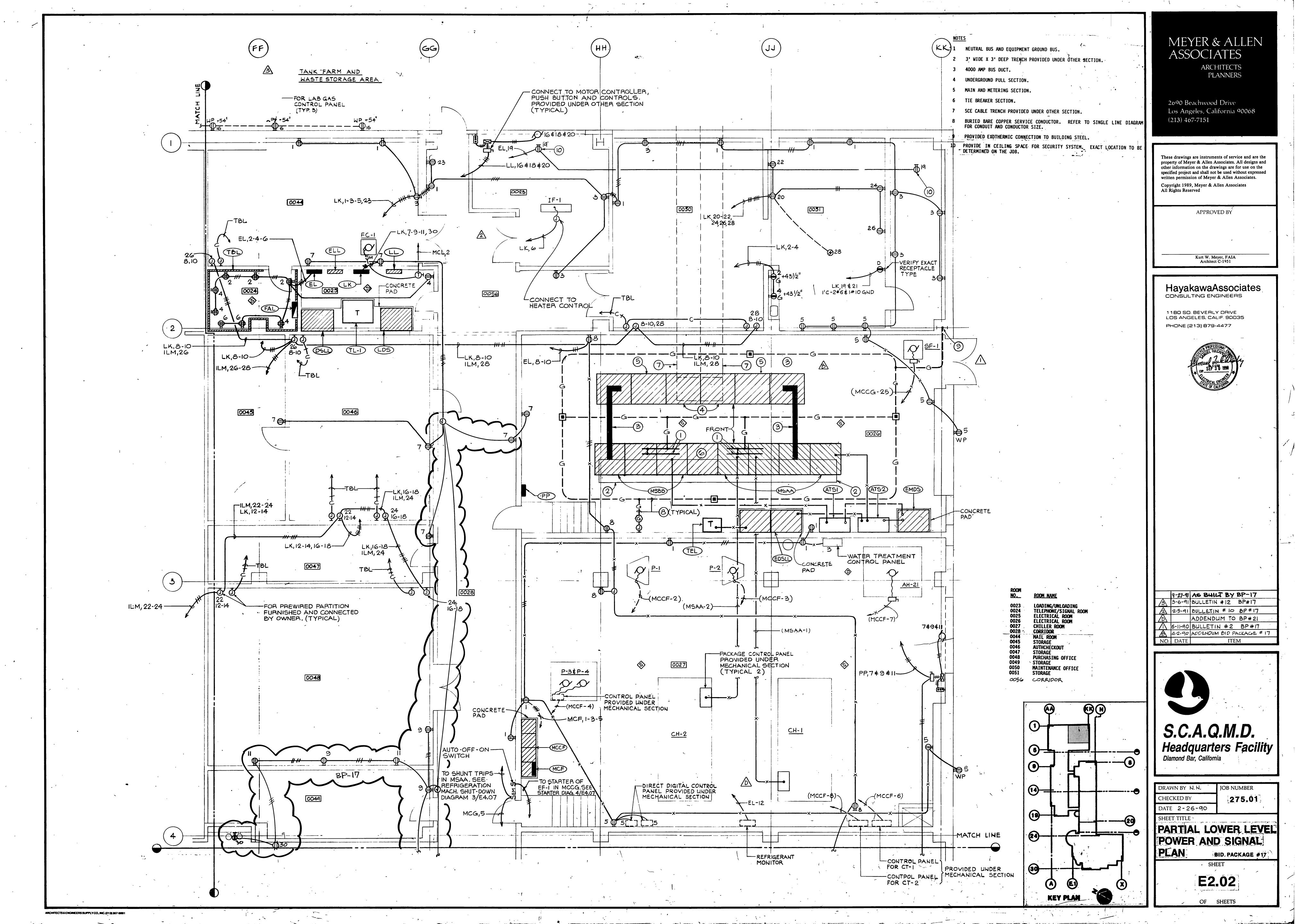
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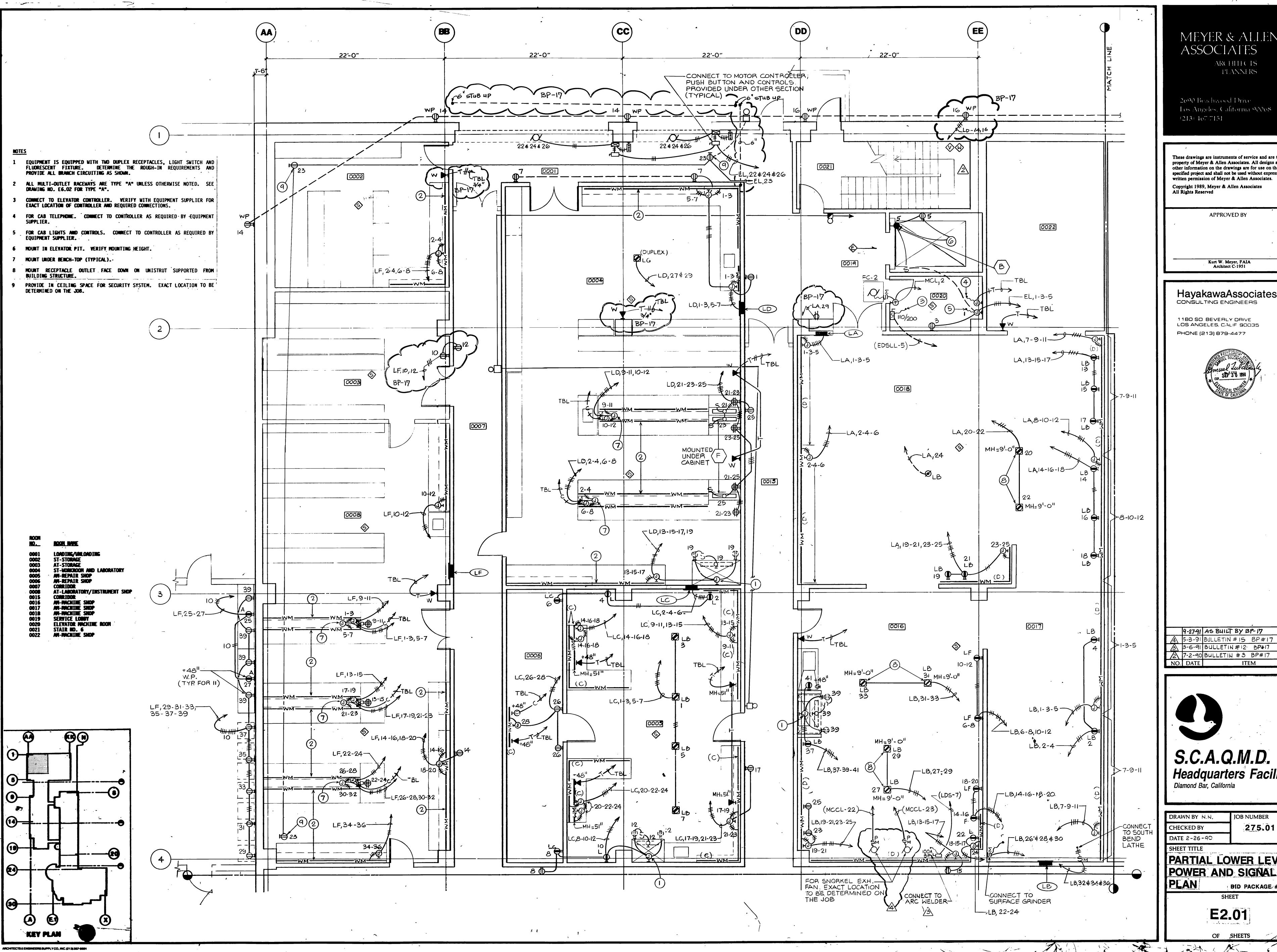
# HayakawaAssociates

B 4.2-90 ADDENDUM BID PACKAGE #17

S.C.A.Q.M.D.

275,01



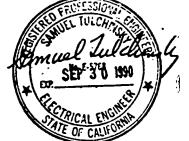


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9-27-91 AS BUILT BY BP-17

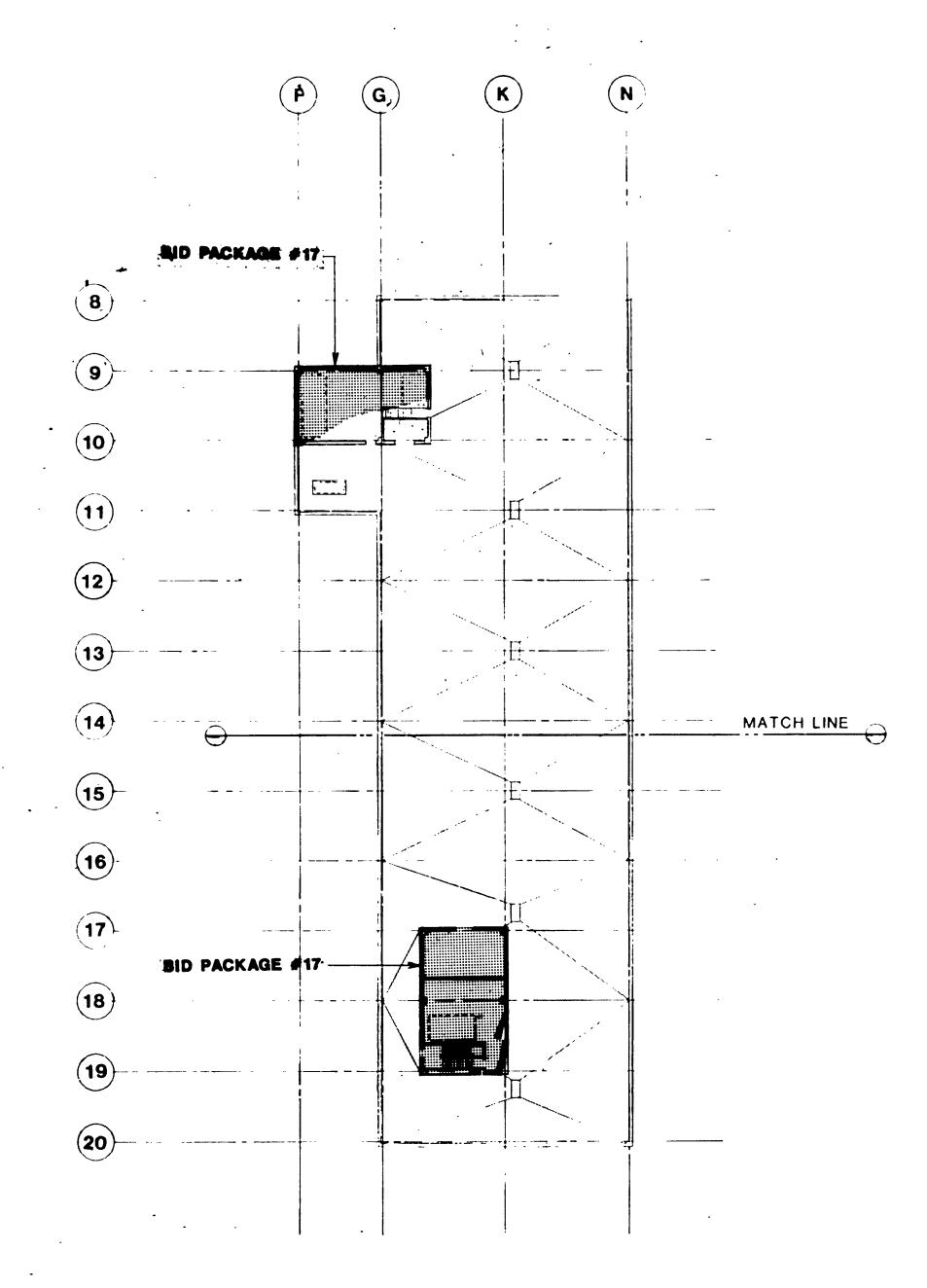
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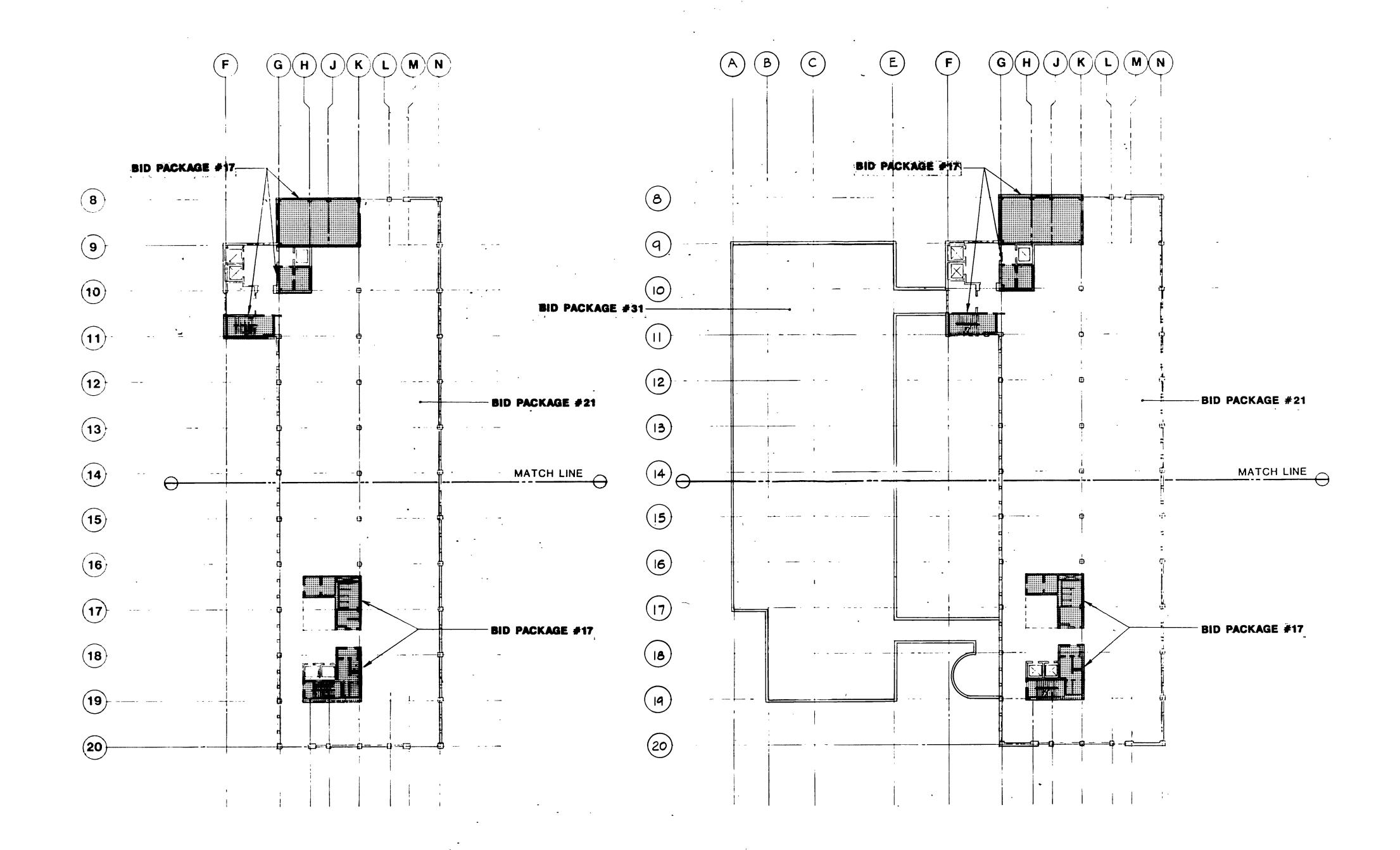
Headquarters Facility
Diamond Bar, California

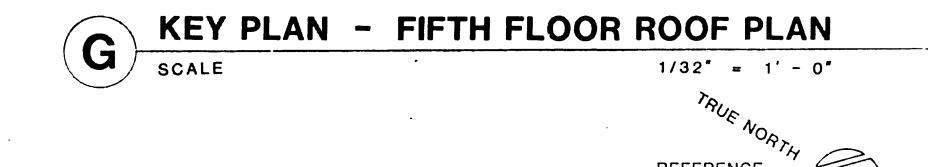
JOB NUMBER 275.01

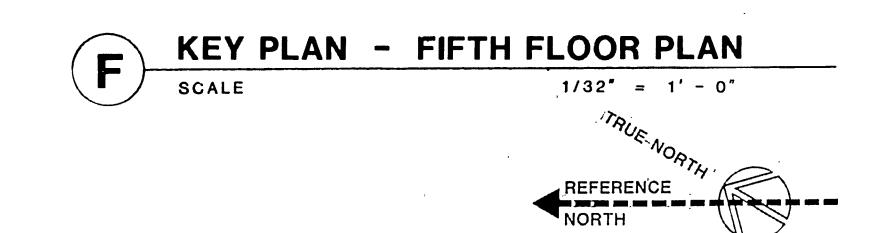
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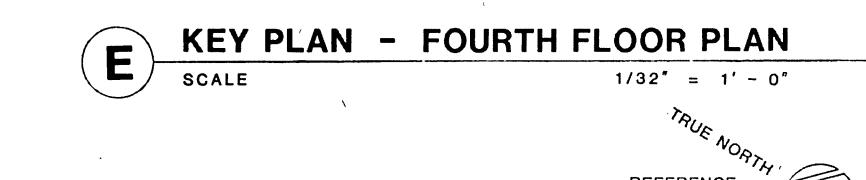
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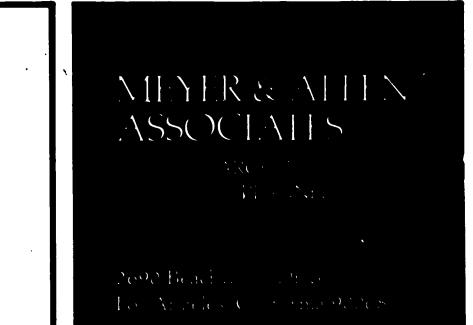












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APPROVED BY

Kurt W. Meyer, FAIA Architect C-1951

HayakawaAssociates consulting engineers

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9-27-91 AS BUILT BY: BP-20
9-27-91 AS BUILT BY BP-17
NO. DATE ITEM



		•
DRAWN B	Y CAD	JOB NUMBER
CHECKED	) BY	<b>275.01.00</b>
DATE		

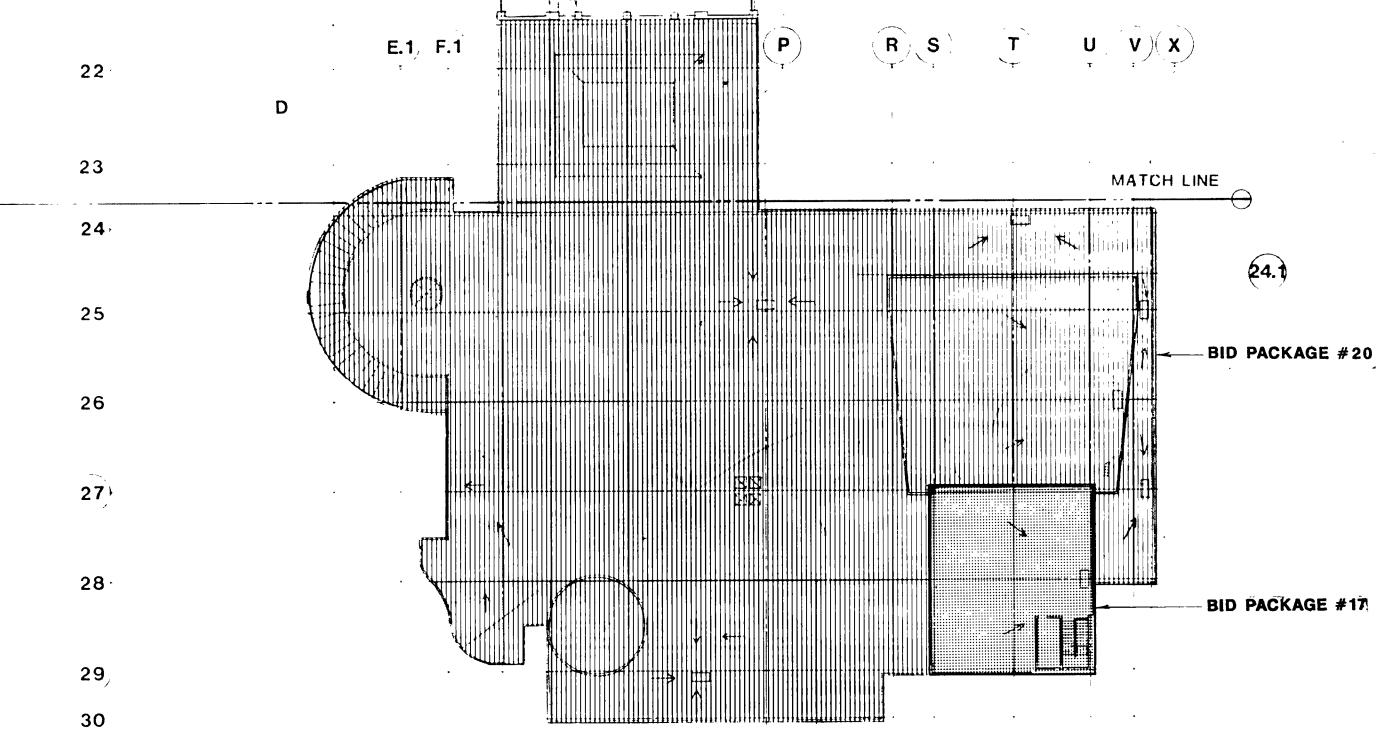
FOURTH, FIFTH FLOOR
AND ROOF PLAN

BD PACKAGE #17,20,21,#31

E-1.13

. Or currie 3 : SID PACKAGE #17

BID PACKAGE #17



C KEY PLAN - SECOND FLOOR PLAN

SCALE

1/32" = 1'-0"



ASSOCIATIS

2690 Beach
Los Angele (c. 213-467 (18))

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MATCH LINE

MATCH LINE

Kurt W. Meyer, FAIA Architect C-1951

HayakawaAssociates consulting engineers

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9-27-91 AS BUILT BY BP-20
9-27-91 AS BUILT BY BP-17
NO. DATE ITEM



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Headquarters Facility

Diamond Bar, California

DRAWN BY CAD JOB NUMBER

CHECKED BY

DATE

275.01.00

SHEET TITLE
KEY PLAN

SECOND AND THIRD FLOOR PLAN

BID PACKAGE | #17,20,21,31

E-1.12

3

**D** KEY PLAN - THIRD FLOOR PLAN

1/32' = 1' - 0"

A B C K N

BID PACKAGE #17 ---

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- + ----

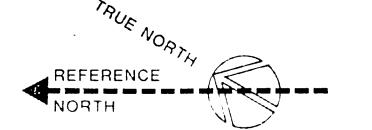
BID PACKAGE #31-

BID PACKAGE #31

(11)

12

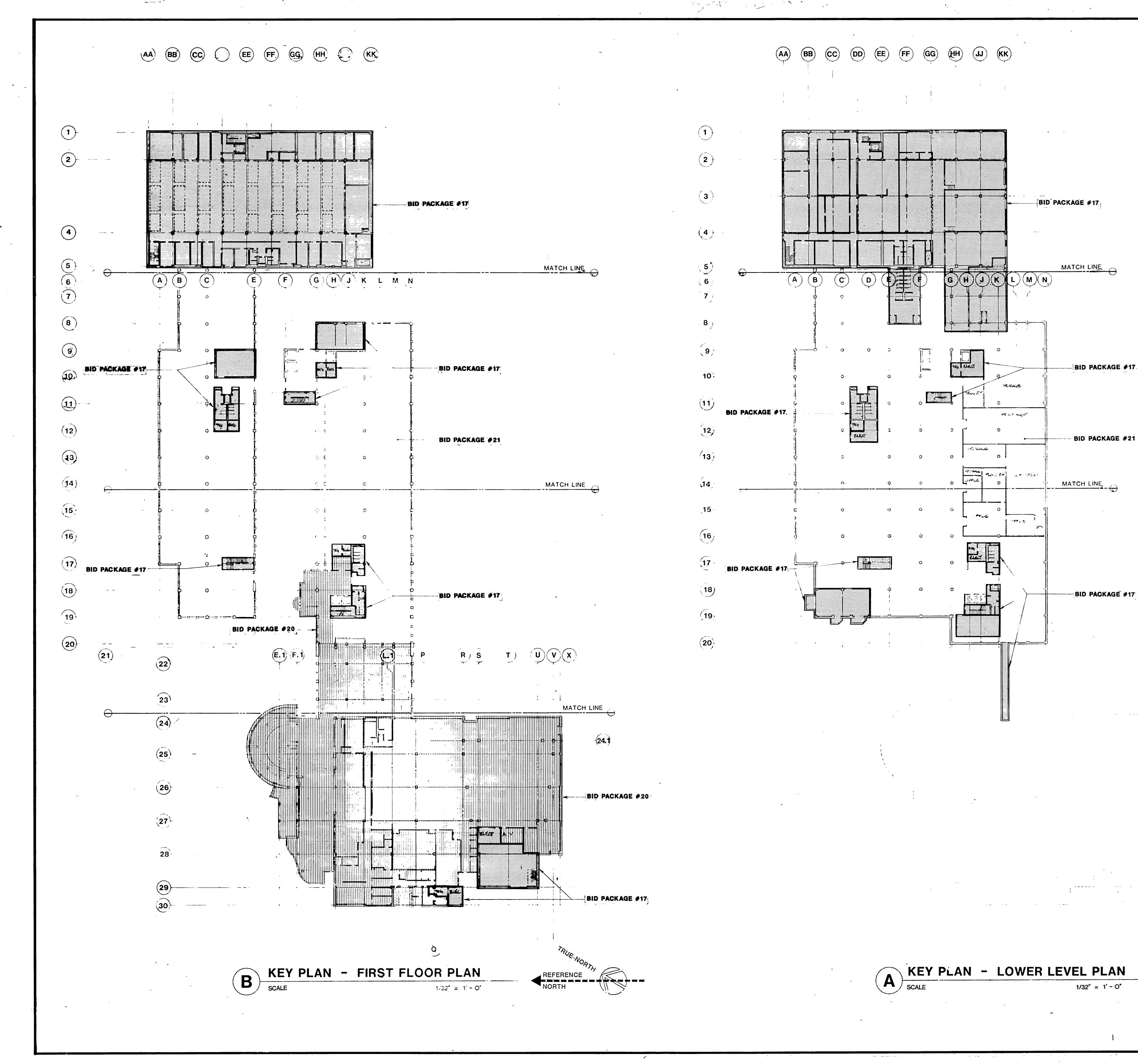
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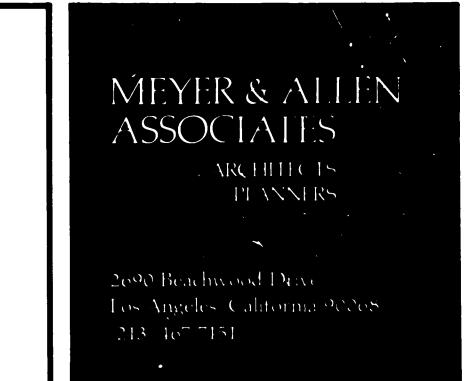


BID PACKAGE #21

MATCH LINE

BID PACKAGE #17





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9-27-91 AS BUILT BY BP-20 9-27-91 AS BUILT BY BP-17



S.C.A.Q.M.D.

Headquarters Facility

Diamond Bar, California

DRAWN BY CAD

CHECKED BY

DATE 5-18-90

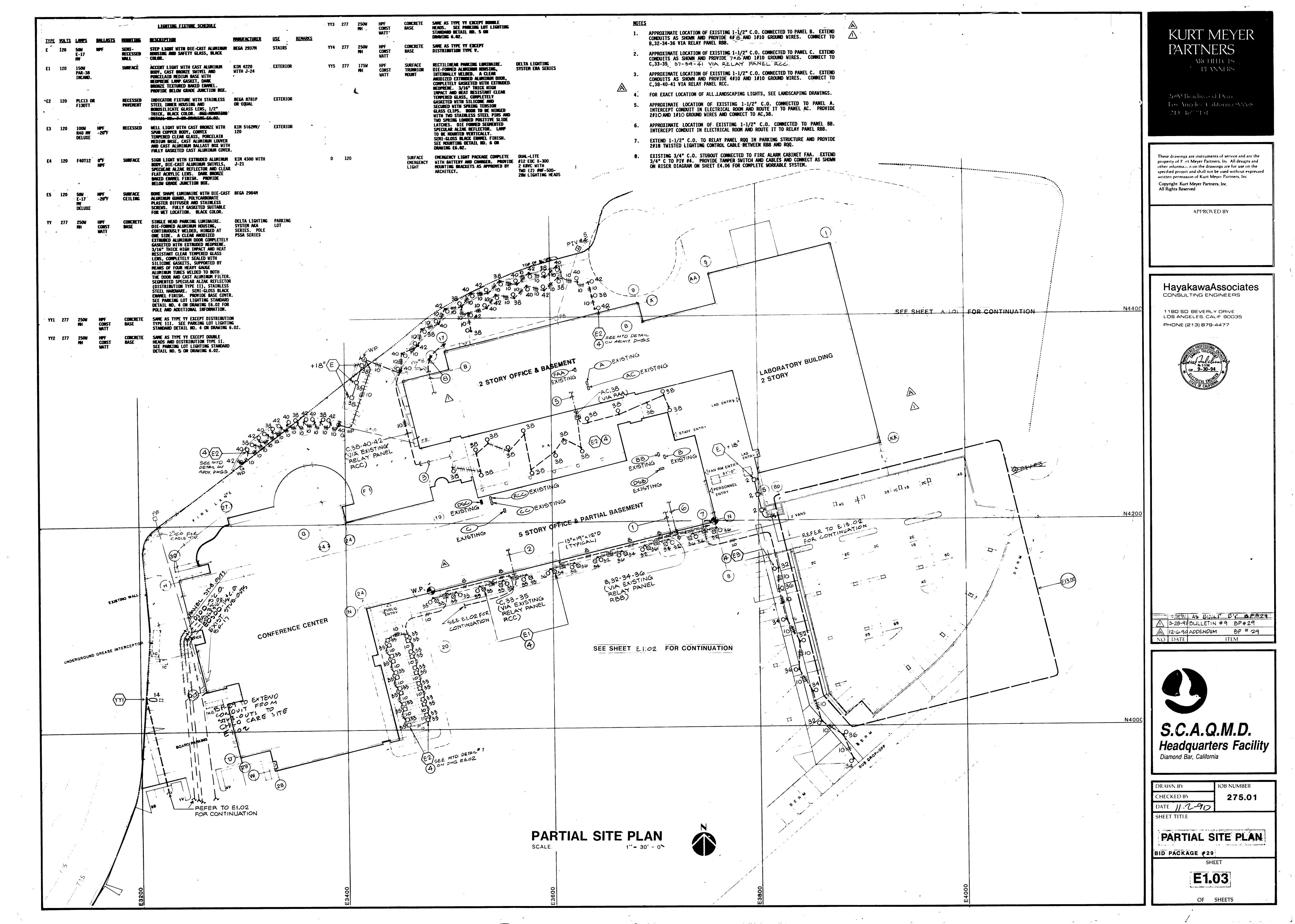
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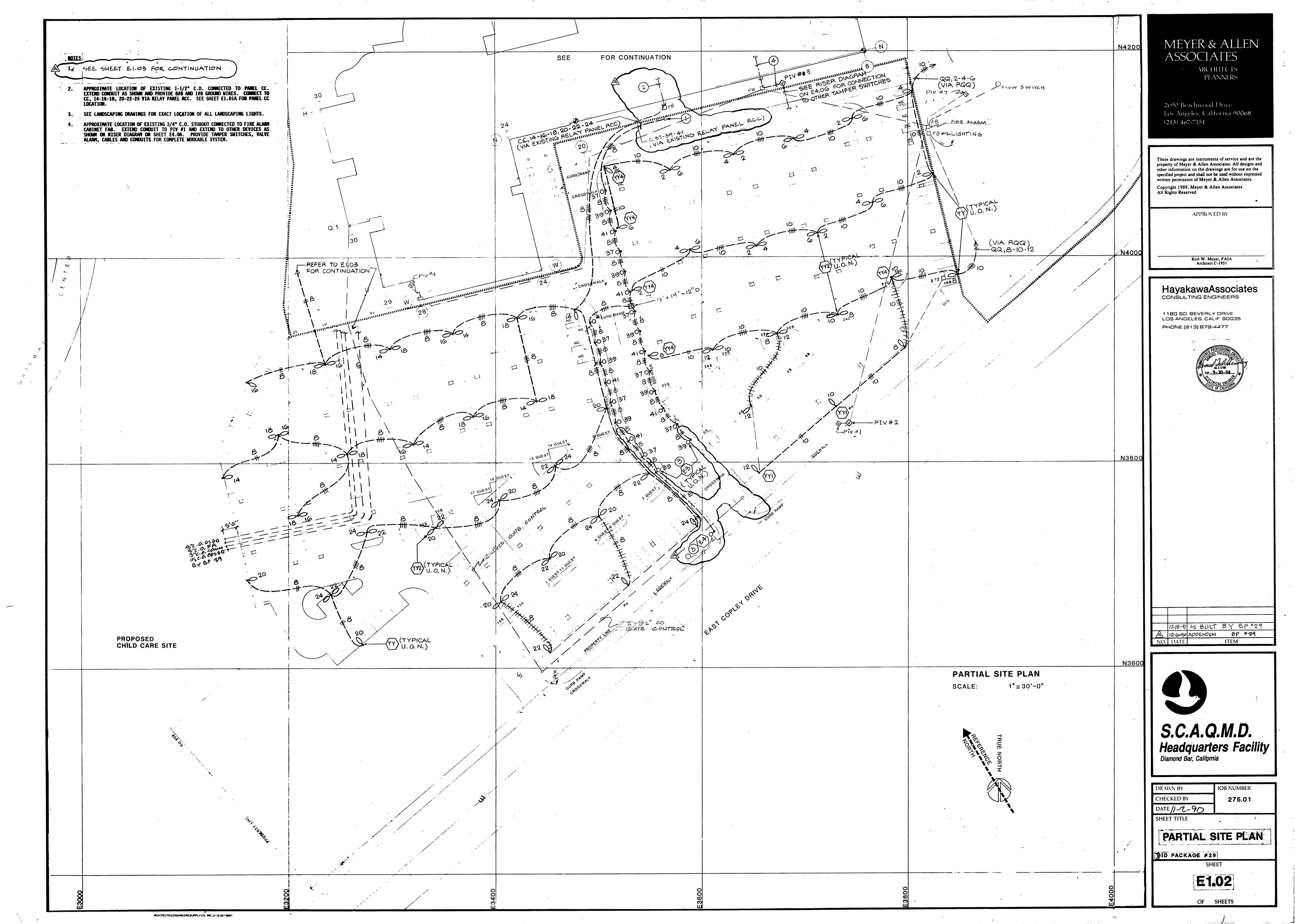
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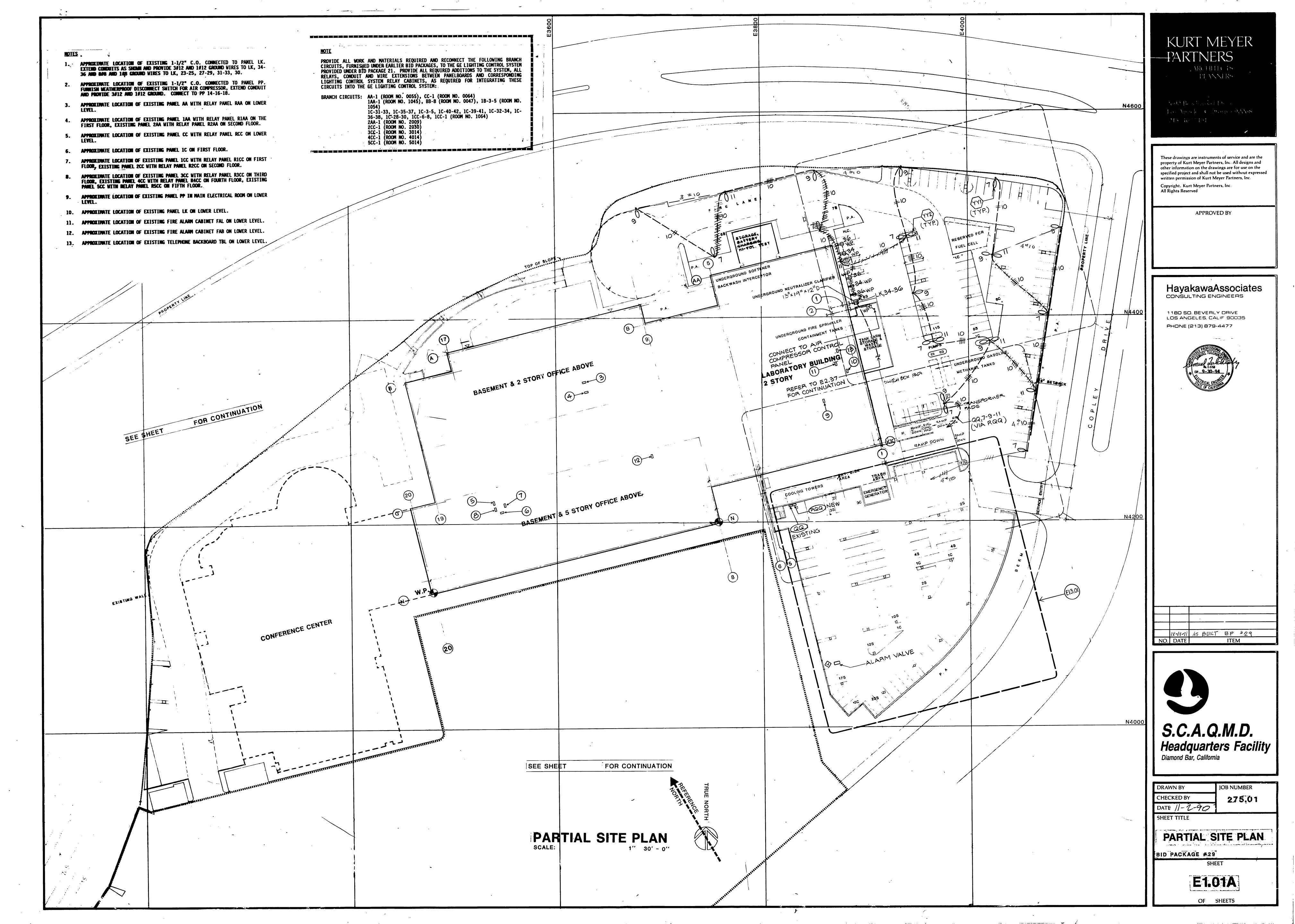
KEY PLAN
LOWER AND FIRST FLOOR PLAN

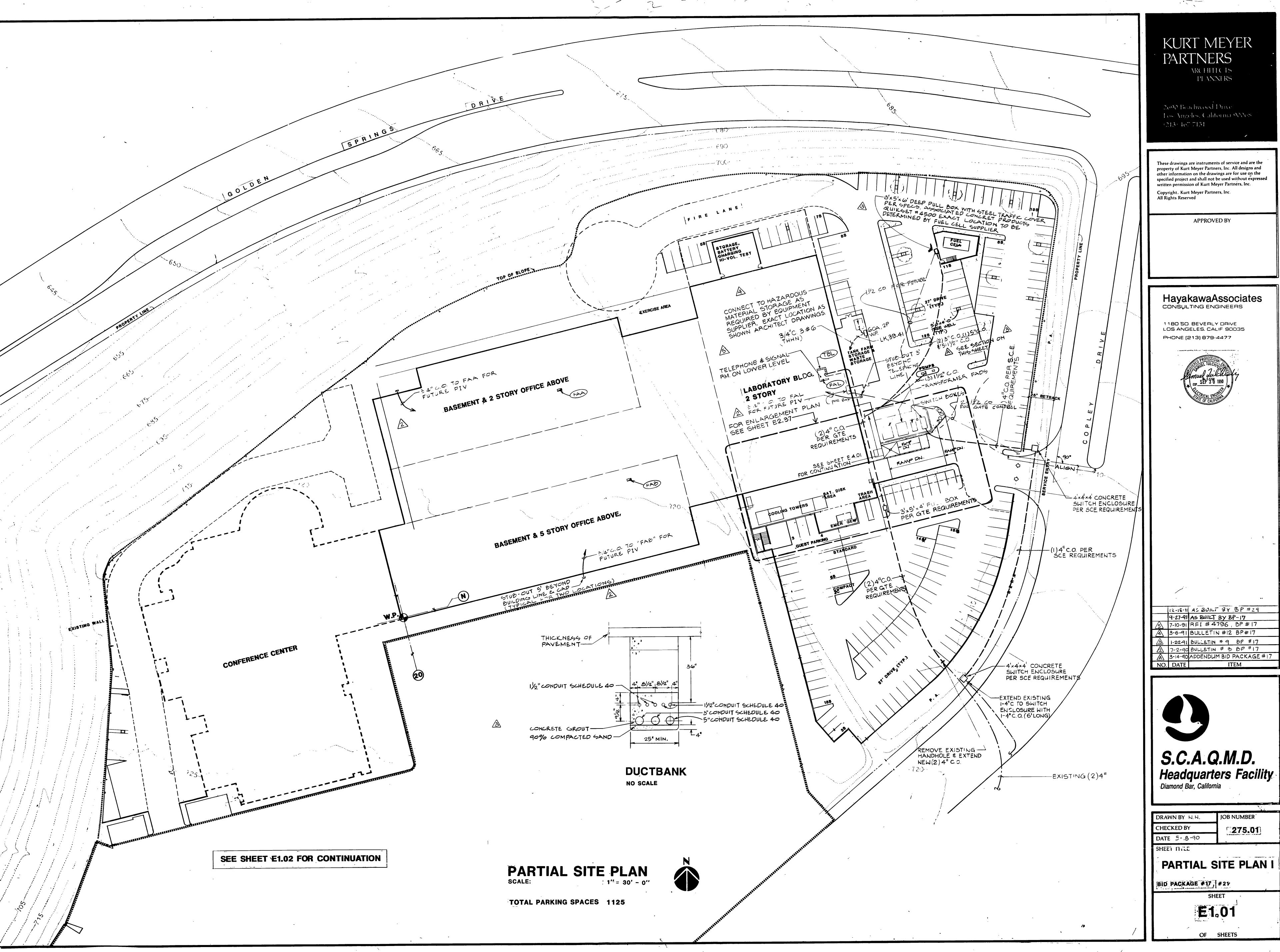
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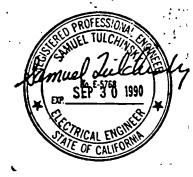
KURT MEYER PARTNERS ARCHITICIS PLANNERS

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12-18-11 AS BUILT BY BP-17 9-27-91 AS BUILT BY BP-17 5 7-10-91 RFI # 4796, BP # 17 A 3-6-91 BULLETIN #12 BP#17 A 1-22-91 BULLETIN # 9 BP #17 17-2-90 BULLETIN # 3 BP #17

A 3-14-90 ADDENDUM BID PACKAGE #17



S.C.A.Q.M.D. Headquarters Facility
Diamond Bar, California

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## GENERAL NOTES

- A. THE SCALE INDICATED ON THE PLANS AND DETAILS IS BASED ON FULL SIZE DRAWINGS. REDUCED DRAWINGS ARE ONE-HALF THE ORIGINAL SCALE. EXAMPLE: 1/4" SCALE FLOOR PLANS REDUCED TO 1/8" = 1'-0".
- B. MOUNT WALL OUTLETS AND RECEPTACLES AT +18" VERTICALLY, UNLESS OTHER-WISE NOTED OR AS REQUIRED TO CLEAR COUNTERTOPS, BOOKCASES, SHELVES AND SPLASHES. REFER TO ARCHITECTURAL DRAWINGS FOR CASEWORK DETAILS
- C. MOUNT SWITCHES, THERMOSTATS AND DEVICES REQUIRING OBSERVATION OR OPERATION AT +42", UNLESS OTHERWISE NOTED.
- D. CONCEAL CONDUIT WHENEVER POSSIBLE, UNLESS OTHERWISE NOTED.
- E. MOUNT OUTLET FLUSH WITH BUILDING SURFACES WHEREVER POSSIBLE, UNLESS OTHERWISE NOTED.
- F. MINIMUM LINE VOLTAGE WIRING TO BE #12 AWG.
- CONNECT TO MOTOR LEADS WITH BOLTED CONNECTORS, TAPED
- H. FROM RECESSED PANELBOARDS, INSTALL FOUR 3/4" SPARE CONDUITS INTO CEILING SPACE AND CAP. AT INTERMEDIATE FLOORS, PROVIDE TWO UP AND
- I. USE HIGH TEMPERATURE WIRE FOR RUNS ON ROOF EXCEPT FOR SHORT EXTEN-SIONS OF CIRCUITS RUN IN CEILING BELOW.
- J. PROVIDE HVAC AND PLUMBING CONTROLS AND WIRING AS DESCRIBED IN MECHANICAL AND ELECTRICAL SECTIONS OF THE SPECIFICATIONS AND AS SHOWN ON THE WIRING DIAGRAMS ON MECHANICAL AND ELECTRICAL DRAWINGS.
- K. PROVIDE AND LOCATE OUTLETS, WIRING, AND CONTROLS, AS INDICATED OR REQUIRED FOR EQUIPMENT FURNISHED UNDER OTHER SECTIONS OR CONTRACTS PER EQUIPMENT SUPPLIERS' REQUIREMENTS. CONNECT TO ALL EQUIPMENT AND ASSOCIATED CONTROLS, UNLESS OTHERWISE DIRECTED. VERIFY LOCATIONS, RATINGS, VOLTAGES, CONTROL WIRING, CONTROL DEVICES TO BE FURNISHED AND/OR INSTALLED WITH TRADE DRAWINGS AND SPECIFICATIONS. REFER TO EQUIPMENT OR SYSTEM SPECIFICATIONS REQUIRING ELECTRICAL WORK TO DETERMINE SCOPE OF WORK REQUIRED.
- IN SOUND INSULATED FLOORS, CEILINGS, AND WALL PARTITIONS: SEPARATE ELECTRICAL AND SIGNAL OUTLET BOXES LOCATED ON OPPOSITE WALL SURFACES HORIZONTALLY BY 12" AND SEPARATE BY A STUD OR
- SOLID BLOCKING. SEAL BACK AND SIDES OF BOXES WITH 1/8" RESILIENT SEALANT BACKED BY A MINIMUM OF 2" THICK MINERAL FIBER INSULATION
- ISOLATE ALL CONDUIT WITHIN THE SOUND RATED FLOOR-CEILING ASSEM-BLY FROM THE BUILDING CONSTRUCTION AT POINTS OF SUPPORT OR CON-TACT BY MEANS OF APPROVED RESILIENT SLEEVES, MOUNTS OR UNDERLAY-MENTS 1/4" THICK.
- M. PROVIDE BARRIERS IN ALL SWITCH BOXES, OUTLET BOXES, AND CABINETS THAT HAVE BOTH EMERGENCY AND NORMAL POWER SOURCES.
- N. LOCATE ALL ELECTRICAL CEILING ELEMENTS (LIGHTS FIXTURES, ETC.) AS INDICATED ON THE ARCHITECTURAL REFLECTED CEILING PLANS.
- PRIOR TO SUBMITTING THE BID, VISIT THE SITE AND VERIFY THE EXISTING
- P. CONTRACTOR TO PROVIDE COMPLETE SEISMIC ANCHORAGE AND BRACING FOR ALL ELECTRICAL EQUIPMENT AND REQUIRED CONDUIT
- Q. PRIOR TO EQUIPMENT INSTALLATION, SUBMIT COMPLETE SEISMIC ANCHORAGE AND BRACING CALCULATIONS AND DETAILS SHOWING EQUIPMENT WEIGHTS AND CENTERS OF GRAVITY, LOCATION, QUANTITIES, SIZES AND METHOD OF ANCHORING AND BRACING EQUIPMENT TO THE STRUCTURE, OVERTURNING FORCES ON THE EQUIPMENT WITH ACTUAL FORCES AND COMBINED LOADS ON THE ANCHORAGES AND BRACES WITH A CHECK FOR COMBINED SHEAR AND TENSION BASED ON UNIFORM BUILDING CODE, CHAPTER 23 USING THE FOLLOWING CRITERIA:
- A. FIXED EQUIPMENT ON GRADE : 33% OF OPERATING WEIGHT
- B. FIXED EQUIPMENT ON STRUCTURE: 50% OF OPERATING WEIGHT
- C. FLEXIBLY MOUNTED EQUIPMENT : 2 TIMES THE ABOVE VALUE.
- D. SIMULTANEOUS VERTICAL FORCE : 1/3 X THE HORIZONTAL FORCE REFER TO UBC CHAPTER 23, TABLE 23J, FOR APPLICABLE FORCE FACTOR "Cp"
- AND BRACING DETAILS. THE INSTALLATION SHALL BE SUBJECT TO THE APPROVAL OF THE MECHANICAL AND STRUCTURAL ENGINEER.

CONSIDER THE AFFECT OF TEMPERATURE CHANGE IN PREPARATION OF ANCHORAGE

R. ALL CONCRETE EXPANSION TYPE ANCHOR BOLTS SHALL BE PHILLIPS RED-HEAD WEDGE OR HILTI KWIK-BOLT TYPE (LOADED IN EITHER PULLOUT OR SHEAR) AND SHALL HAVE 50 PERCENT OF THE BOLTS (ALTERNATE BOLTS IN ANY GROUP ARRANGEMENT) PROOF TESTED IN TENSION AND CERTIFIED BY A RECOGNIZED TESTING AGENCY AT THE VALUES INDICATED IN THE FOLLOWING TABLE, EXCEP WHERE SHOWN OTHERWISE ON THE DRAWINGS. IF THERE ARE ANY FAILURES, THE IMMEDIATELY ADJACENT BOLTS MUST THEN ALSO BE TESTED. ANCHOR CAPACITIES SHALL NOT EXCEED 80% OF THE VALUES GIVEN IN THE PUBILSHED ICBO REPORT AND AS FOLLOWS, EXCEPT WHERE SHOWN OTHERWISE ON THE DRAWINGS:

## (3000 PSI MINIMUM STONE AGGREGATE CONCRETE) 680 960 1,360 1,900 1,170 1,680 2,420 3,500 IN TENSION IN SHEAR

# TYPE OF TEST

DIRECT PULL-TENSION, LBS. 1,360 1,920 2,720 3,800 5,400 MINIMUM EMBEDMENT 3" 3-3/4" 4-1/2" 5-1/4" 6"

WHEN INSTALLING DRILLED-IN ANCHORS IN NON-PRESTRESSED REINFORCED CONCRETE, USE CARE AND CAUTION TO AVOID CUTTING OR DAMAGING THE REINFORCING BARS. WHEN INSTALLING DRILLED-IN ANCHORS INTO PRESTRESSED CONCRETE (PRE- OR POST-TENSIONED), LOCATE TENDONS BY USING A NON-DESTRUCTIVE METHOD PRIOR TO INSTALLATION. EXERCISE EXTREME CARE AND CAUTION TO AVOID CUTTING OR DAMAGING THE TENDONS DURING INSTALLATION. MAINTAIN A MINIMUM CLEARANCE OF ONE-INCH BETWEEN THE REINFORCEMENT AND THE DRILLED-IN ANCHOR

- S. REFER TO SPECIFICATIONS FOR EXPANSION JOINTS IN CONDUIT CROSSING STRUCTURAL SEPARATIONS BETWEEN BUILDINGS OR BUILDING UNITS.
- T. IN MECHANICAL EQUIPMENT ROOMS, COORDINATE THE LOCATION OF THE LIGHTING FIXTURE WITH THE EQUIPMENT AND DUCT LAYOUTS. WHERE FIXTURES ARE REQUIRED TO BE PENDANT MOUNTED, REFER TO SPECIFICATIONS FOR SEISMIC BRACING REQUIREMENTS.

## GENERAL NOTES, LIGHTING

- A. ALL LIGHTING FIXTURES TO BE UL LABELED FOR INDICATED USE AND LOCATION.
- LIGHTING FIXTURE CATALOG NUMBERS ARE FOR GUIDANCE. REFER TO DESCRIPTION ON SCHEDULE AND IN SPECIFICATIONS AND TO APPLICABLE
- LOCATE CEILING LIGHTING FIXTURES FROM REFLECTED CEILING PLANS AND SITE LIGHTING FROM CIVIL AND/OR ARCHITECTUAL DRAWINGS.
- D. PROVIDE UL LABELED WET LOCATION FIXTURES ON EXTERIOR AND IN INTERIOR WET LOCATIONS, AND DAMP LOCATION FIXTURES IN PROTECTED LOCATIONS ON EXTERIOR.
- PROVIDE RECESSED FIXTURES COMPATIBLE WITH CEILING TYPE INCLUDING ALL NECESSARY FRAMES AND HARDWARE.
- RECESSED INCANDESCENT FIXTURES TO BE UL LABELED BASED ON CEILING TYPE AS FOLLOWS: INSULATED CEILING - NON IC (WITH THERMAL PROTECTOR) FIXED CEILING SUSPENDED ACCESSIBLE CEILING - SC CONCRETE POUR
- G. FOR INCANDESCENT FIXTURES INSTALLED IN GYP OR PLASTER CEILING, PROVIDE SEPARATE PLASTER FRAMES WITH JUNCTION BOXES ATTACHED TO PLASTER FRAME, APPROVED FOR THROUGH WIRING.
- PROVIDE TWO GANG, BARRIERED OUTLET BOXES FOR EXIT LIGHTS SERVED BY NORMAL AND EMERGENCY CIRCUITS, OR PROVIDE FEED THROUGH BOXES IN ACCESSIBLE LOCATIONS AND DEADEND WIRING AT EXIT LIGHTS.
- 1. ALL INTERIOR FLUORESCENT BALLASTS AND LAMPS TO BE ENERGY SAVING TYPE. SEE SPECIFICATIONS.
- FLUORESCENT BALLASTS ON EXTERIOR TO BE 0 DEGREES F RATING. LAMPS ON EXTERIOR TO BE STANDARD TYPE.
- K. PROVIDE FIXTURE BALLASTS SUITABLE FOR VOLTAGE AVAILABLE AT FIXTURE. VERIFY VOLTAGE BEFORE ORDERING FIXTURES.
- RECESSED FLUORESCENT FIXTURES IN FIXED CEILINGS TO HAVE REMOVABLE ACCESS PLATE FOR ACCESS TO FIXTURE JUNCTION BOX.
- WHERE FLUORESCENT FIXTURES ARE SWITCHED BY TWO SWITCHES, CONNECT CONNECT OUTER LAMPS TO ONE BALLAST AND INNER LAMP(S) TO SECOND BALLAST, GROUP OUTER AND INNER LAMPS ON SAME SWITCH RESPECTIVELY
- N. WHERE FIXTURES ARE INSTALLED IN RESTRICTED SPACES SUCH AS COVES HANDRAILS, ETC., COORDINATE FIXTURE LENGTH WITH AVAILABLE SPACE
- O. PROVIDE FIXTURE STEMS OF SUFFICIENT LENGTH TO CLEAR PIPING AND VENTILATING DUCTS IN ALL MECHANICAL AND EQUIPMENT ROOMS. COORDIN-ATE LOCATIONS OF FIXTURES WITH DUCTS, PIPING AND EQUIPMENT PRIOR TO INSTALLATION OF CONDUIT.
- P. PENDANT FIXTURES TO SWING 45 DEGREES IN ALL DIRECTIONS WITHOUT OBSTRUCTION OR BRACE TO THE STRUCTURE.
- Q. REFER TO THE SPECIFICATIONS FOR HID BALLASTS AND LAMPS.

# **ABBREVIATIONS**

BEFORE ORDERING FIXTURES.

A,AMP ACF ARS AWG BC BC BC CKTCI CCCONT CCCCT CCCCT CCCCT CCCCT CCCCT CCCCT CCCCT CCCCT CCCCT CCCCCT CCCCCT CCCCCC	-AMPERES -ALTERNATING CURRENT -ABOVE FINISHED FLOOR -AVAILABLE RMS SYMMETRICAL AMPERES -AUTOMATIC TRANSFER SWITCH -AMERICAN WIRE GAUGE -BARE COPPER -BACKBOARD -CONDUIT R-CIRCUIT BREAKER -CIRCUIT -CONTRACTOR FURNISHED, CONTRACTOR INSTALLED -CEILING -CONDUIT ONLY -CONTACTOR -CURRENT TRANSFORMER -COPPER -DIRECT BURIAL -DISCONNECT -DISTRIBUTION -DRAWING -ELECTRIC DRINKING FOUNTAIN -ELECTRIC WATER COOLER -FUSE -FIRE ALARM -FLEXIBLE CONDUIT -FLUORESCENT -GROUND -HIGH INTENSITY DISCHARGE	MCCM MCCM MEGR MF SD MTCC MRTDS MTCC MTC	-MOTOR CONTROL CENTER -THOUSAND CIRCULAR MILS -MECHANICAL -MANUFACTURER -MOUNTING HEIGHT -MINIMUM SYMMETRICAL AMPERES -MOUNTED -MANUAL TRANSFER SWITCH -NORMALLY CLOSED -NOT IN CONTRACT -NON-FUSED -NIGHT LIGHT -NORMALLY OPEN -NOT TO SCALE -OWNER FURNISHED, CONTRACTOR INSTALLED -OWNER FURNISHED, OWNER INSTALLED -POLE -PULL BOX -PANELBOARD -POTENTIAL TRANSFORMER -POLYVINYL CHLORIDE -POWER -PHASE -REQUIRED -ROOM -SINGLE POLE -SWITCH -SWITCHBOARD -TIME CLOCK -TELEPHONE
GFI GRD,G HID HOA HP	-GROUND FAULT INTERRUPTER -GROUND -HIGH INTENSITY DISCHARGE -HAND-OFF-AUTOMATIC -HORSEPOWER	TP TPS	-TELEPHONE -TERMINAL -TWISTED PAIR -TWISTED PAIR SHIELDED
INCAND J-BOX KV KVA KW LTG LV MAX MCC	-KILOWATT	TYP UON V VA VAR VP W WCR WP	-TRANSFORMER -TYPICAL -UNLESS OTHERWISE NOTED -VOLTS -VOLT AMPERES -VARIABLE SPEED DRIVE -VAPOR PROOF -WATTS -WITHSTAND CURRENT RATING -WEATHER PROOF -EXPLOSION PROOF

-MOTOR CONTROL CENTER

# REFERENCE HOTES

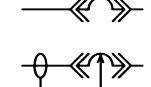
. . .

- 1. JUNCTION BOX FOR LOW PARTITION WIRING, 6" GR X4" D MOUNTED ON BOTTOM OF SLAB ABOVE CEILING. WIRING ORIGINATES FROM NORMAL AND ISOLATED GROUND PANELS. SEE DETAIL 3/E 6.02 USE DIFFERENT COLORED GROUNDS FOR PANELS PER SPECIFICATION. TIE CIRCUIT WIRES AND ASSOCIATED GROUND TOGETHER. IDENTIFY CONDUCTORS BY PANEL AND CIRCUIT. PROVIDE 18" PIGTAILS IN THROUGHFEED BOXES AND 18" LENGTH OF CONDUCTOR IN END JUNCTION BOXES, FOR EXTENSION BY OWNER. COORDINATE EXACT LOCATION WITH CONSTRUCTION MANAGER, AND TRADES TO MAINTAIN ACCESSIBILITY.
- 2 JUNCTION BOX FOR LOW PARTITION WIRING, 51/16" SQ x 21/8"D FLUGH MOUNTED IN WALL OR COLUMN, + 121, PROVIDE SINGLE GANG RING WITH BLANK PLATE, WIRING AND TERMINATIONS AS FOR NOTE # 1.

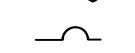
## SINGLE LINE DIAGRAM SYMBOLS



TRANSFORMER, DELTA TO GROUNDED WYE



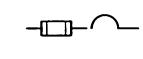
DRAWOUT CIRCUIT BREAKER WITH GROUND FAULT RELAY AND SHUNT TRIP.



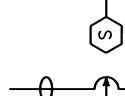
MOLDED CASE CIRCUIT BREAKER

SHUNT TRIP CIRCUIT BREAKER.

DRAWOUT CIRCUIT BREAKER.



CURRENT LIMITING CIRCUIT BREAKER



MOLDED CASE CIRCUIT BREAKER WITH GROUND FAULT RELAY AND SHUNT TRIP.

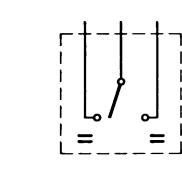


NON-FUSED DISCONNECT SWITCH, 30A, 3P, UON

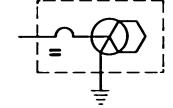
FUSED DISCONNECT SWITCH, 3P, UON



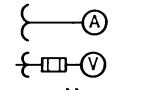
MAGNETIC MOTOR STARTER - SIZE '2' (SIZE '1' IS MINIMUM). MAGNETIC MOTOR STARTER - TWO SPEED.



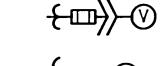
AUTOMATIC OR MANUAL TRANSFER SWITCH WITH ENGINE STARTING AND STATUS CONTACTS



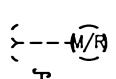
ENGINE GENERATOR SET 4 WIRE WITH NEUTRAL GROUND, ENGINE STARTING CONTACTS AND MAIN CIRCUIT BREAKER. ENGINE STARTING CONTACTS CONNECTED TO TRANSFER SWITCHES.



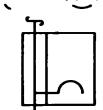
AMMETER WITH FOUR POSITION SWITCH AND CURRENT VOLTMETER WITH FUSE AND FOUR POSITION SWITCH



DRAWOUT VOLTMETER WITH FUSE AND FOUR POSITION DEMAND TYPE KWHR METER.



PROVISION FOR UTILITY COMPANY KVAR METER.



BRANCH CIRCUIT PANELBOARD WITH FEED-THROUGH GUTTER AND MAIN CIRCUIT BREAKER SIZED PER

WALL FIRE ALARM SYSTEM (CONFORM WITH STATE OF CALIFORNIA TITLE 24 PART 3)

SMOKE DAMPER MOTOR; COORDINATE LOCATION AND QUANTITY WITH MECHANICAL SECTION. FIRE DOOR MOTOR OPERATER. DUCT DETECTOR: COORDINATE LOCATION WITH MECHANICAL SECTION. ELEVATOR LOBBY SMOKE DETECTOR DOOR HOLD OPEN INTEGRAL WITH DOOR HARDWARE;

- COORDINATE VOLTAGE WITH HARDWARE SUPPLIER. DOOR HOLD OPEN DEVICE. FLOOR OUTLET
- ON FLOOR BOX.

EXIT DOOR LOCK RELEASE.

SMOKE DETECTOR.

THERMAL DETECTOR.

—F—

- OS&Y VALVE TAMPER SWITCH WITH WP FLEX
- WATER FLOW SWITCH OUTLET WITH WP FLEX CONNECTION. MANUAL FIRE ALARM REPORTING STATION, +42"

of the same of the

FIRE ALARM HORN WITH VISUAL SIGNAL, +7'-6" UON. FIRE ALARM SYSTEM CONDUIT PER SUPPLIERS DIAGRAMS.

AND FIRE ALARM HORN WITH VISUAL SIGNAL, +7'-6"

MEYER & ALLEN ASSOCIATES ARCHITECTS PLANNERS

> 2690 Beachwood Drive Los Angeles, California 90068 (213) 467-7151

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9-27-91 AS BUILT BY BP-20 19-27-91 AS BUILT BY BP-17 NO. DATE ITEM



SHEET TITLE

GA AQMDSCH2 7/22/89

Headquarters Facility Diamond Bar, California

DRAWN BY CAD **IOB NUMBER** CHECKED BY 275.01 DATE 11-2-90

SYMBOL LIST AND **GENERAL NOTES** BID PACKAGE #17.#20.#21.#31, #29

E0.02

SHEET

OF SHEETS

ARCHITECTS & ENGINEERS SUPPLY CO., INC. (213) 357-9691

<u> </u>			$\cdot$ $\cdot$					•	
FLOOR	CEILING	WALL	GENERAL ELECTRICAL SYSTEMS	FLOOR	CEILING	WALL	GROUNDING SYSTEM		ELECTRICAL SYMBOLS
<b>(</b> )•	<b>(</b>	(J)H	JUNCTION BOX SIZE AS NOTED OR REQUIRED.	G	•		GROUND CONDUCTOR IN CONDUIT.		(AS APPLICABLE)
. <b>⊕</b>				<b>₩°₩</b>	•	•	BURIED GROUND CONDUCTOR; SIZE AS INDICATED.	2AA, 1-3-5	INDICATES THREE, SINGLE PHASE CIRCUITS TO PANEL '2AA' WITH COMMON NEUTRAL.
. 000		1001		<b>⊕</b>		1	GROUND ROD.		INDICATES ONE, 3 PHASE CIRCUIT TO PANEL '2AA' WITH NO NEUTRAL.
	(J)	ŧ <u>Ĵ</u> н		G-			EXOTHERMIC GROUND CONNECTION.	·	INDICATES ONE, 5 PHASE CIRCUIT TO PANEL 2AA WITH NO NEOTRAL.  INDICATES THREE CIRCUITS TO PANEL '2AA' WITH SEPARATE
<b>-</b>		$\Theta$	DUPLEX CONVENIENCE RECEPTACLE.	Ġ					NEUTRALS.
<b>O</b>	رهي ا	<b>⊕</b> +	DUPLEX CONVENIENCE RECEPTACLE MOUNTED AT +42".	;		<b></b> .	GROUND PLATE, FLAT, TAPPED SIDE FLUSH WITH		HOMERUN TO PANELBOARD, CABINET OR TERMINAL BOARD AS
A 👄	<b>⊘</b> A	À⊕I	SPECIAL RECEPTACLE; LETTER INDICATES TYPE PER	<del></del>		<del></del>	SURFACE.		INDICATED.
<b>O</b>	<u> </u>	_	SCHEDULE.		,		GROUND TO SERVICE GROUND, UNLESS OTHERWISE		HOMERUN TO SWITCHBOARD OR MOTOR CONTROL CENTER. SIZE PER SINGLE LINE DIAGRAM OR SCHEDULE.
		⊕□	COUNTER-TOP MOUNTED DUPLEX RECEPTACLE. SEE DETAIL 2/E6.02.	1,,		_	NOTED.	( )—	CONDUIT CONCEALED IN WALLS OR ABOVE CEILING.
ф		<b>4</b> 54	DOUBLE DUPLEX CONVENIENCE RECEPTACLE IN TWO			<b>©</b> -①	COPPER GROUND BUS BAR WITH GROUND STUDS, AS REQUIRED (SIX MINIMUM), WALL MOUNTED AT +12" GROUND TO SERVICE GROUND WITH 1"C-4/0.		CONDUIT BELOW FLOOR SLAB OR UNDERGROUND.
<b>••</b>		₩,	GANG BOX.		٠		GROUND TO SERVICE GROUND WITH 1"C-4/0.		
		#□	COUNTER-TOP MOUNTED DOUBLE DUPLEX RECEPTACLE. SEE			<del>•</del>	GROUND CONNECTOR, FLUSH.		EXPOSED CONDUIT.
_	<b></b>	•	DETAIL 2/E6.02.			<del>\$\\\</del>	DUPLEX GROUND JACK.		EXISTING CONDUIT RUN.
<b>→</b>	$ ot\!$	 H	SINGLE CONVENIENCE RECEPTACLE.			·			CONDUIT TURNED DOWN.
			COUNTER-TOP MOUNTED DOUBLE DUPLEX RECEPTACLE ON BOTH SIDES. SEE DETAIL 2/E6.02.					ربرا مسلم	CONDUIT TURNED UP; LETTER 'F' INDICATES FLUSH FLOOR COUPLING.
•			FLOOR BOX.	FLOOR	CEILING	WALL	PUBLIC ADDRESS AND BACKGROUND MUSIC SYSTEM	- · · · · · · · · · · · · · ·	EXISTING CONDUIT INTERCEPTION.
<b>Ø</b>			DUPLEX CONVENIENCE RECEPTACLE ON FLOOR BOX.		<b>©</b>	<b>⊘</b> H	SPEAKER IN SURFACE ENCLOSURE ON FLUSH OUTLET.	_	EXTSTING CONDUIT THEREET FROM:
<i>8</i> 0			SINGLE CONVENIENCE RECEPTACLE ON FLOOR BOX.			_	WALL MOUNTED AT 7'-6".	•	CONDUIT WITH SEAL-OFF FITTING.
Ø Ø			DUPLEX CONVENIENCE RECEPTACLE IN FLOOR BOX.			ĎH	PUBLIC ADDRESS RECESSED SPEAKER, GRILLE, AND BACKBOX. WALL MOUNTED AT 7'-6".		CONDUITS STUBBED AND CAPPED.
<b>2</b>			SINGLE CONVENIENCE RECEPTACLE IN FLOOR BOX.			Ю4	VOLUME CONTROL, MOUNTED AT +42".	$\sim$	FLEXIBLE CONDUIT.
Ø			SPECIAL RECEPTACLE IN FLOOR BOX; LETTER INDICATES	<b>®</b>		<b>⊗</b> H	MICROPHONE OUTLET; FLOOR UNIT IN FLOOR BOX.	- · <del>-   · -</del>	CONDUIT SLEEVE STUBBED ABOVE FINISHED FLOOR.
<b>⊗</b> A			TYPE PER SCHEDULE.	•	—A—	Φ'	1/2" PUBLIC ADDRESS CONDUIT, UON.	J	
	Ф	( <del>)</del>	CLOCK OUTLET +7'-6",UON.		—A <b>-</b>		3/4" PUBLIC ADDRESS CONDUIT.	_ · <del>- []</del> · _	CONDUIT SLEEVE STUBBED ABOVE FINISHED FLOOR
i	<b>O</b>	VΪΗ	BUZZER.		—A+		J/4 FUBLIC ADDITESS CONDUTT.		AND CAPPED FOR FUTURE USE.
		<b>.</b> . <b>.</b> .	SINGLE PUSH-BUTTON STATION.						
		<b>.</b> ••H	STOP/START PUSH-BUTTON STATION; 3 DOTS INDICATES	EL 000	OE 11 1110	\A/ A	CLOSED CIDCUIT TELEVISION SYSTEM (CCTV)		SIZES ARE MINIMUM. SYMBOL INCLUDES EQUIPMENT GROUND
		_	PILOT LIGHT.	FLOOR	CEILING	WALL	CLOSED CIRCUIT TELEVISION SYSTEM (CCTV)	CONDUCTOR (NO	
		$\triangle$ H	AQUASTAT FURNISHED UNDER MECHANICAL SECTION.		$\Diamond\Box$	$\Diamond\Box$	CCTV SURVEILLANCE CAMERA OUTLET; WALL OUTLET 12" BELOW FINISHED CEILING.	3/4"C 3	3/4"C $3/4$ "C $3/4$ "C $3/4$ "C $3/4$ "C $2/4$ 8 & $1/4$ 10
		Ф	THERMOSTAT OUTLET.			<b>◇■</b> +	CCTV SURVEILLANCE OUTLET AND CAMERA. SUBSCRIPT 'PT'	<del>- 111</del> 3/4"C 4	10 +#12 <del>                                    </del>
						•	INDICATES PAN AND TILT TYPE.		10 8
		(R)	PARENTHESIS INDICATES SPECIAL TYPE OF RACEWAY WITH REC. ARRANGEMENT AS SHOWN IN DETAIL 1/EG.02		TV ♦□	TV ♦□H	CCTV MONITOR OUTLET, WALL MOUNTED. AT +42".	<del>-                                      </del>	. 10
<b>○•</b>	$\cap$	Oн	LIGHTING FIXTURE, AS INDICATED BY FIXTURE		TV 🔷	TV 🔷	CCTV MONITOR OUTLET AND MONITOR, WALL MOUNTED. AT +42".	<del>-                                      </del>	10 8
		<u> </u>	TYPE. SURFACE OR PENDANT MOUNTED ON OUTLET BOX. FLOOR UNITS AS DESCRIBED OR DETAILED.		-CTV-		CCTV CONDUIT RUN, MINIMUM 1" CONDUIT, UON. CABLE PER	<del>-                                      </del>	7#12 <del>                                     </del>
			LIGHTING FIXTURE, AS INDICATED BY FIXTURE				SPECIFICATIONS.	<del>-                                      </del>	10 2 <del>                                     </del>
	Ш	டு	TYPE. RECESSED WITH ATTACHED OUTLET BOX.					<del>-                                      </del>	10 8
			FLUORESCENT FIXTURE, LAY-IN TYPE, WITH REMOTE	EL 000	05111110	1474.1.1	CECUDITY CYCTEM	<del>-1111 11111                           </del>	
			OUTLET BOX AND FLEX CONNECTION.	FLOOR	CEILING	WALL	SECURITY SYSTEM		
		<u>∟</u>	FLUORESCENT FIXTURE, SURFACE MOUNTED ON OUTLET BOX OR RECESSED WITH ATTACHED OUTLET BOX, AS			DA]-	DOOR ALARM CONTACT.	TELE	EPHONE AND/OR SIGNAL AND COMMUNICATIONS SYSTEMS MINAL BACKBOARD — 96" HIGH X LENGTH INDICATED.
			INDICATED BY FIXTURE TYPE.			DL H	DOOR LOCK.	LETT	TERED BALLOON INDICATES DESIGNATION.
	<b>—</b> ОI	-Q	FLUORESCENT STRIP FIXTURE, SURFACE MOUNTED ON			SDLH	DOOR LOCK WITH ADJACENT DAY/NIGHT SWITCH.		-DUONE AND OD CLOUD AND COMMINICATIONS OVETENS
		_	OUTLET BOX.	_	IR	[R]-	INFRARED DETECTOR.	TERN	EPHONE AND/OR SIGNAL AND COMMUNICATIONS SYSTEMS MINAL BACKBOARD — 96" HIGH X LENGTH INDICATED.
	•	<b>●</b> H	SAME AS ABOVE, EXCEPT ON EMERGENCY CIRCUITS.	(SP)		SP-H	MANUAL ALARM OUTLET; FLOOR OUTLET ON FLOOR BOX.	LETT	TERED BALLOON INDICATES DESIGNATION.
		H	SAME AS ABOVE, EXCEPT ON EMERGENCY CIRCUITS.			[IA]	AUDIO DETECTOR.		ESSED MOUNTED CABINET OR EQUIPMENT.
	<b>⊕</b>		SAME AS ABOVE, EXCEPT ON EMERGENCY CIRCUITS.			WT-	WATCHMAN'S TOUR STATION.	SURF	FACE MOUNTED CABINET OR EQUIPMENT.
			SAME AS ABOVE, EXCEPT ON EMERGENCY CIRCUITS.		—S—		3/4" SECURITY CONDUIT, UON.	POWE	ER OR DISTRIBUTION PANELBOARD,
			SAME AS ABOVE, EXCEPT ON EMERGENCY CIRCUITS.		٠,		AN OFFICE TAX CONDUCT	\ <del>\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\</del>	TO BICHEST DEVICE 480 VOLT
	<b>⊢</b>	<b>⊢</b> •	SAME AS ABOVE, EXCEPT ON EMERGENCY CIRCUITS.		—S <b>+</b> -		1" SECURITY CONDUIT.	→ ZZZ +72'	',TO HIGHEST DEVICE,480 VOLT,
		<u> </u>	FXIT LIGHTING FIXTURE: SHADED PORTION INDICATES		—5 <del>+</del>		1" SECURITY CONDUIT.	3 OF	R 4 WIRE.
	<b>1⊕</b> 1	<b>⊢⊈</b> -∖ † <b>ਉ</b> ∱	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS		—5 <del>+-</del>		1" SECURITY CONDUIT.	3 OF  BRAN +72'	R 4 WIRE.  NCH CIRCUIT PANELBOARD,  ',TO HIGHEST DEVICE,208 VOLT,  INDICATES PANEL—
		<b>⊢⊈</b> ↓	FXIT LIGHTING FIXTURE: SHADED PORTION INDICATES	<i>(</i>		SPE	CIAL RECEPTACLES	3 OF BRAN +72' 3 OF	R 4 WIRE.  NCH CIRCUIT PANELBOARD,  ',TO HIGHEST DEVICE,208 VOLT,  R 4 WIRE.  DESIGNATION
O+O			EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS	•	BER OF WIRES	INCLUDES G	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)	3 OF  BRAN +72' 3 OF  TERM	R 4 WIRE.  NCH CIRCUIT PANELBOARD, ',TO HIGHEST DEVICE,208 VOLT, R 4 WIRE.  MINAL CABINET,SIGNAL SYSTEM.  LETTERED BALLOON INDICATES PANEL— BOARD OR CABINET DESIGNATION.
O+O	<b>†⊕</b> †		EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.	(NUMI LETT	BER OF WIRES	SPE INCLUDES GI	CIAL RECEPTACLES	3 OF  BRAN +72' 3 OF  TERM SWIT	CH CIRCUIT PANELBOARD, I', TO HIGHEST DEVICE, 208 VOLT, R 4 WIRE. MINAL CABINET, SIGNAL SYSTEM. TCHING PANEL; SEE SPECIFICATIONS.
<b>0</b> ••0		t∯t	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING. LENGTHS AND FIXTURE TYPES AS	•	BER OF WIRES	INCLUDES GI	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)	3 OF  BRAN +72' 3 OF  TERM SWIT	R 4 WIRE.  NCH CIRCUIT PANELBOARD,  ", TO HIGHEST DEVICE, 208 VOLT,  R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  TCHING PANEL; SEE SPECIFICATIONS.  DR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR
<b>0</b>	<b>†⊕</b> †	는 아 아	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.	•	BER OF WIRES	INCLUDES GI FING A,2P,3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES	3 OF BRAN +72' 3 OF TERM SWIT	CHING PANEL; SEE SPECIFICATIONS.  CHORGE PROVIDE FLEX CONNECTION.  LETTERED BALLOON INDICATES PANEL—BOARD OR CABINET DESIGNATION.  LETTERED BALLOON INDICATES PANEL—BOARD OR CABINET DESIGNATION.  SCHEDULE. PROVIDE FLEX CONNECTION.
<b>0+0</b>	<b>†⊕</b> †		EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL (SWITCH, +42", UON.	•	BER OF WIRES  ER RAT  125V,1ø,30A  250V,1ø,20A	INCLUDES GI FING A,2P,3W A,2P,3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG.  6-20R WITH 6-20P PLUG.	3 OF  BRAN  +72'  3 OF  TERM  SWIT  MOTO ON S	CHING PANEL; SEE SPECIFICATIONS.  OR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  FUSED DISCONNECT SWITCH, 30A, 3P, UON.
<b>0+0</b>	<b>†⊕</b> †	는 아 아	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL/SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.	•	BER OF WIRES  ER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A	INCLUDES GI ING A,2P,3W A,2P,3W A,2P,3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG.  6-20R WITH 6-20P PLUG.  6-30R WITH 6-30P PLUG.	3 OF BRAN +72' 3 OF TERM SWIT MOTO ON S NON- 60/40 DISC	R 4 WIRE.  NCH CIRCUIT PANELBOARD, '', TO HIGHEST DEVICE, 208 VOLT, R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  TCHING PANEL; SEE SPECIFICATIONS.  DR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  -FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.
<b>0</b>	<b>†⊕</b> †	는 아 아	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL/SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING:	•	BER OF WIRES  ER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A	INCLUDES GI ING A,2P,3W A,2P,3W A,2P,3W A,2P,3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG.  6-20R WITH 6-20P PLUG.  6-30R WITH 6-30P PLUG.  6-50R WITH 6-50P PLUG.	3 OF BRAN +72' 3 OF TERM SWIT MOTO ON S NON- 60/40 \rightarrow 70 \rightarrow 3-PC	R 4 WIRE.  NCH CIRCUIT PANELBOARD, ', TO HIGHEST DEVICE, 208 VOLT, R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  TCHING PANEL; SEE SPECIFICATIONS.  DR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  -FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DLE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.
<b>••</b>	<b>†⊕</b> †	는 아 아	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE	•	BER OF WIRES  TER  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A	INCLUDES GI ING A,2P,3W A,2P,3W A,2P,3W A,2P,3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG.  6-20R WITH 6-20P PLUG.  6-30R WITH 6-30P PLUG.	3 OF BRAN +72' 3 OF TERM SWIT MOTO ON S NON- 60/40 \rightarrow DISC 70 \rightarrow MAGN	R 4 WIRE.  NCH CIRCUIT PANELBOARD,  '', TO HIGHEST DEVICE, 208 VOLT,  R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  TCHING PANEL; SEE SPECIFICATIONS.  OR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  -FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DLE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  NETIC MOTOR STARTER, SIZE '1', UON.
<b>••</b>	<b>†⊕</b> †	는 아 아	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL (SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE	•	BER OF WIRES  TER RAT  125V, 1ø, 30A  250V, 1ø, 20A  250V, 1ø, 30A  250V, 1ø, 50A  125/250V, 1ø  2P, 4W	INCLUDES GI ING A,2P,3W A,2P,3W A,2P,3W A,2P,3W Ø,2OA,	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.	3 OF BRAN +72' 3 OF TERM SWIT  MOTO ON S  70	CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DESIGNATION SINAL SHOWN.  DESIGNATION SHOWN.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DESIGNATION SHOWN.  DESIGNATION SINGLE LINE DIAGRAM OR SHOULD SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DESIGNATION SINGLE LINE DIAGRAM OR SHOULD SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DESIGNATION SINGLE LINE DIAGRAM OR SHOWN.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DESIGNATION STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.
	<b>†⊕</b> †	는 아 아	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL (SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE	•	BER OF WIRES  TER  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A	INCLUDES GI ING A,2P,3W A,2P,3W A,2P,3W A,2P,3W Ø,2OA,	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG.  6-20R WITH 6-20P PLUG.  6-30R WITH 6-30P PLUG.  6-50R WITH 6-50P PLUG.  14-20R WITH 14-20P PLUG.	3 OF BRAN +72' 3 OF TERM SWIT  MOTO ON S  70	R 4 WIRE.  NCH CIRCUIT PANELBOARD,  '', TO HIGHEST DEVICE, 208 VOLT,  R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  TCHING PANEL; SEE SPECIFICATIONS.  OR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  -FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DLE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  NETIC MOTOR STARTER, SIZE '1', UON.
	<b>†⊕</b> †	는 아 아	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL (SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE	•	BER OF WIRES  ER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A  125/250V,1ø 2P, 4W	INCLUDES GI ING A,2P,3W A,2P,3W A,2P,3W A,2P,3W Ø,2OA,	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG.  6-20R WITH 6-20P PLUG.  6-30R WITH 6-30P PLUG.  6-50R WITH 6-50P PLUG.  14-20R WITH 14-20P PLUG.	3 OF BRAN +72' 3 OF TERM SWIT MOTO ON S NON- 60/40 \rightarrow DISC 70 \rightarrow MAGN COME PB PULL RELA	R 4 WIRE.  NCH CIRCUIT PANELBOARD, ', TO HIGHEST DEVICE, 208 VOLT, R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  TCHING PANEL; SEE SPECIFICATIONS.  OR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DLE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  NETIC MOTOR STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX — SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE
0.	<b>†⊕</b> †	는 아 아	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL /SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE	•	BER OF WIRES  ER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A  125/250V,1ø 2P, 4W	INCLUDES GI ING A,2P,3W A,2P,3W A,2P,3W A,2P,3W Ø,2OA,	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG.  6-20R WITH 6-20P PLUG.  6-30R WITH 6-30P PLUG.  6-50R WITH 6-50P PLUG.  14-20R WITH 14-20P PLUG.	BRAN +72' 3 OF  TERM SWIT  MOTO ON S  NON- 60/40 D DISC  70 D 3-PC  MAGN PB PULL TD	LETTERED BALLOON INDICATES PANEL— BOARD OR CABINET DESIGNATION.  ICHING PANEL; SEE SPECIFICATIONS.  OR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DLE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  NETIC MOTOR STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX — SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE LOWING: R— TIME DELAY RELAY
O+O	<b>†⊕</b> †	600 P	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL/SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE	•	BER OF WIRES  ER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A  125/250V,1ø  2P, 4W  125V,1ø,20A  DUPLEX	INCLUDES GI ING A,2P,3W A,2P,3W A,2P,3W A,2P,3W B,2OA, A,2P,3W,	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG.  6-20R WITH 6-20P PLUG.  6-30R WITH 6-30P PLUG.  6-50R WITH 6-50P PLUG.  14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST	BRAN +72' 3 OF  TERM SWIT  MOTO ON S  NON- 60/40 D DISC  70 D 3-PC  MAGN PB PULL TD	LETTERED BALLOON INDICATES PANEL— BOARD OR CABINET DESIGNATION.  ICHING PANEL; SEE SPECIFICATIONS.  OR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DLE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  NETIC MOTOR STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX — SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE LOWING: R— TIME DELAY RELAY
	t⊕t	는 아 아	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL/SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE	•	BER OF WIRES  TER RAT  125V, 1ø, 30A  250V, 1ø, 20A  250V, 1ø, 50A  125/250V, 1ø  2P, 4W  125V, 1ø, 20A  DUPLEX	INCLUDES GI ING A,2P,3W A,2P,3W A,2P,3W A,2P,3W B,2OA, A,2P,3W,	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG.  6-20R WITH 6-20P PLUG.  6-30R WITH 6-30P PLUG.  6-50R WITH 6-50P PLUG.  14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.	3 OF BRAN +72' 3 OF TERM SWIT  MOTO ON S  NON- 60/40 \( \bigcircle{\text{D}} \) 70 \( \bigcircle{\text{D}} \) MAGN PB PULL FOLL TD LC EC HC	R 4 WIRE.  NCH CIRCUIT PANELBOARD, ",TO HIGHEST DEVICE,208 VOLT, R 4 WIRE.  MINAL CABINET,SIGNAL SYSTEM.  TCHING PANEL; SEE SPECIFICATIONS.  OR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  FUSED DISCONNECT SWITCH,30A,3P,UON.  CONNECT SWITCH,60A FRAME WITH 40A FUSES SHOWN.  DLE CIRCUIT BREAKER DISCONNECT,70A TRIP SHOWN.  NETIC MOTOR STARTER,SIZE '1',UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX — SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE  LOWING: R— TIME DELAY RELAY  E— MECHANICALLY HELD CONTACTOR  E— HEATER CONTACTOR
	<b>†⊕</b> †	600 P	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL/SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE	•	BER OF WIRES  ER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A  125/250V,1ø  2P, 4W  125V,1ø,20A  DUPLEX  125/250V,1ø  125/250V,1ø  125/250V,1ø  125/250V,1ø  125/250V,1ø  125V,1ø,20A	INCLUDES GI ING A,2P,3W A,2P,3W A,2P,3W A,2P,3W Ø,2OA, A,2P,3W,	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.	3 OF BRAN +72' 3 OF  TERM SWIT  MOTO ON S  NON- 60/40	R 4 WIRE.  NCH CIRCUIT PANELBOARD, ",TO HIGHEST DEVICE,208 VOLT, R 4 WIRE.  MINAL CABINET,SIGNAL SYSTEM.  ICHING PANEL; SEE SPECIFICATIONS.  OR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  FUSED DISCONNECT SWITCH,30A,3P,UON.  CONNECT SWITCH,60A FRAME WITH 40A FUSES SHOWN.  OLE CIRCUIT BREAKER DISCONNECT,70A TRIP SHOWN.  NETIC MOTOR STARTER,SIZE '1',UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX — SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE  LOWING: R— TIME DELAY RELAY  E— MECHANICALLY HELD CONTACTOR E— MAGNETICALLY HELD CONTACTOR E— HEATER CONTACTOR E— MAGNETICALLY HELD RELAY
	t⊕t ⊢♀∟♀⊣	Sabc Sabc	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL/SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE	•	BER OF WIRES  TER RAT  125V, 1ø, 30A  250V, 1ø, 20A  250V, 1ø, 30A  250V, 1ø, 50A  125/250V, 1ø  2P, 4W  125V, 1ø, 20A  DUPLEX	INCLUDES GI ING A,2P,3W A,2P,3W A,2P,3W A,2P,3W Ø,2OA, A,2P,3W,	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG.  6-20R WITH 6-20P PLUG.  6-30R WITH 6-30P PLUG.  6-50R WITH 6-50P PLUG.  14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.	BRAN +72' 3 OF SWITE SWITE MOTO ON S NON- 60/40 DISC 70 DISC 70 DISC MAGN COME PB PULL TD LC EC HC R	R 4 WIRE.  NCH CIRCUIT PANELBOARD,  'TO HIGHEST DEVICE, 208 VOLT,  R' 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  TCHING PANEL; SEE SPECIFICATIONS.  OR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  -FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DLE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  NETIC MOTOR STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX — SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE  LOWING:  R— TIME DELAY RELAY  - MECHANICALLY HELD CONTACTOR  - MAGNETICALLY HELD CONTACTOR  - MAGNETICALLY HELD CONTACTOR  - MAGNETICALLY HELD RELAY  HTING FIXTURE IDENTIFICATION. 'AA3' INDICATES FIXTURE
FLOOR	t⊕t	600 P	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL/SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE	•	BER OF WIRES  ER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,50A  125/250V,1ø 2P, 4W  125V,1ø,20A  DUPLEX  125V,1ø,20A  DUPLEX	INCLUDES GI ING A,2P,3W A,2P,3W A,2P,3W Ø,2OA, A,2P,3W, Ø,3OA, A,2P,3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR.	BRAN +72' 3 OF  TERM SWIT  MOTO ON S  NON- 60/40 DISC  70 DISC  MAGN PB PULL  RELA FOLL  TD  LC EC HC R  AA3  LIGH TYPE	CHAIRE.  NCH CIRCUIT PANELBOARD,  'TO HIGHEST DEVICE, 208 VOLT,  R' 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  MINAL CABINET, SEE SPECIFICATIONS.  OR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  OLE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  NETIC MOTOR STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX — SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE  LOWING:  R— TIME DELAY RELAY  — MECHANICALLY HELD CONTACTOR  E— MAGNETICALLY HELD CONTACTOR  E— MAGNETICALLY HELD CONTACTOR  E— MAGNETICALLY HELD RELAY  HTING FIXTURE IDENTIFICATION. 'AA3' INDICATES FIXTURE  E.
	t⊕t ⊢♀∟♀⊣	Sabc Sabc	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL/SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE	•	BER OF WIRES  ER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A  125/250V,1ø  2P, 4W  125V,1ø,20A  DUPLEX  125/250V,1ø  125/250V,1ø  125/250V,1ø  125/250V,1ø  125/250V,1ø  125V,1ø,20A	INCLUDES GI ING A,2P,3W A,2P,3W A,2P,3W Ø,2OA, A,2P,3W, Ø,3OA, A,2P,3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG.  6-20R WITH 6-20P PLUG.  6-30R WITH 6-30P PLUG.  6-50R WITH 6-50P PLUG.  14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT	BRAN +72' 3 OF  WOTO ON S  NON- 60/40 DISC  70 MAGN  COME PB PULL  RELA FOLL TD  LC EC HC R  AA3 LIGH TYPE	R 4 WIRE.  NCH CIRCUIT PANELBOARD,  ', TO HIGHEST DEVICE, 208 VOLT,  R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  MINAL CABINET, SEE SPECIFICATIONS.  MINAL CABINET, SEE SPECIFICATIONS.  MINAL CABINET, SEE SPECIFICATIONS.  MINAL CABINET, SEE SPECIFICATIONS.  MINAL CABINET, SIGNAL SYSTEM.  MINAL CABINET, SIGNAL SYSTEM.  MINAL CABINET, SIGNAL SYSTEM.  MINAL CABINET, SIGNAL SYSTEM.  MICHING PANEL; SEE SPECIFICATIONS.  MICHING PANEL; SEE SPECIFICATIONS.  MICHING PANEL; SEE SPECIFICATIONS.  MINAL CABINET  BOX — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  MINDICATES DANLET  BOARD OR CABINET  BOARD OR CA
	t⊕t ⊢♀∟♀⊣	Sabc Sabc	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL/SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE	•	BER OF WIRES  ER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A  125/250V,1ø 2P, 4W  125V,1ø,20A  DUPLEX  125V,1ø,20A  DUPLEX  125V,1ø,20A  LOCKING	INCLUDES GI ING A,2P,3W A,2P,3W A,2P,3W A,2P,3W, A,2P,3W, A,2P,3W, A,2P,3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR.  L5-20R WITH L5-20P PLUG.	3 OF BRAN +72' 3 OF  TERM SWIT  MOTO ON S  NON- 60/40 DISC  70 DISC  70 DISC  RELA FOLL TD LC EC HC R  AA3 LIGHTYPE  44'-6" MOUN	R 4 WIRE.  NCH CIRCUIT PANELBOARD,  ', TO HIGHEST DEVICE, 208 VOLT,  R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  MINAL CABINET, SEE SPECIFICATIONS.  MICHING PANEL; SEE SPECIFICATION.  MINDICATES PANEL—  BOARD OR CABINET  BOARD OR CABINET  DESIGNATION.  MINDICATES PANEL—  BOARD OR CABINET  DESIGNATION.  MICHING PERMAN OR CABINET  DESIGNATION.  MICHICATE PANEL  DESIGNATION
	t⊕t ⊢♀∟♀⊣	Sabc Sabc	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL (SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE	•	BER OF WIRES  ER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A  125/250V,1ø 2P, 4W  125V,1ø,20A  DUPLEX  125V,1ø,20A  DUPLEX	INCLUDES GI ING A,2P,3W A,2P,3W A,2P,3W A,2P,3W, A,2P,3W, A,2P,3W, A,2P,3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR.	3 OF BRAN +72' 3 OF TERM SWIT  MOTO ON S  NON- 60/40 DISC 70 DISC TO MAGN PB PULL TD LC EC HC R  AA3 LIGHT TYPE  AA3 REFE  +4'-6" MOUN OR E	R 4 WIRE.  NCH CIRCUIT PANELBOARD.  ', TO HIGHEST DEVICE, 208 VOLT, R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  ICHING PANEL; SEE SPECIFICATIONS.  OR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  -FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  OLE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  NETIC MOTOR STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  L BOX — SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE COWING: R— TIME DELAY RELAY  - MECHANICALLY HELD CONTACTOR - MAGNETICALLY HELD CONTACTOR - HEATER CONTACTOR - MAGNETICALLY HELD CONTACTOR - MIDICATES FIXTURE - HEATER CONTACTOR - MIDICATES FIXTURE - MIDICATES FIXT
	t⊕t ⊢♀∟♀⊣	Sabc Sabc	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL/SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE	•	BER OF WIRES  ER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,50A  125/250V,1ø 2P, 4W  125V,1ø,20A  DUPLEX  125V,1ø,20A  DUPLEX  125V,1ø,20A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING	INCLUDES GI ING A,2P,3W A,2P,3W A,2P,3W A,2P,3W, A,2P,3W, A,2P,3W A,2P,3W A,2P,3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR.  L5-20R WITH L5-20P PLUG.	3 OF BRAN +72' 3 OF TERM SWIT  MOTO ON S  NON- 60/40 DISC 70 DISC TO MAGN PB PULL TD LC EC HC R  AA3 LIGH TYPE H4'-6" MOUN OR E  MH= 10'-6" MOUN OR E	R 4 WIRE.  NCH CIRCUIT PANELBOARD,  ', TO HIGHEST DEVICE, 208 VOLT,  R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  MINAL CABINET, SEE SPECIFICATIONS.  MICHING PANEL; SEE SPECIFICATION.  MINDICATES PANEL—  BOARD OR CABINET  BOARD OR CABINET  DESIGNATION.  MINDICATES PANEL—  BOARD OR CABINET  DESIGNATION.  MICHING PERMAN OR CABINET  DESIGNATION.  MICHICATE PANEL  DESIGNATION
	PLP.  CEILING	Sabc Sabc	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL (SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE	•	BER OF WIRES  ER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A  125/250V,1ø 2P, 4W  125V,1ø,20A  DUPLEX  125V,1ø,20A  DUPLEX  125V,1ø,20A  LOCKING	INCLUDES GI ING A,2P,3W A,2P,3W A,2P,3W A,2P,3W, A,2P,3W, A,2P,3W A,2P,3W A,2P,3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA  NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR.  L5-20R WITH L5-20P PLUG.	3 OF  BRAN  +72' 3 OF  TERM  SWIT  MOTO ON S  70	R 4 WIRE.  NCH CIRCUIT PANELBOARD,  ', TO HIGHEST DEVICE, 208 VOLT,  R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  TCHING PANEL; SEE SPECIFICATIONS.  DR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DLE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  NETIC MOTOR STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX — SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE  LOWING:  MAGNETICALLY HELD CONTACTOR  MAGNETICALLY HELD CONTACTOR  MAGNETICALLY HELD CONTACTOR  MAGNETICALLY HELD CONTACTOR  MAGNETICALLY HELD RELAY  HTING FIXTURE IDENTIFICATION. 'AA3' INDICATES FIXTURE  E.  ERENCE TO NOTE #1, AND REFERENCE TO NOTE 'A'.  NITING HEIGHT FROM FINISHED FLOOR TO CENTERLINE OF OUTLET EQUIPMENT.  WALL DESIGNATION.
FLOOR	PLST  CEILING  CEILING	Sabc Sabc WALL & &	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL/SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE	•	BER OF WIRES  ER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,50A  125/250V,1ø 2P, 4W  125V,1ø,20A  DUPLEX  125V,1ø,20A  DUPLEX  125V,1ø,20A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING	INCLUDES GI ING A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR.  L5-20R WITH L5-20P PLUG.  L5-30R WITH L5-30P PLUG.  L5-15R WITH L5-15P PLUG.	3 OF  BRAN  +72' 3 OF  TERM  SWIT  MOTO ON S  NON- 60/40  DISC  70  AAA  PB PULL  TD  LC  ECC  HC  R  MAGN  TYPE  MH= 10'-6" MOUN EQUI  DETA	R 4 WIRE.  NCH CIRCUIT PANELBOARD,  'TO HIGHEST DEVICE, 208 VOLT,  R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  ICHING PANEL; SEE SPECIFICATIONS  OR - HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  -FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DLE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  NETIC MOTOR STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX - SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE OWNING:  R- TIME DELAY RELAY:  "- MECHANICALLY HELD CONTACTOR:  "- MAGNETICALLY HELD RELAY!  "- MINDICATES FIXTURE  ERENCE TO NOTE #1, AND REFERENCE TO NOTE 'A'.  NOTING HEIGHT FROM FINISHED FLOOR TO CENTERLINE OF OUTLET EQUIPMENT.  ALL DESIGNATION.  DETAIL REFERENCE.
	Telling  CEILING	Sabc Sabc WALL WALL	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL/SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE M - MANUAL MOTOR STARTER 3 - 3 WAY P - WITH PILOT LIGHT IN 2 GANG 4 - 4 WAY BOX K - KEY OPERATED WP- WEATHERPROOF EM- EMERGENCY SHUTDOWN SWITCH. PROVIDE WP COVER OVER SWITCH, LABEL "EMERGENCY SHUTDOWN". R - DOUBLE THROW, MOMENTARY CONTACT, RELAY CONTROL. H - DOOR OPERATED SWITCH ON HINGE SIDE OF DOOR. L - SECURITY CYLINDER LOCK SWITCH.  THREE SWITCHES IN GANGED BOX CONTROLLING DESIGNATED FIXTURES. JUNCTION BOX FOR PREWIRED LOW PARTITIONS SEE REFERENCE NOTE 1 ON SHEET E O.02. JUNCTION BOX FOR PREWIRED LOW PARTITIONS SEE REFERENCE NOTE 2 ON SHEET E O.02. JUNCTION BOX FOR PREWIRED LOW PARTITIONS SEE REFERENCE NOTE 2 ON SHEET E O.02. COMPUTER SYSTEM  COMPUTER OUTLET; FLOOR OUTLET IS ON FLOOR BOX.  COUNTER-TOP MOUNTED COMPUTER OUTLET TO BE FURNISHED WITH LAB FURNITURE. INSTALL.  3/4" COMPUTER CONDUIT.  TELEPHONE SYSTEM	•	BER OF WIRES  ER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A  125/250V,1ø 2P, 4W  125V,1ø,20A  DUPLEX  125V,1ø,20A  DUPLEX  125V,1ø,20A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,15A  LOCKING	INCLUDES GI ING A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-30R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR.  L5-20R WITH L5-20P PLUG.  L5-30R WITH L5-30P PLUG.	BRAM +72' 3 OF  TERM SWITH  MOTO ON S  NON- 60/40 DISC  70 MAGN PB PULL  RELA FOLL TD LC ECC HC R  MH= 10'-6" MOUN OR E  WH= 10'-6" MOUN SHEE	R 4 WIRE.  NCH CIRCUIT PANELBOARD.  'TO HIGHEST DEVICE, 208 VOLT,  R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  MINAL CABINET, SEE SPECIFICATIONS.  DOR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DOLE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  MINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX — SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE  COWING:  MAY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE  COWING:  MAY OR MECHANICALLY HELD CONTACTOR  MACHETICALLY HELD CONTACTOR  MAGNETICALLY HELD RELAY  HING FIXTURE IDENTIFICATION. 'AA3' INDICATES FIXTURE  EVERNICE TO NOTE #1, AND REFERENCE TO NOTE 'A'.  NINDICATES PANEL—  BOARD OR CABINET  DESIGNATION.  INDICATES PANEL—  BOARD OR CABINET  DESIGNATION.  INDICATES PANEL—  BOARD OR CABINET  DESIGNATION.
FLOOR	PLST  CEILING  CEILING	Sabc Sabc WALL & &	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL/SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE	•	BER OF WIRES  ER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A  125/250V,1ø 2P, 4W  125V,1ø,20A  DUPLEX  125V,1ø,20A  DUPLEX  125V,1ø,20A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,15A  LOCKING AND  15A,2P,3W  BLADE COMB	INCLUDES GI ING A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W A,2P,3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR.  L5-20R WITH L5-20P PLUG.  L5-30R WITH L5-30P PLUG.  L5-15R WITH L5-15P PLUG.	BRAM +72' 3 OF  TERM SWITH  MOTO ON S  NON- 60/40 DISC 70 AA3 COME PB PULL  RELA FOLL TD LC ECC HC R  MH= 10'-6" MOUN OR E UND SHEE	R 4 WIRE.  NCH CIRCUIT PANELBOARD,  'TO HIGHEST DEVICE, 208 VOLT,  R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  ICHING PANEL; SEE SPECIFICATIONS  OR - HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  -FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DLE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  NETIC MOTOR STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX - SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE OWNING:  R- TIME DELAY RELAY:  "- MECHANICALLY HELD CONTACTOR:  "- MAGNETICALLY HELD RELAY!  "- MINDICATES FIXTURE  ERENCE TO NOTE #1, AND REFERENCE TO NOTE 'A'.  NOTING HEIGHT FROM FINISHED FLOOR TO CENTERLINE OF OUTLET EQUIPMENT.  ALL DESIGNATION.  DETAIL REFERENCE.
FLOOR	PLST  CEILING  CEILING	Sabc Sabc WALL WALL	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON)  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL (\$WITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE	LETT A B C D F G	BER OF WIRES  ER RAT  125V, 1ø, 30A  250V, 1ø, 20A  250V, 1ø, 30A  250V, 1ø, 50A  125/250V, 1ø  2P, 4W  125V, 1ø, 20A  DUPLEX  125V, 1ø, 20A  DUPLEX  125V, 1ø, 20A  LOCKING  125V, 1ø, 30A  LOCKING  125V, 1ø, 30A  LOCKING  125V, 1ø, 15A   INCLUDES GI ING A,2P,3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR.  L5-20R WITH L5-20P PLUG.  L5-30R WITH L5-30P PLUG.  L5-15R WITH L5-15P PLUG.  L5-15R WITH L5-15P PLUG.  L5-15R WITH L5-15P PLUG.	BRAN +72' 3 OF TERM SWITH SWIT	R 4 WIRE.  NCH CIRCUIT PANELBOARD.  'TO HIGHEST DEVICE, 208 VOLT,  R' 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  ICHING PANEL; SEE SPECIFICATIONS.  DR - HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  -FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DLE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  NETIC MOTOR STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX - SIZE AS INDICATED ON PLANS.  4Y OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE  COWING:  R- TIME DELAY RELAY  - MECHANICALLY HELD CONTACTOR - MACHETICALLY HELD CONTACTOR - MACHETICALLY HELD CONTACTOR - MACHETICALLY HELD CONTACTOR - MACHETICALLY HELD RELAY  HTING FIXTURE IDENTIFICATION. 'AA3' INDICATES FIXTURE  EXERCISE TO NOTE #1, AND REFERENCE TO NOTE 'A'.  NITING HEIGHT FROM FINISHED FLOOR TO CENTERLINE OF OUTLET COUTPMENT.  ALL DESIGNATION.  DETAIL REFERENCE.  TYPE TRANSFORMER WITH IDENTIFICATION, REFER TO SINGLE	
FLOOR	PLST  CEILING  CEILING	Sabc Sabc WALL WALL	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL/SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE	•	BER OF WIRES  ER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A  125/250V,1ø 2P, 4W  125V,1ø,20A  DUPLEX  125V,1ø,20A  DUPLEX  125V,1ø,20A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,15A  LOCKING AND  15A,2P,3W  BLADE COMB	INCLUDES GI ING A,2P,3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR.  L5-20R WITH L5-20P PLUG.  L5-30R WITH L5-30P PLUG.  L5-15R WITH L5-15P PLUG.	BRAN +72' 3 OF SWITH SWI	R 4 WIRE.  WCH CIRCUIT PANELBOARD,  "TO HIGHEST DEVICE, 208 VOLT.  R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  ICHING PANEL; SEE SPECIFICATIONS.  BY - HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  -FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DIE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  METIC MOTOR STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX - SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE  OWING:  "- MECHANICALLY HELD CONTACTOR  "- MAGNETICALLY HELD CONTACTOR  "- HEATER CONTAC
FLOOR	PPPT  CEILING  CEILING	Sabc Sabc WALL WALL	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL/SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE M - MANUAL MOTOR STARTER 3 - 3 WAY P - WITH PILOT LIGHT IN 2 GANG 4 - 4 WAY BOX K - KEY OPERATED WP- WEATHERPROOF EM- EMERGENCY SHUTDOWN SWITCH. PROVIDE WP COVER OVER SWITCH, LABEL "EMERGENCY SHUTDOWN".  R - DOUBLE THROW, MOMENTARY CONTACT, RELAY CONTROL. H - DOOR OPERATED SWITCH ON HINGE SIDE OF DOOR. L - SECURITY CYLINDER LOCK SWITCH.  THREE SWITCHES IN GANGED BOX CONTROLLING DESIGNATED FIXTURES. JUNCTION BOX FOR PREWIRED LOW PARTITIONS SEE REFERENCE HOTE 2 ON SHEET E 0.02. JUNCTION BOX FOR PREWIRED LOW PARTITIONS SEE REFERENCE HOTE 2 ON SHEET E 0.02. COMPUTER SYSTEM  COMPUTER OUTLET; FLOOR OUTLET IS ON FLOOR BOX.  COUNTER-TOP MOUNTED COMPUTER OUTLET TO BE FURNISHED WITH LAB FURNITURE. INSTALL.  3/4" COMPUTER CONDUIT.  TELEPHONE SYSTEM  WALL TELEPHONE OUTLET; 'P' INDICATES PUBLIC TELEPHONE SEED ETAIL 16/E6.01 (BP#20 & BP#21)  TELEPHONE OUTLET FOO ESK INSTRUMENT; FLOOR	LETT A B C D F G L LA LB LC LD	BER OF WIRES  ER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A  125/250V,1ø 2P, 4W  125V,1ø,20A  DUPLEX  125V,1ø,20A  DUPLEX  125V,1ø,20A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,15A  LOCKING  125V,1ø,30A  LOCKING	INCLUDES GI ING A,2P,3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA  NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR. L5-20R WITH L5-20P PLUG.  L5-30R WITH L5-30P PLUG.  L5-15R WITH L5-15P PLUG.  L5-15R WITH L5-15P PLUG.  L6-30R WITH L6-30P PLUG.	BRAN +72' 3 OF SWITH SWI	R 4 WIRE.  WIGH CIRCUIT PANELBOARD,  "TO HIGHEST DEVICE, 208 VOLT,  R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  ICHING PANEL; SEE SPECIFICATIONS.  BY — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SIGNEDULE. PROVIDE FLEX CONNECTION.  FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DIE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  METIC MOTOR STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX — SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE  COWING:  MACHANICALLY HELD CONTACTOR  "MECHANICALLY HELD CONTACTOR  "MECHANICALLY HELD CONTACTOR  "MAGNETICALLY HELD CONTACTOR  "MINDICATES FIXTURE  ERENCE TO NOTE #1, AND REFERENCE TO NOTE 'A'.  NITING HEIGHT FROM FINISHED FLOOR TO CENTERLINE OF OUTLET EQUIPMENT.  WITING HEIGHT FROM FINISHED FLOOR TO BOTTOM OF OUTLET OR IMPMENT.  ALL DESIGNATION.  DETAIL REFERENCE.  TYPE TRANSFORMER WITH IDENTIFICATION. REFER TO SINGLE E DIAGRAM FOR KVA RATING AND PRIMARY AND SECONDARY VOLTAGES.
FLOOR	PLPT  CEILING  CEILING	Sabc Sabc WALL WALL	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL/SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE	LETT A B C D F G	BER OF WIRES  ER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A  125/250V,1ø 2P, 4W  125V,1ø,20A  DUPLEX  125V,1ø,20A  DUPLEX  125V,1ø,20A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,15A  LOCKING  125V,1ø,15A  LOCKING ANE  15A,2P,3W  BLADE COMB  DUPLEX.  250V,1ø,30A	INCLUDES GI ING A,2P,3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR.  L5-20R WITH L5-20P PLUG.  L5-30R WITH L5-30P PLUG.  L5-15R WITH L5-15P PLUG.  L5-15R WITH L5-15P PLUG.  L5-15R WITH L5-15P PLUG.	BRAN +72' 3 OF TERM SWITH MOTO ON S SWITH MOTO	R 4 WIRE.  WCH CIRCUIT PANELBOARD,  "TO HIGHEST DEVICE, 208 VOLT.  R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  ICHING PANEL; SEE SPECIFICATIONS.  BY - HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  -FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DIE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  METIC MOTOR STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX - SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE  OWING:  "- MECHANICALLY HELD CONTACTOR  "- MAGNETICALLY HELD CONTACTOR  "- HEATER CONTAC
FLOOR	PLPT  CEILING  T—  CEILING	Sabc Sabc WALL WALL	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL (SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE M — MANUAL MOTOR STARTER 3 - 3 WAY P — WITH PILOT LIGHT IN 2 GANG BOX K — KEY OPPERATED WP— WEATHERPROOF EM— EMERGENCY SHUTDOWN SWITCH. PROVIDE WP COVER OVER SWITCH, LABEL "EMERGENCY SHUTDOWN". R — DOUBLE THROW, MOMENTARY CONTACT, RELAY CONTROL. H — DOOR OPERATED SWITCH ON HINGE SIDE OF DOOR. L — SECURITY CYLINDER LOCK SWITCH.  THREE SWITCHES IN GANGED BOX CONTROLLING DESIGNATED FIXTURES. JUNCTION BOX FOR PREWIRED LOW PARTITIONS SEE REFERENCE NOTE 1 ON SHEET E 0.02. JUNCTION BOX FOR PREWIRED LOW PARTITIONS SEE REFERENCE NOTE 1 ON SHEET E 0.02.  COMPUTER OUTLET; FLOOR OUTLET IS ON FLOOR BOX.  COUNTER—TOP MOUNTED COMPUTER OUTLET TO BE FURNISHED WITH LAB FURNITURE. INSTALL.  3/4" COMPUTER CONDUIT, UON.  1" COMPUTER CONDUIT, UON.  1" COMPUTER CONDUIT.  TELEPHONE SYSTEM  WALL TELEPHONE OUTLET; 'P' INDICATES PUBLIC TELEPHONE SEEDETAIL 16/66.01(BP#20 & BP#21)  TELEPHONE SUBJEM MOUNTED.  3/4" TELEPHONE CONDUIT, UON.	LETT A B C D F G L LA LB LC LD	BER OF WIRES  TER RAT  125V, 1ø, 30A  250V, 1ø, 20A  250V, 1ø, 50A  125/250V, 1ø  2P, 4W  125V, 1ø, 20A  DUPLEX  125V, 1ø, 20A  DUPLEX  125V, 1ø, 20A  LOCKING  125V, 1ø, 30A  LOCKING  125V, 1ø, 15A  LOCKING	INCLUDES GI ING A, 2P, 3W A, 2P, 3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR.  L5-20R WITH L5-20P PLUG.  L5-30R WITH L5-30P PLUG.  L5-15R WITH L5-15P PLUG.  L5-15R WITH L5-15P PLUG.  L6-30R WITH L6-30P PLUG.  L6-30R WITH L6-30P PLUG.	BRAN +72' 3 OF TERM SWIT ON SW	R 4 WIRE.  WICH CIRCUIT PANELBOARD,  'TO HIGHEST DEVICE, 208 VOLT,  R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  JOHN SPANEL; SEE SPECIFICATIONS.  OR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  FUSED DISCONNECT SWITCH, 30A, 3P, UON.  PONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DIE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  NETIC MOTOR STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX — SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE OWNING:  "A MECHANICALLY HELD CONTACTOR: "A MECHANICALLY HELD CONTACTOR: "A MAGNETICALLY HELD CONTACTOR: "A MAGNETICAL HELD HELD HELD HELD HELD HELD HELD HEL
FLOOR	PLPT  CEILING  CEILING  TT−  TT−  TT+	Sabc Sabc WALL WALL	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL /SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE	LETT A B C D F G L LA LB LC LD	BER OF WIRES  ER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A  125/250V,1ø 2P, 4W  125V,1ø,20A  DUPLEX  125V,1ø,20A  DUPLEX  125V,1ø,20A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,15A  LOCKING  125V,1ø,20A	INCLUDES GI ING A, 2P, 3W A, 2P, 3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR.  L5-20R WITH L5-20P PLUG.  L5-30R WITH L5-30P PLUG.  L5-15R WITH L5-15P PLUG.  L5-15R WITH L5-15P PLUG.  L6-30R WITH L6-30P PLUG.  L6-30R WITH L6-30P PLUG.	BRAN +72'3 OF SWIT SWIT SWIT SWIT SWIT SWIT SWIT SWIT	R 4 WIRE.  NCH CIRCUIT PANELBOARD.  NOH CABINET DEVICE, 208 VOLT,  R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  DEFIGNATION.  DR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  POUNCET SWITCH, 80A FRAME WITH 40A FUSES SHOWN.  DOLE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  NETIC MOTOR STARTER, SIZE '1', UON.  DEINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX — SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE CONNINC:  "A MECHANICALLY HELD CONTACTOR:  "A MECHANICAL
FLOOR	PLPT  CEILING  CEILING  TT−  TT−  TT+	Sabc Sabc WALL WALL	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL (SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE M - MANNUAL MOTOR STARTER 3 - 3 WAY P - WITH PILOT LIGHT IN 2 GANG K - KEY OPERATED WP- WEATHERPROOF EM- EMERGENCY SHUTDOWN SWITCH, PROVIDE WP COVER OVER SWITCH, LABEL "EMERGENCY SHUTDOWN", R - DOUBLE THROW, MOMENTARY CONTACT, RELAY CONTROL. H - DOOR OPERATED SWITCH ON HINGE SIDE OF DOOR. L - SECURITY CYLINDER LOCK SWITCH.  THREE SWITCHES IN GANGED BOX CONTROLLING DESIGNATED FIXTURES. JUNCTION BOX FOR PREWIRED LOW PARTITIONS SEE REFERENCE NOTE 1 ON SHEET E 0.02. JUNCTION BOX FOR PREWIRED LOW PARTITIONS CEE REFERENCE HOTE 2 ON SHEET E 0.02. COMPUTER SYSTEM  COMPUTER OUTLET; FLOOR OUTLET IS ON FLOOR BOX.  COUNTER-TOP MOUNTED COMPUTER OUTLET TO BE FURNISHED WITH LAB FURNITURE. INSTALL.  3/4" COMPUTER CONDUIT.  TELEPHONE SEED ETAIL 16/E6.01 (BP#20 & BP#21)  TELEPHONE SEED ETAIL 16/E6.01 (BP#20 & BP#22)  TELEPHONE OUTLET; FOR DOSK INSTRUMENT; FLOOR OUTLET IS STUB-MOUNTED.  3/4" TELEPHONE CONDUIT.  1" TELEPHONE CONDUIT.  1" TELEPHONE CONDUIT.  1-1/4" TELEPHONE CONDUIT.  FLUSH MOUNTED TELEPHONE OUTLET. FLOOR BOX: HUBBELL # 82486 COVER: HUBBELL # 52425	LETT A B C D F G L LA LB LC LD	BER OF WIRES  TER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A  125/250V,1ø 2P, 4W  125V,1ø,20A  DUPLEX  125V,1ø,20A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,15A  LOCKING  125V,1ø,30A  LOCKING  250V,1ø,30A  LOCKING	INCLUDES GI ING A, 2P, 3W A, 2P, 3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR.  L5-20R WITH L5-20P PLUG.  L5-30R WITH L5-30P PLUG.  L5-15R WITH L5-15P PLUG.  L5-15R WITH L5-15P PLUG.  L6-30R WITH L6-30P PLUG.  L6-30R WITH L6-30P PLUG.	BRAN +72'3 OF SWIT SWIT SWIT SWIT SWIT SWIT SWIT SWIT	R 4 WIRE.  WICH CIRCUIT PANELBOARD,  'TO HIGHEST DEVICE, 208 VOLT,  R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  JOHN SPANEL; SEE SPECIFICATIONS.  OR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  FUSED DISCONNECT SWITCH, 30A, 3P, UON.  PONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DIE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  NETIC MOTOR STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX — SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE OWNING:  "A MECHANICALLY HELD CONTACTOR: "A MECHANICALLY HELD CONTACTOR: "A MAGNETICALLY HELD CONTACTOR: "A MAGNETICAL HELD HELD HELD HELD HELD HELD HELD HEL
FLOOR	PLPT  CEILING  CEILING  TT−  TT−  TT+	Sabc Sabc WALL WALL	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL (SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE M - MANNAL MOTOR STARTER 3 - 3 WAY P - WITH PILOT LIGHT IN 2 GANG WITH LIGHT IN 2 GANG EM - 4 WAY BOX K - KEY OPERATED WP- WEATHERPROOF EM EMERGENCY SHUTDOWN SWITCH, PROVIDE WP COVER OVER SWITCH, LABEL "EMERGENCY SHUTDOWN". R - DOUBLE THROW, MOMENTARY CONTACT, RELAY CONTROL. H - DOOR OPERATED SWITCH ON HINGE SIDE OF DOOR. L - SECURITY CYLINDER LOCK SWITCH. THREE SWITCHES IN GANGED BOX CONTROLLING DESIGNATED FIXTURES. JUNCTION BOX FOR PREWIRED LOW PARTITIONS SEE REFERENCE NOTE 1 ON SHEET E OOQ. JUNCTION BOX FOR PREWIRED LOW PARTITIONS SEE REFERENCE HOTE 2 ON SHEET E OOQ. JUNCTION BOX FOR PREWIRED LOW PARTITIONS SEE PERSENCE HOTE 2 ON SHEET E OOQ. JUNCTION BOX FOR PREWIRED LOW PARTITIONS SEE PERSENCE HOTE 2 ON SHEET E OOQ.  COMPUTER OUTLET; FLOOR OUTLET IS ON FLOOR BOX.  COUNTER-TOP MOUNTED COMPUTER OUTLET TO BE FURNISHED WITH LAB FURNITURE. INSTALL.  3/4" COMPUTER CONDUIT.  TELEPHONE SYSTEM  WALL TELEPHONE OUTLET; 'P' INDICATES PUBLIC TELEPHONE SEEDETAIL (9/EG.OI(BP#20 & BP#21))  TELEPHONE OUTLET FOR DESK INSTRUMENT; FLOOR OUTLET IS STUB-MOUNTED.  3/4" TELEPHONE CONDUIT, UON.  1" TELEPHONE CONDUIT, UON.  1" TELEPHONE CONDUIT,  1-1/4" TELEPHONE CONDUIT.  FLUSH MOUNTED TELEPHONE OUTLET, FLOOR BOX: HUBBELL # B2436	LETT A B C D F G H IG L LA LB LC LD LG LF LN	BER OF WIRES  TER  125V, 1ø, 30A 250V, 1ø, 20A 250V, 1ø, 50A 250V, 1ø, 50A 125/250V, 1ø 2P, 4W 125V, 1ø, 20A DUPLEX  125V, 1ø, 20A DUPLEX  125V, 1ø, 20A DUPLEX  125V, 1ø, 20A DUPLEX  125V, 1ø, 30A LOCK ING 125V, 1ø, 15A LOCK ING 125V, 1ø, 30A LOCK ING 125V, 1ø, 30A LOCK ING 125V, 1ø, 30A LOCK ING 120/250V, 1ø LOCK ING 120/250V, 1ø LOCK ING	INCLUDES GI ING A, 2P, 3W A, 2P, 3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR.  L5-20R WITH L5-20P PLUG.  L5-15R WITH L5-15P PLUG.  L5-15R WITH L5-15P PLUG.  L6-30R WITH L6-30P PLUG.  L6-30R WITH L6-30P PLUG.  L6-20R WITH L6-20P PLUG.	BRAN +72' 3 OF BRAN +72' 3 OF TERM SWITT S	R 4 WIRE.  NCH CIRCUIT PANELBOARD,  1, TO HIGHEST DEVICE, 208 VOLT,  1, WIRE.  MINAL CABINET, SIGNAL SYSTEM.  ICHING PANEL; SEE SPECIFICATIONS.  DR - HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  DR - HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  DOWNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DIE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  NETIC MOTOR STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX - SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE OWN OF SHORT O
FLOOR	PLPT  CEILING  CEILING  TT−  TT−  TT+	Sabc Sabc WALL WALL	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL/SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOOGLE SWITCH +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE	LETT A B C D F G H IG L LA LB LC LD LG LF LN	BER OF WIRES  TER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A  125/250V,1ø 2P, 4W  125V,1ø,20A  DUPLEX  125V,1ø,20A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,15A  LOCKING  125V,1ø,30A  LOCKING  250V,1ø,30A  LOCKING	INCLUDES GI ING A, 2P, 3W A, 2P, 3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR.  L5-20R WITH L5-20P PLUG.  L5-15R WITH L5-15P PLUG.  L5-15R WITH L5-15P PLUG.  L6-30R WITH L6-30P PLUG.  L6-30R WITH L6-30P PLUG.  L6-20R WITH L6-20P PLUG.	BRAN +72' 3 OF SWIT SWIT SWIT SWIT SWIT SWIT SWIT SWIT	R 4 WIRE.  NCH CIRCUIT PANELBOARD,  ', TO HIGHEST DEVICE, 208 VOLT,  R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  ICHING PANEL; SEE SPECIFICATIONS.  OR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  -FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 50A FRAME WITH 40A FUSES SHOWN.  DIE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  NETIC MOTOR STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX — SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE  COWING:  — MCCHANICALLY HELD CONTACTOR  — HAATER CONTACTOR  — MAGNETICALLY HELD CONTACTOR  — MAGNETICALLY HELD CONTACTOR  — MAGNETICALLY HELD CONTACTOR  — HAATER CONTACTOR  — MAGNETICALLY HELD CONTACTOR  — MECHANICALLY HEL
FLOOR  FLOOR	PLQT  CEILING  CEILING  -CC+ CEILING	Sabc Sabc WALL W M  W M  W M  W M  W M  W M  W M  W	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE M - MANUAL MOTOR STARTER 3 - 3 WAY P - WITH PLIOT LIGHT IN 2 GANG 4 - 4 WAY K - KEY OPERATED WP- WEATHERPROOF EM- EMERGENCY SHUTDOWN SWITCH. PROVIDE WP COVER OVER SWITCH, LABEL "EMERGENCY SHUTDOWN". R DOUBLE THROW MOMENTARY CONTACT, RELAY CONTROL. H - DOOR OPERATED SWITCH ON HINGE SIDE OF DOOR. L - SECURITY CYLINDER LOCK SWITCH. THREE SWITCHES IN GANGED BOX CONTROLLING DESIGNATED FIXTURES. JUNCTION BOX FOR PREWIRED LOW PARTITIONS SEE REPERANCE NOTE 1 ON SHEET E.O.2. JUNCTION BOX FOR PREWIRED LOW PARTITIONS SEE REPERANCE NOTE 1 ON SHEET E.O.2. JUNCTION BOX FOR PREWIRED LOW PARTITIONS SEE REPERANCE NOTE 1 ON SHEET E.O.2. JUNCTION BOX FOR PREWIRED LOW PARTITIONS SEE REPERANCE NOTE 1 ON SHEET E.O.2. JUNCTION BOX FOR PREWIRED LOW PARTITIONS SEE REPERANCE NOTE 1 ON SHEET E.O.2. SUNTER-TOP MOUNTED COMPUTER OUTLET TO BE FURNISHED WITH LAB FURNITURE. INSTALL. 3/4" COMPUTER CONDUIT.  TELEPHONE SYSTEM WALL TELEPHONE OUTLET; 'P' INDICATES PUBLIC TELEPHONE. SEE DETAIL IS/ES.OI(BP#20 & BP#21)  TELEPHONE SYSTEM WALL TELEPHONE CONDUIT, UON. 1" TELEPHONE CONDUIT. FLUSH MOUNTED TELEPHONE OUTLET. FLOOR BOX: HUBBELL # 524285 FLANGE: HUBBELL # 524285 FLANGE: HUBBELL # 530833 (WHERE CARPET AREA)  MALL AUDUO/VISUAL SYSTEM MIALL AUDUO/VISUAL OUTLET.	LETT A B C D F G H IG L LA LB LC LD LG LF LN	BER OF WIRES  TER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A  125/250V,1ø  2P, 4W  125V,1ø,20A  DUPLEX  125V,1ø,20A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,15A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  250V,1ø,30A  LOCKING  250V,1ø,30A  LOCKING  250V,1ø,30A  LOCKING	INCLUDES GI ING A, 2P, 3W A, 2P, 3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR.  L5-20R WITH L5-20P PLUG.  L5-30R WITH L5-30P PLUG.  L5-15R WITH L5-15P PLUG.  L6-30R WITH L5-15P PLUG.  L6-30R WITH L6-30P PLUG.  L6-30R WITH L6-20P PLUG.  L6-20R WITH L6-20P PLUG.  L14-20R WITH L14-20P PLUG.	BRAN +72' 3 OF BRAN +72' 3 OF SWIT SWIT SWIT SWIT SWIT SWIT SWIT SWIT	R 4 WIRE.  NCH CIRCUIT PANELBOARD,  'TO HIGHEST DEVICE, 208 VOLT,  R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  ICHING PANEL; SEE SPECIFICATIONS.  OR - HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  - FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DIE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  NETIC MOTOR STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX - SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE OWNING:  "- IMECHAIN CALLY HELD CONTACTOR:  - MAGNETICALLY HELD CONTACTOR:  - MAGNETICALLY HELD CONTACTOR:  - HAFIER CONTACTOR:  - MAGNETICALLY HELD RELAY  4TING FIXTURE IDENTIFICATION. 'AA3' INDICATES FIXTURE  - THE CONTACTOR:  - WINDICATES FIXTURE  ERENCE TO NOTE #1, AND REFERENCE TO NOTE 'A'.  NITING HEIGHT FROM FINISHED FLOOR TO CENTERLINE OF OUTLET COUPMENT.  ALL DESIGNATION.  DETAIL REFERENCE.  ET NUMBER.  DETAIL REFERENCE.  ET NUMBER:  TYPE TRANSFORMER WITH IDENTIFICATION. REFER TO SINGLE ED LIAGRAM FOR KVA RATING AND PRIMARY AND SECONDARY VOLTAGES.  ESWITCH; TYPE PER SPECIFICATIONS.  ROBENCY BATTERY UNIT WITH LIGHTS AS INDICATED, MH = 9'-O",  TURE TYPE "D".  DETAIL REFERENCE.  SHILDBELL "B-4330. COVERS: HUBBELL* 5:3625 (ONE), #5:2425 (THO)  NAGE: HUBBELL "B-4330. COVERS: HUBBELL* 5:3625 (ONE), #5:2425 (ONE)  HUBBELT B-4230. COVERS: HUBBELL* 5:3625 (ONE), #5:2425 (ONE)  HUBBELT B-4230. COVERS: HUBBELL* 5:3625 (ONE), #5:2425 (ONE)  HUBBELT B-4230. COVERS: HUBBELT 5:3625
FLOOR  FLOOR  FLOOR	PLQT  CEILING  CEILING  -CC+ CEILING	Sabc Sabc WALL WALL WALL WALL	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (47'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL (SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE M - MANUAL MOTOR STARTER 3 - 3 WAY P - WITH PITCH LIGHT IN 2 GANG, 4 - 4 WAY P - WITH PITCH LIGHT IN 2 GANG, K - KEN PERATED WP WEATHERPROOF EM-EMERGENCY SHUTDOWN SWITCH. PROVIDE WP COVER OVER SWITCH, LABEL "EMERGENCY SHUTDOWN" R - DOUBLE THROW, MOMENTARY CONTACT RELAY CONTROL. H - DOOR OPERATED SWITCH ON HINGE SIDE OF DOOR. L - SECURITY CYLINDER LOCK SWITCH.  THREE SWITCHES IN GANGED BOX CONTROLLING DESIGNATED FIXTURES. JUNCTION BOX FOR PREWINGED LOW PARTITIONS SEE REFERENCE NOTE I ON SHEET E D.O. JUNCTION BOX FOR PREWINGED LOW PARTITIONS SEE REFERENCE NOTE I ON SHEET E D.O. JUNCTION BOX FOR PREWINGED LOW PARTITIONS SEE REFERENCE NOTE I ON SHEET E D.O. JUNCTION BOX FOR PREWINGED LOW PARTITIONS SEE REFERENCE NOTE I ON SHEET E D.O. JUNCTION BOX FOR PREWINGED LOW PARTITIONS SEE REFERENCE NOTE I ON SHEET E D.O. JUNCTION BOX SOME DESTRUCTIONS COMPUTER CONDUIT.  TELEPHONE SYSTEM  WALL TELEPHONE CONDUIT.  TELEPHONE CONDUIT.  TELEPHONE CONDUIT.  TELEPHONE CONDUIT.  1-1/4" TELEPHONE CONDUIT.  1-1/4" TELEPHONE CONDUIT.  FLUSH MOUNTED TELEPHONE OUTLET. FLOOR BOX: HUBBELL * 82436 COVER: HUBBELL * 83425 FLANGE: HUBBELL * 83426 FLANGE: HUBBELL * 83426 FLANGE: HUBBELL * 83426 FLANGE: HUBBELL * 83426 HUBBE	LETT A B C D F G H IG L LA LB LC LD LG LF LN	BER OF WIRES  TER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A  125/250V,1ø  2P, 4W  125V,1ø,20A  DUPLEX  125V,1ø,20A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,15A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  250V,1ø,30A  LOCKING  250V,1ø,30A  LOCKING  250V,1ø,30A  LOCKING	INCLUDES GI ING A, 2P, 3W A, 2P, 3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR.  L5-20R WITH L5-20P PLUG.  L5-30R WITH L5-30P PLUG.  L5-15R WITH L5-15P PLUG.  L6-30R WITH L5-15P PLUG.  L6-30R WITH L6-30P PLUG.  L6-30R WITH L6-20P PLUG.  L6-20R WITH L6-20P PLUG.  L14-20R WITH L14-20P PLUG.	BRAN +72' 3 OF SWIT SWIT SWIT SWIT SWIT SWIT SWIT SWIT	R 4 WIRE.  CH CIRCUIT PANELBOARD.  'TO HIGHEST DEVICE, 208 VOLT,  R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  ICHING-PANEL; SEE SPECIFICATIONS.  OR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DIE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  WETIC MOTOR STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX — SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE CONTING.  WINGLE CALLY HELD CONTACTOR  "HECHANICALLY HELD CONTACTOR"  "HECHANICALLY HELD CONTACTOR"  "HEATER CONTACTOR"  "HEATER CONTACTOR"  "HAGNETICALLY HELD CONTACTOR"  "HAGNETICALLY HELD CONTACTOR"  "HEATER CONTACTOR"  "HAGNETICALLY HELD CONTACTOR"  "HEATER CONTACTOR"  "HAGNETICALLY HELD CONTACTOR"  "HAGNET CALLY HELD HORD AND OPTION OF OUTLETS  "HAGNET CALLY HELD HORD AND OPTION OF OUTLETS  "HAGNET CALLY HELD HORD AND OPTION OF OUTLETS  "HAGNET CALLY HELD HORD AND O
FLOOR  FLOOR	PLQT  CEILING  CEILING  -CC+ CEILING	Sabc Sabc WALL WALL WALL WALL	EXIT LIGHTING FIXTURE: SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL/SWITCH, +42", UON. '600' INDICATES RATING IN WATTS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE	LETT A B C D F G H IG L LA LB LC LD LG LF LN E	BER OF WIRES  TER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A  125/250V,1ø  2P, 4W  125V,1ø,20A  DUPLEX  125V,1ø,20A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,15A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  250V,1ø,30A  LOCKING  250V,1ø,30A  LOCKING  250V,1ø,30A  LOCKING	INCLUDES GI ING A, 2P, 3W A, 2P, 3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR.  L5-20R WITH L5-20P PLUG.  L5-30R WITH L5-30P PLUG.  L5-15R WITH L5-15P PLUG.  L6-30R WITH L5-15P PLUG.  L6-30R WITH L6-30P PLUG.  L6-30R WITH L6-20P PLUG.  L6-20R WITH L6-20P PLUG.  L14-20R WITH L14-20P PLUG.	BRAN +72' 3 OF SWIT SWIT SWIT SWIT SWIT SWIT SWIT SWIT	R 4 WIRE.  NCH CIRCUIT PANELBOARD.  'TO HIGHEST DEVICE, 208 VOLT,  Y 10 HIGHEST DOLT,  Y 10 HIGHST PANEL  Y 10 HIGHEST PANEL  Y 10 HIGHST PANEL  Y 10 HIGHST P
FLOOR  FLOOR  FLOOR	PLQT  CEILING  CEILING  -CC+ CEILING	Sabc Sabc WALL WALL WALL WALL	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL/SWITCH, +42", UON. '600' INDICATED ON DRAWINGS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE  M - MANUAL MOTOR STARTER 3 - 3 WAY P - WITH PILOT LIGHT IN 2 GANG K - KEY OPERATED BOX K - KEY OPERATED WP - WEATHERPROOF EM- MERGENCY SHUTDOWN SWITCH, PROVIDE WP COVER OVER SWITCH, LABEL "EMERGENCY SHUTDOWN". R - DOUBLE THROW, MOMENTARY CONTACT, RELAY CONTROL H - DOOR OPERATED SWITCH ON HINGE SIDE OF DOOR. L - SECURITY CYLINDER LOCK SWITCH.  THREE SWITCHES IN GANGED BOX CONTROLLING DESIGNATED FIXTURES. JUNCTION BOX POR PREWIRED LOW PARTITION'S SEE REFERENCE NOTE 1 ON SHEET E.O.O2. JUNCTION BOX POR PREWIRED LOW PARTITION'S SEE REFERENCE HOTE 2 ON SHEET E.O.O2. JUNCTION BOX POR PREWIRED LOW PARTITION'S SEE REFERENCE HOTE 2 ON SHEET E.O.O2. COMPUTER SYSTEM  WALL TELEPHONE OUTLET; 'P' INDICATES PUBLIC TELEPHONE SYSTEM  WALL TELEPHONE CONDUIT.  TELEPHONE OUTLET FOR DESK INSTRUMENT; FLOOR OUTLET IS STUB-MOUNTED.  3/4" COMPUTER CONDUIT.  TELEPHONE OUTLET FOR DESK INSTRUMENT; FLOOR OUTLET IS STUB-MOUNTED.  3/4" TELEPHONE CONDUIT.  1" TELEPHONE CONDUIT.  1" TELEPHONE CONDUIT.  FLUSH MOUNTED TELEPHONE OUTLET. FLOOR BOX: HUBBELL *82436	LETT A B C D F G H IG L LA LB LC LD LG LF LN E	BER OF WIRES  TER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A  125/250V,1ø  2P, 4W  125V,1ø,20A  DUPLEX  125V,1ø,20A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,15A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  250V,1ø,30A  LOCKING  250V,1ø,30A  LOCKING  250V,1ø,30A  LOCKING	INCLUDES GI ING A, 2P, 3W A, 2P, 3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR.  L5-20R WITH L5-20P PLUG.  L5-30R WITH L5-30P PLUG.  L5-15R WITH L5-15P PLUG.  L6-30R WITH L5-15P PLUG.  L6-30R WITH L6-30P PLUG.  L6-30R WITH L6-20P PLUG.  L6-20R WITH L6-20P PLUG.  L14-20R WITH L14-20P PLUG.	BRAN +72' 3 OF SWIT SWIT SWIT SWIT SWIT SWIT SWIT SWIT	R 4 WIRE.  CH CIRCUIT PANELBOARD.  'TO HIGHEST DEVICE, 208 VOLT,  R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  ICHING-PANEL; SEE SPECIFICATIONS.  OR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DIE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  WETIC MOTOR STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX — SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE CONTING.  WINGLE CALLY HELD CONTACTOR  "HECHANICALLY HELD CONTACTOR"  "HECHANICALLY HELD CONTACTOR"  "HEATER CONTACTOR"  "HEATER CONTACTOR"  "HAGNETICALLY HELD CONTACTOR"  "HAGNETICALLY HELD CONTACTOR"  "HEATER CONTACTOR"  "HAGNETICALLY HELD CONTACTOR"  "HEATER CONTACTOR"  "HAGNETICALLY HELD CONTACTOR"  "HAGNET CALLY HELD HORD AND OPTION OF OUTLETS  "HAGNET CALLY HELD HORD AND OPTION OF OUTLETS  "HAGNET CALLY HELD HORD AND OPTION OF OUTLETS  "HAGNET CALLY HELD HORD AND O
FLOOR  FLOOR  FLOOR	PLQT  CEILING  CEILING  -CC+ CEILING	Sabc Sabc WALL WALL WALL WALL	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL/SWITCH, +42", UON. 500' INDICATES RATING IN WAITS.  SINGLE POLE TOGGLE SWITCH, +42", UON. 500' INDICATES RATING IN WAITS.  SINGLE POLE TOGGLE SWITCH, +42", UON. 500' INDICATES RATING IN WAITS.  SINGLE POLE TOGGLE SWITCH, +42", UON. 500' INDICATES RATING IN WAITS.  SINGLE POLE TOGGLE SWITCH, +42", UON. 500' INDICATES RATING IN WAITS.  SINGLE POLE TOGGLE SWITCH, +42", UON. 500' INDICATES RATING IN WAITS.  SINGLE POLE TOGGLE SWITCH, +42", UON. 500' INDICATES RATING IN WAITS.  SINGLE POLE TOGGLE SWITCH, +42", UON. 500' INDICATES RATING IN WAITS.  SINGLE POLE TOGGLE SWITCH, +42", UON. 500' INDICATES THE FOLLOWING: 2 - 2 POLE  M - MANUAL MOTOR STARTER  3 - 3 WAY P - WITTH PILCOT LIGHT IN 2 GANG  4 - 4 WAY  800' K - KEY OPERATED  W - WEATHERPROOF  EM- EMERGENCY SHUTDOWN SWITCH. PROVIDE WP COVER  OVER SWITCHLABEL "EMERGENCY SHUTDOWN".  R - DOUBLE THROW, MOMENTARY CONTACT, RELAY CONTROL.  H - DOOR OPERATED SWITCH ON HINGE SIDE OF DOOR.  L - SECURITY CYLINDER LOCK SWITCH.  THERE SWITCHES IN GANGED BOX CONTROLLING DESIGNATED FIXTURES.  JUNCTION BOX FOR PREWIGED LOW PARTITIONS  SEE REFERENCE NOTE 1 ON SHEET E.O.O.  COMPUTER SYSTEM  WALL TELEPHONE ONDUIT.  TELEPHONE OUTLET; FLOOR OUTLET IS  ON FLOOR BOX.  COMPUTER CONDUIT.  TELEPHONE CONDUIT.  TELEPHONE CONDUIT.  TELEPHONE CONDUIT.  FLUSH MOUNTED TELEPHONE OUTLET.  FLUSH MOUNTED TELEPHONE OUTLET.  STUB-MOUNTED AUDIO/VISUAL OUTLET.  FLUSH MOUNTED BADON OUTLET.  FLUSH MOUNTED AUDIO/VISUAL OUTLET.  FLUSH MOUNTED AUDIO/VISUAL OUTLET.	LETT A B C D F G H IG L LA LB LC LD LG LF LN E	BER OF WIRES  ER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A  125/250V,1ø 2P, 4W  125V,1ø,20A  DUPLEX  125V,1ø,20A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,15A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  250V,1ø,30A  LOCKING  250V,1ø,30A  LOCKING  250V,1ø,30A  LOCKING	INCLUDES GI ING A, 2P, 3W A, 2P, 3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR.  L5-20R WITH L5-20P PLUG.  L5-30R WITH L5-30P PLUG.  L5-15R WITH L5-15P PLUG.  L6-30R WITH L5-15P PLUG.  L6-30R WITH L6-30P PLUG.  L6-30R WITH L6-20P PLUG.  L6-20R WITH L6-20P PLUG.  L14-20R WITH L14-20P PLUG.	BRAN +72' 3 OF SWIT SWIT SWIT SWIT SWIT SWIT SWIT SWIT	R 4 WIRE.  CH CIRCUIT PANELBOARD.  'TO HIGHEST DEVICE, 208 VOLT,  R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  ICHING-PANEL; SEE SPECIFICATIONS.  OR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DIE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  WETIC MOTOR STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX — SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE CONTING.  WINGLE CALLY HELD CONTACTOR  "HECHANICALLY HELD CONTACTOR"  "HECHANICALLY HELD CONTACTOR"  "HEATER CONTACTOR"  "HEATER CONTACTOR"  "HAGNETICALLY HELD CONTACTOR"  "HAGNETICALLY HELD CONTACTOR"  "HEATER CONTACTOR"  "HAGNETICALLY HELD CONTACTOR"  "HEATER CONTACTOR"  "HAGNETICALLY HELD CONTACTOR"  "HAGNET CALLY HELD HORD AND OPTION OF OUTLETS  "HAGNET CALLY HELD HORD AND OPTION OF OUTLETS  "HAGNET CALLY HELD HORD AND OPTION OF OUTLETS  "HAGNET CALLY HELD HORD AND O
FLOOR  FLOOR  FLOOR	CEILING  CEILING  CEILING  CEILING  -T-  -T+  -T+  -T+  -T+  -T+  -T+  -T	Sabc Sabc WALL WALL WALL WALL	EXIT LIGHTING FIXTURE: SHADED PORTION INDICATES ILLUMINATED ACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  LIGHT RIGHT WITH INTEGRAL/SWITCH, +42", UON. '600' INDICATES RATING IN WAITS.  SINGLE POLE TOGGLE SWITCH, +42", UON. SUBSCRIPT LETTERS INDICATE THE FOLLOWING: 2 - 2 POLE M - MANUAL MOTOR STARTER 3 - 3 WAY P - WITH PILOT LIGHT IN 2 GANG 4 - 4 WAY DERATED WP- WEATHERPROOF EM- EMERGENCY SHUTDOWN SWITCH. PROVIDE WP COVER OVER SWITCH, LABEL "EMERGENCY SHUTDOWN".  R - DOUBLE THROW, MOMENTARY CONTACT RELAY CONTROL 1 - DOOR OPERATED SWITCH ON HINGE SIDE OF DOOR. 1 - SECURITY CYLINDER LOCK SWITCH.  THREE SWITCHES IN GANGED BOX CONTROLLING DESIGNATED FIXTURES.  JUNCTION BOX FOR PREWIEDD LOW PARTITIONS SEE REFERENCE HOTE 1 ON SHEET E COZ.  JUNCTION BOX FOR PREWIEDD LOW PARTITIONS SEE REFERENCE HOTE 1 ON SHEET E COZ.  COMPUTER SYSTEM  COMPUTER SYSTEM  COMPUTER SYSTEM  WALL TELEPHONE OUTLET; 'P' INDICATES PUBLIC TELEPHONE SYSTEM  WALL TELEPHONE CONDUIT.  TELEPHONE SYSTEM  WALL TELEPHONE CONDUIT.  TELEPHONE CONDUIT.  TELEPHONE CONDUIT.  1-1/4" TELEPHONE CONDUIT.  1-1/4" TELEPHONE CONDUIT.  FLUSH MOUNTED ELEPHONE OUTLET. FLOOR BOX: HUBBELL # 52425 FLANGE: HUBBELL # 52425 HUBBELL # 52425 FLANGE: HUBBELL # 52425 HUBBELL # 52425 FLANGE: HUBBELL # 52425	LETT A B C D F G H IG L LA LB LC LD LG LF LN E	BER OF WIRES  ER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A  125/250V,1ø 2P, 4W  125V,1ø,20A  DUPLEX  125V,1ø,20A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,15A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  250V,1ø,30A  LOCKING  250V,1ø,30A  LOCKING  250V,1ø,30A  LOCKING	INCLUDES GI ING A, 2P, 3W A, 2P, 3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR.  L5-20R WITH L5-20P PLUG.  L5-30R WITH L5-30P PLUG.  L5-15R WITH L5-15P PLUG.  L6-30R WITH L5-15P PLUG.  L6-30R WITH L6-30P PLUG.  L6-30R WITH L6-20P PLUG.  L6-20R WITH L6-20P PLUG.  L14-20R WITH L14-20P PLUG.	BRAN +72' 3 OF SWIT SWIT SWIT SWIT SWIT SWIT SWIT SWIT	R 4 WIRE.  CH CIRCUIT PANELBOARD.  'TO HIGHEST DEVICE, 208 VOLT,  R 4 WIRE.  MINAL CABINET, SIGNAL SYSTEM.  ICHING-PANEL; SEE SPECIFICATIONS.  OR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DIE CIRCUIT BREAKER DISCONNECT, 70A TRIP SHOWN.  WETIC MOTOR STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX — SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE CONTING.  WINGLE CALLY HELD CONTACTOR  "HECHANICALLY HELD CONTACTOR"  "HECHANICALLY HELD CONTACTOR"  "HEATER CONTACTOR"  "HEATER CONTACTOR"  "HAGNETICALLY HELD CONTACTOR"  "HAGNETICALLY HELD CONTACTOR"  "HEATER CONTACTOR"  "HAGNETICALLY HELD CONTACTOR"  "HEATER CONTACTOR"  "HAGNETICALLY HELD CONTACTOR"  "HAGNET CALLY HELD HORD AND OPTION OF OUTLETS  "HAGNET CALLY HELD HORD AND OPTION OF OUTLETS  "HAGNET CALLY HELD HORD AND OPTION OF OUTLETS  "HAGNET CALLY HELD HORD AND O
FLOOR  FLOOR  FLOOR	CEILING  CEILING  CEILING  CEILING	Sabc Sabc WALL WALL WALL WALL	EXIT LIGHTING FIXTURE; SHADED PORTION INDICATES ILLUMINATED FACE. DIRECTIONAL ARROWS AS INDICATED ON PLANS (+7'-6" ON WALL MOUNTED UNITS UON).  PARKING LOT LIGHTING FIXTURE, MOUNTING AS DESCRIBED OR AS DETAILED.  LIGHT TRACK WITH ATTACHED LIGHT FIXTURES, MOUNTING, LENGTHS AND FIXTURE TYPES AS INDICATED ON DRAWINGS.  DIMMER WITH INTEGRAL/SWITCH, +42", UON. 500' INDICATES RATING IN WAITS.  SINGLE POLE TOGGLE SWITCH, +42", UON. 500' INDICATES RATING IN WAITS.  SINGLE POLE TOGGLE SWITCH, +42", UON. 500' INDICATES RATING IN WAITS.  SINGLE POLE TOGGLE SWITCH, +42", UON. 500' INDICATES RATING IN WAITS.  SINGLE POLE TOGGLE SWITCH, +42", UON. 500' INDICATES RATING IN WAITS.  SINGLE POLE TOGGLE SWITCH, +42", UON. 500' INDICATES RATING IN WAITS.  SINGLE POLE TOGGLE SWITCH, +42", UON. 500' INDICATES RATING IN WAITS.  SINGLE POLE TOGGLE SWITCH, +42", UON. 500' INDICATES RATING IN WAITS.  SINGLE POLE TOGGLE SWITCH, +42", UON. 500' INDICATES THE FOLLOWING: 2 - 2 POLE  M - MANUAL MOTOR STARTER  3 - 3 WAY P - WITTH PILCOT LIGHT IN 2 GANG  4 - 4 WAY  800' K - KEY OPERATED  W - WEATHERPROOF  EM- EMERGENCY SHUTDOWN SWITCH. PROVIDE WP COVER  OVER SWITCHLABEL "EMERGENCY SHUTDOWN".  R - DOUBLE THROW, MOMENTARY CONTACT, RELAY CONTROL.  H - DOOR OPERATED SWITCH ON HINGE SIDE OF DOOR.  L - SECURITY CYLINDER LOCK SWITCH.  THERE SWITCHES IN GANGED BOX CONTROLLING DESIGNATED FIXTURES.  JUNCTION BOX FOR PREWIGED LOW PARTITIONS  SEE REFERENCE NOTE 1 ON SHEET E.O.O.  COMPUTER SYSTEM  WALL TELEPHONE ONDUIT.  TELEPHONE OUTLET; FLOOR OUTLET IS  ON FLOOR BOX.  COMPUTER CONDUIT.  TELEPHONE CONDUIT.  TELEPHONE CONDUIT.  TELEPHONE CONDUIT.  FLUSH MOUNTED TELEPHONE OUTLET.  FLUSH MOUNTED TELEPHONE OUTLET.  STUB-MOUNTED AUDIO/VISUAL OUTLET.  FLUSH MOUNTED BADON OUTLET.  FLUSH MOUNTED AUDIO/VISUAL OUTLET.  FLUSH MOUNTED AUDIO/VISUAL OUTLET.	LETT A B C D F G H IG L LA LB LC LD LG LF LN E	BER OF WIRES  ER RAT  125V,1ø,30A  250V,1ø,20A  250V,1ø,30A  250V,1ø,50A  125/250V,1ø 2P, 4W  125V,1ø,20A  DUPLEX  125V,1ø,20A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,15A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  125V,1ø,30A  LOCKING  250V,1ø,30A  LOCKING  250V,1ø,30A  LOCKING  250V,1ø,30A  LOCKING	INCLUDES GI ING A, 2P, 3W A, 2P, 3W	CIAL RECEPTACLES ROUND. ALL RECEPTACLES TO BE SINGLE UON.)  NEMA NOTES  5-30R WITH 5-30P PLUG. 6-20R WITH 6-20P PLUG. 6-30R WITH 6-30P PLUG. 6-50R WITH 6-50P PLUG. 14-20R WITH 14-20P PLUG.  5-20R GROUND FAULT INTERRUPTING WITH WEATHERPROOF LIFT COVER. MOUNT IN CAST BOX ON EXTERIOR.  14-30R WITH 14-30P PLUG.  5-20R ISOLATED GROUND WITH INTEGRAL TRANSIENT VOLTAGE SUPPRESSOR.  L5-20R WITH L5-20P PLUG.  L5-30R WITH L5-30P PLUG.  L5-15R WITH L5-15P PLUG.  L6-30R WITH L5-15P PLUG.  L6-30R WITH L6-30P PLUG.  L6-30R WITH L6-20P PLUG.  L6-20R WITH L6-20P PLUG.  L14-20R WITH L14-20P PLUG.	BRAN +72' 3 OF SWIT SWIT SWIT SWIT SWIT SWIT SWIT SWIT	RA 4 WIRE.  CH CIRCUIT PANELBOARD  ', TO HIGHEST DEVICE, 208 VOLT,  'A WIRE.  MINAL CABINET, SIGNAL SYSTEM.  ICHING PANEL; SEE SPECIFICATIONS.  PR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  PR — HORSEPOWER AS INDICATED ON SINGLE LINE DIAGRAM OR SCHEDULE. PROVIDE FLEX CONNECTION.  -FUSED DISCONNECT SWITCH, 30A, 3P, UON.  CONNECT SWITCH, 60A FRAME WITH 40A FUSES SHOWN.  DIETIC MOTOR STARTER, SIZE '1', UON.  BINATION MAGNETIC MOTOR STARTER AND DISCONNECT SWITCH.  BOX — SIZE AS INDICATED ON PLANS.  AY OR CONTACTOR; SUBSCRIPT LETTERS INDICATE THE CONINCIS.  AY OR CONTACTOR; SUBSCRIPT AREA  BY OR CONTACTOR; SUBSCRIPT AREA  AY OR CONTACTOR AND

ARCHITECTS & ENGINEERS SUPPLY CO., INC. (213) 357-9691

MEYER & ALLEN ASSOCIATES

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APPROVED BY

Kurt W. Meyer, FAIA Architect C-1951

# HayakawaAssociates consulting engineers

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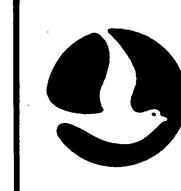
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B 10-3-90 BULLETIN # 16 BP#21

C 6-11-90 BULLETIN # 6 BP#20

NO. DATE ITEM



S.C.A.Q.M.D.

Headquarters Facility
Diamond Bar, California

DRAWN BY CAD JOB NUMBER

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DATE //-Z-90

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OF SHEETS

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BOARD MEETING DATE: December 5, 2014 AGENDA NO. 7

PROPOSAL: Recognize Revenue and Appropriate Funds for U.S. EPA PAMS

Program, Amend and Award Contracts for Technical Support for U.S. EPA PAMS and Near-Roadway Programs, Issue Purchase Orders for Air Monitoring Equipment and Issue RFQ for Pure Air

Generators

SYNOPSIS: The U.S. EPA estimates awarding Section 105 funds in the amount

of \$1,217,270 for the 23rd Year PAMS Program. These actions are to: 1) recognize revenue and appropriate funds into the FY 2014-15 Budget for the 23rd Year PAMS Program; 2) amend and award contracts for technical support for the U.S. EPA PAMS and Near-Roadway Programs; 3) issue purchase orders for air monitoring equipment; and 4) issue an RFO for the purchase of pure air

generators.

COMMITTEE: Administrative, November 14, 2014; Recommended for Approval

#### **RECOMMENDED ACTIONS:**

- 1. Recognize revenue, upon receipt, and appropriate funds in the amount of \$825,091 (\$392,179 was previously included in Salary and Employee Benefits within the FY 2014-15 Budget), as part of the estimated U.S. EPA Section 105 23rd Year PAMS award of \$1,217,270, into the Services and Supplies Major and Capital Outlays Objects in the FY 2014-15 Budgets of the Office of Science & Technology Advancement and the Office of Planning, Rule Development & Area Sources, as set forth in Attachment 1. Adjust appropriations as required once final award amount is determined.
- 2. Authorize the Executive Officer to amend the following contracts as budgeted in the 23<sup>rd</sup> Year PAMS award:
  - a. a contract with Technical & Business Systems, Inc. (T&B Systems) in an amount not to exceed \$20,000 to upgrade the meteorological systems and data communications at the air monitoring stations; and

- b. a contract with Sonoma Technology, Inc. in an amount not to exceed \$100,000 for upper air meteorological station technical support.
- 3. Authorize the Procurement Manager, in accordance with SCAQMD's Procurement Policy and Procedure, to:
  - a. Initiate a competitive bid and issue purchase order for two portable gas dilution systems in an amount not to exceed \$22,000 as budgeted in the 23rd Year PAMS award:
  - b. Initiate a competitive bid and issue purchase order for one ozone transfer standard in an amount not to exceed \$10,000 as budgeted in the 23rd Year PAMS award;
  - c. Issue a purchase order to the lowest responsive bidder from previously issued RFQ #Q2015-10 for four ozone monitors in an amount not to exceed \$45,000 as budgeted in the 23rd Year PAMS award;
  - d. Initiate a competitive bid and issue purchase order for one nitrogen generator in an amount not to exceed \$13,000 as budgeted in the 23rd Year PAMS award;
  - e. Issue a sole source purchase order to Atmospheric Systems, Inc. for extended warranty services for four upper air Sodar profiling systems in an amount not to exceed \$30,000 as budgeted in the 23rd Year PAMS award; and
  - f. Issue a sole source purchase order to Agilaire for an Airvision data acquisition system and training in an amount not to exceed \$90,000 as budgeted in the FY 2014-15 Near-Road NO<sub>2</sub> Monitoring Program.
- 4. Issue the attached RFQ #Q2015-13, and based on the results, authorize the Procurement Manager to issue a purchase order(s) for up to six pure air generators in an amount not to exceed \$50,000 as budgeted in the 23rd Year PAMS award.

Barry R. Wallerstein, D.Env. Executive Officer

MMM:LTT:JCL:cv

## Background

#### **PAMS Program**

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

#### Near-Road NO<sub>2</sub> Monitoring Program

On February 9, 2010, the U.S. EPA promulgated new monitoring requirements for the Nitrogen Dioxide (NO<sub>2</sub>) monitoring network in support of newly revised 1-hour NO<sub>2</sub> National Ambient Air Quality Standards (NAAQS) and the retained annual NAAQS. In the new monitoring requirements, state and local air monitoring agencies are required to install near-road NO<sub>2</sub> monitoring stations at locations where peak hourly NO<sub>2</sub> concentrations are expected to occur. State and local air agencies are required to consider traffic volumes, fleet mix, roadway design, traffic congestion patterns, local terrain or topography and meteorology in determining where a required near-road NO<sub>2</sub> monitor should be placed. In addition to those required considerations, there are other factors that impact the selection and implementation of a near-road monitoring station including satisfying siting criteria, site logistics and population exposure.

#### **Proposal**

#### 23rd Year PAMS Program Funds

The U.S. EPA estimates that the 23rd Year PAMS Program will be funded at \$1,217,270. This action is to recognize revenue, upon receipt, and appropriate a portion of the estimated funds in the amount of \$825,091 (\$392,179 was previously included within the FY 2014-15 Salary and Employee Benefits Budget) into Services and Supplies and Capital Outlays Major Object in the FY 2014-15 Budgets of the Office of Science & Technology Advancement and the Office of Planning, Rule Development & Area Sources, as set forth in Attachment 1. The U.S. EPA concurs with staff's proposed allocation.

#### Amend Existing Contracts for Technical Support

T&B Systems is currently under contract to provide technical support to upgrade the meteorological systems and data communications at various air monitoring stations. Upgrades at approximately 22 stations have been completed. This contract amendment will continue the work needed to upgrade the network. Working with the same consultant for this highly specialized work will maintain consistency and quality across the SCAQMD network. This action is to authorize the Executive Officer to amend the contract with T&B Systems in an amount not to exceed \$20,000 for upgrades to the SCAQMD meteorology network as budgeted in the 23rd Year PAMS award.

As part of the U.S. EPA PAMS Program, comprehensive measurements of meteorological parameters have been collected in the South Coast Air Basin since 1994, using a network of radar wind and temperature profilers, acoustic wind profilers and tower-mounted meteorological sensors. Data from the upper air measurement stations is routinely used for air quality forecasting and event analyses and has been invaluable for regional modeling efforts. SCAQMD utilizes consultants to provide operational support, due to the limited availability of staff resources to maintain this network. On January 10, 2014, the Board awarded a contract to Sonoma Technology, Inc. for the initial year of the current contract effort, with future year renewals of up to \$100,000

per year, based upon availability of funds and satisfactory contractor performance. Contractor performance has been satisfactory and there will be funds available. This action is to authorize the Executive Officer to exercise the renewal option with Sonoma Technology, Inc. for the second year of the current contract in an amount not to exceed \$100,000 for the SCAQMD PAMS Upper Air Meteorological Monitoring Network as budgeted in the 23rd Year PAMS award.

Initiate Competitive Bid and Issue Purchase Orders for Air Monitoring Equipment
The SCAQMD Procurement Policy and Procedure allows for purchases over \$5,000 and
under \$25,000 to be purchased using an informal bid process. This action is to
authorize the Procurement Manager, after conducting informal bid processes as
appropriate, to issue purchase orders for the following air monitoring equipment as
budgeted in the 23rd Year PAMS award:

- A. two portable gas dilution systems, in an amount not to exceed \$22,000;
- B. one ozone transfer standard, in an amount not to exceed \$10,000;
- C. four ozone monitors, in an amount not to exceed \$45,000, following completion of the evaluation process for RFQ #Q2015-10 which is currently open for bids; and
- D. one nitrogen generator, in an amount not to exceed \$13,000.

Issue Sole Source Purchase Orders for Air Monitoring Equipment and Services SCAQMD uses automated data acquisition to stream data from a network of air monitoring stations. A centrally located computer server running specialized software regularly polls the air monitoring station data nodes that collect data from the continuous air monitoring instruments, store it as a backup, allows for onsite viewing of data and transmits the data to the central data server at SCAQMD headquarters. The data nodes currently use an Airvision data acquisition system, but it will expire at the end of the calendar year. The Board previously approved the Near-Road NO<sub>2</sub> Monitoring Program at its July 11, 2014 meeting.

This action is to authorize the Procurement Manager to issue sole source purchase orders to the following vendors for air monitoring equipment:

- A. Atmospheric Systems, Inc, in an amount not to exceed \$30,000, for extended warranty services for four upper air Sodar profiling systems as budgeted in the 23rd Year PAMS award; and
- B. Agilaire, in an amount not to exceed \$90,000, for the Airvision data acquisition system including training and installation as budgeted in the FY 2014-15 Near-Road NO<sub>2</sub> Monitoring Program.

#### Issue RFQ and Purchase Pure Air Generators

The SCAQMD Procurement Policy and Procedure requires purchases over \$25,000 to be awarded through a formal, competitive bid process. Pure air generators are necessary to deliver contaminant free air required for the operation of air monitoring equipment. This action is to issue RFQ #Q2015-13 to supply pure air generators, and based on the results, authorize the Procurement Manager to issue a purchase order(s) for up to six pure air generators in an amount not to exceed \$50,000 as budgeted in the 23rd Year PAMS award.

#### Outreach

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

Additionally, potential bidders may be notified utilizing SCAQMD's own electronic listing of certified minority vendors. Notice of the RFP/RFQ will be 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 (<a href="http://www.aqmd.gov">http://www.aqmd.gov</a>) where it can be viewed by making the selection "Grants & Bids."

#### **Sole Source Justification**

Section VIII, B.3 of the Procurement Policy and Procedure identifies four major provisions under which a sole source award may be justified for federally funded procurement.

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

Atmospheric Systems, Inc. is the only company capable of providing repair parts and services for the equipment they manufacture, and Agilaire is uniquely qualified as the developer of the proprietary data acquisition system for the existing data nodes in the

SCAQMD air monitoring network. U.S. EPA staff concurs with the sole source purchases as also meeting U.S. EPA requirements for category (a).

#### **Resource Impacts**

U.S. EPA Section 105 Grant funding will support operation of the 23rd Year PAMS Program, including equipment, temporary services, supplies and services and Salaries and Employee Benefits, to meet necessary objectives of the program.

U.S. EPA Section 103 Grant funding for the continuation of the Near-Road NO<sub>2</sub> Monitoring Program will be sufficient to procure the \$90,000 Airvision data acquisition system from Agilaire.

#### **Attachments**

- 1 Proposed PAMS 23rd Year Expenditures for FY 2014-15
- 2 RFQ #Q2015-13 for Pure Air Generators

### ATTACHMENT 1

## PROPOSED PAMS 23<sup>rd</sup> YEAR EXPENDITURES FOR FY 2014-15

	Budget	Program	Quantity	Estimated
	Code	Code	Quantity	Expenditure
A. Fixed Assets				\$140,000
Pure Air Generator	77000	47530	6	\$50,000
Portable Gas Dilution System	77000	47530	2	\$22,000
Ozone Transfer Standard	77000	47530	1	\$10,000
Ozone Monitor	77000	47530	4	\$45,000
Nitrogen Generator	77000	47530	1	\$13,000
B. Temporary Agency Services				\$78,000
A.Q. Instrument Specialist	67460	47530	2	\$40,000
Chemist	67460	47530	1	\$22,000
Lab Technician	67460	47530	1	\$16,000
C. Laboratory Supplies				\$75,000
Misc. Supplies	68050	47530		\$75,000
D. Maintenance of Equipment				\$93,000
Misc. Parts	67600	47530		\$48,000
Misc. Parts	67600	26530		\$45,000
E. Office Expense				\$15,800
Office Supplies	68100	47530		\$5,800
Office Supplies	68100	26530		\$10,000
F. Building Maintenance Operation				\$10,000
Building Maintenance	67650	47530		\$5,000
Building Maintenance	67650	26530		\$5,000
G. Contracts				\$310,000
Upper Air Warranties (Atmos. Sys. Corp.)	67450	26530		\$30,000
Technical Support - Upper Air (Sonoma)	67450	26530		\$100,000
Meteorology Network Upgrades (T&B Systems)	67450	47530		\$20,000
Photochemical Modeling Support	67450	26530		\$50,000
Data Management and Analysis	67450	47530		\$50,000
Air Monitoring Station Renovations	67450	47530		\$60,000
H. Small Tools				\$25,600
Miscellaneous Tools	68300	47530		\$25,000
Miscellaneous Tools	68300	26530		\$600
I. Communications				\$18,000
Communications Expenses	67900	26530		\$18,000
J. Travel				\$6,000
Travel Expenses	67800	47530		\$3,000
Travel Expenses	67800	26530		\$3,000

	Budget Code	Program Code	Quantity	Estimated Expenditure
K. Rents and Leases of Structures				\$22,000
Upper Air Leases	67350	26530		\$20,000
Station Leases	67350	47530		\$2,000
L. Training				\$2,000
Training Expenses	69500	26530		\$2,000
M. Conference Registration				\$1,000
Conference Registration	69500	26530		\$1,000
N. Demurrage				\$20,000
Demurrage Expenses	67550	47530		\$20,000
O. Postage	+	1		\$150
Misc. Postage	68060	26530		\$150
P. Taxes				\$141
Misc. Taxes	69600	47530		\$141
Q. Rents and Leases of Equipment	+			\$400
Misc. Equipment	67300	26530		\$200
Misc. Equipment	67300	47530		\$200
R. Auto Mileage				\$8,000
Auto Mileage - Temporary Staff	67700	47530		\$8,000
Subtotal (FY 2014-15 Appropriations)				\$825,091
S. Salaries and Benefits*				\$392,179
Salaries and Benefits	51000	44530		
Salaries and Benefits	51000	26530		
Total (EPA Estimated 23rd Year 105 Grant	)			\$1,217,270

<sup>\*</sup>previously included in the FY 2014-15 Budget

# SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT REQUEST FOR QUOTATION (RFQ) FOR PURE AIR GENERATORS

#### RFQ #Q2015-13

#### PURPOSE

The South Coast Air Quality Management District (SCAQMD) invites sealed quotes from qualified firms interested in providing PURE AIR GENERATORS for use in the ambient air monitoring network. In the preparation of this Request for Quotes (RFQ), the word "Proposer," "Contractor," "Vendor," and "Consultant" are used interchangeably.

INDEX - The following are contained in this RFQ.

Section I Background/Information/Schedule of Events
Section II Participation in the Procurement Process
Section III Response Submittal Requirements

Section IV Qualification Evaluation and Selection Criteria

Section V Request for Quotation Attachment A Terms and Conditions

Attachment B Certifications and Representations

#### SECTION I: BACKGROUND/INFORMATION/SCHEDULE OF EVENTS

The South Coast Air Quality Management District (SCAQMD) is a regional governmental agency responsible for meeting air quality health standards in Orange County and parts of Los Angeles, Riverside and San Bernardino counties.

The SAQMD has a need to procure six pure air generators that will be used in the calibration of air pollution monitoring instrumentation.

#### SCAQMD CONTACT PERSONS:

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

Administrative:	Technical:
Procurement Unit	David Sawyer, Principal Air Quality Instrument Specialist
South Coast Air Quality Management District	South Coast Air Quality Management District
21865 Copley Drive	21865 Copley Drive
Diamond Bar, CA 91765	Diamond Bar, CA 91765
909-396-3520	909-396-2112

#### SCHEDULE OF EVENTS

December 5, 2014 Release of RFQ

January 7, 2015 RFQ Closes no Later Than 2:00 P.M.

January 23, 2015 Quotation Evaluation
January 30, 2015 Issue Purchase Order

February 27, 2015 Delivery of Units for Acceptance Testing

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

#### SECTION II: PARTICIPATION IN THE PROCUREMENT PROCESS

A. It is the policy of the South Coast Air Quality Management District to ensure that all businesses including minority business enterprises, women business enterprises, disabled veteran business enterprises and small businesses have a fair and equitable opportunity to compete for and participate in SCAQMD contracts.

#### B. Definitions:

The definition of minority, women or disadvantaged business enterprises set forth below is included for purposes of determining compliance with the affirmative steps requirement described in Paragraph E. below on procurements funded in whole or in part with federal grant funds which involve the use of subcontractors. The definition provided for disabled veteran business enterprise, local business, small business enterprise, low-emission vehicle business and off-peak hours delivery business are provided for purposes of determining eligibility for point or cost considerations in the evaluation process.

- 1. "Women business enterprise" (WBE) as used in this policy means a business enterprise that meets all of the following criteria:
  - a. a business that is at least 51 percent owned by one or more women, or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more or women.
  - a business whose management and daily business operations are controlled by one or more women.
  - c. a business which is a sole proprietorship, corporation, or partnership with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign-based business.
- 2. "Disabled veteran" as used in this policy is a United States military, naval, or air service veteran with at least 10 percent service-connected disability who is a resident of California.
- 3. "Disabled veteran business enterprise" (DVBE) as used in this policy means a business enterprise that meets all of the following criteria:
  - a. is a sole proprietorship or partnership of which at least 51 percent is owned by one or more disabled veterans or, in the case of a publicly owned business, at least 51 percent of its stock is owned by one or more disabled veterans; a subsidiary which is

wholly owned by a parent corporation but only if at least 51 percent of the voting stock of the parent corporation is owned by one or more disabled veterans; or a joint venture in which at least 51 percent of the joint venture's management and control and earnings are held by one or more disabled veterans.

- b. the management and control of the daily business operations are by one or more disabled veterans. The disabled veterans who exercise management and control are not required to be the same disabled veterans as the owners of the business.
- c. is a sole proprietorship, corporation, or partnership with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, firm, or other foreign-based business.
- 4. "Local business" as used in this policy means a company that has an ongoing business within the SCAQMD at the time of bid or proposal submittal and performs 90% of the work related to the contract within the SCAQMD and satisfies the requirements of subparagraph H below.
- 5. "Small business" as used in this policy means a business that meets the following criteria:
  - a. 1) an independently owned and operated business; 2) not dominant in its field of operation; 3) together with affiliates is either:
    - A service, construction, or non-manufacturer with 100 or fewer employees, and average annual gross receipts of ten million dollars (\$10,000,000) or less over the previous three years, or
    - A manufacturer with 100 or fewer employees.
  - b. Manufacturer means a business that is both of the following:
    - 1) Primarily engaged in the chemical or mechanical transformation of raw materials or processed substances into new products.
    - 2) Classified between Codes 311000 and 339000, inclusive, of the North American Industrial Classification System (NAICS) Manual published by the United States Office of Management and Budget, 2007 edition.
- "Joint ventures" as defined in this policy pertaining to certification means that one party to the joint venture is a DVBE or small business and owns at least 51 percent of the joint venture.
- 7. "Low-Emission Vehicle Business" as used in this policy means a company or contractor that uses low-emission vehicles in conducting deliveries to the SCAQMD. Low-emission vehicles include vehicles powered by electric, compressed natural gas (CNG), liquefied natural gas (LNG), liquefied petroleum gas (LPG), ethanol, methanol, hydrogen and diesel retrofitted with particulate matter (PM) traps.
- 8. "Off-Peak Hours Delivery Business" as used in this policy means a company or contractor that commits to conducting deliveries to the SCAQMD during off-peak traffic hours defined as between 10:00 a.m. and 3:00 p.m.
- 9. "Benefits Incentive Business" as used in this policy means a company or contractor that

- provides janitorial, security guard or landscaping services to the SCAQMD and commits to providing employee health benefits (as defined below in Section VIII.D.2.d) for full time workers with affordable deductible and co-payment terms.
- 10. "Minority Business Enterprise" as used in this policy means a business that is at least 51 percent owned by one or more minority person(s), or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more or minority persons.
  - a. a business whose management and daily business operations are controlled by one or more minority persons.
  - b. a business which is a sole proprietorship, corporation, or partnership with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign-based business.
  - c. "Minority person" for purposes of this policy, means a Black American, Hispanic American, Native-American (including American Indian, Eskimo, Aleut, and Native Hawaiian), Asian-Indian (including a person whose origins are from India, Pakistan, and Bangladesh), Asian-Pacific-American (including a person whose origins are from Japan, China, the Philippines, Vietnam, Korea, Samoa, Guam, the United States Trust Territories of the Pacific, Northern Marianas, Laos, Cambodia, and Taiwan).
- 11. Disadvantaged Business Enterprise" as used in this policy means a business that is an entity owned and/or controlled by a socially and economically disadvantaged individual(s) as described by Title X of the Clean Air Act Amendments of 1990 (42 U.S.C. 7601 note) (10% statute), and Public Law 102-389 (42 U.S.C. 4370d)(8% statute), respectively;
  - a Small Business Enterprise (SBE);
  - a Small Business in a Rural Area (SBRA);
  - a Labor Surplus Area Firm (LSAF); or
  - a Historically Underutilized Business (HUB) Zone Small Business Concern, or a concern under a successor program.
- C. Under Request for Quotations (RFQ), DVBEs, DVBE joint ventures, small businesses, and small business joint ventures shall be granted a preference in an amount equal to 5% of the lowest cost responsive bid. Low-Emission Vehicle Businesses shall be granted a preference in an amount equal to 5% of the lowest cost responsive bid. Off-Peak Hours Delivery Businesses shall be granted a preference in the amount equal to 2% of the lowest cost responsive bid. Local businesses (if the procurement is not funded in whole or in part by federal grant funds) shall be granted a preference in an amount equal to 2% of the lowest cost responsive bid.
- D. SCAQMD will ensure that discrimination in the award and performance of contracts does not occur on the basis of race, color, sex, national origin, marital status, sexual preference, creed, ancestry, medical condition, or retaliation for having filed a discrimination complaint in the performance of SCAQMD contractual obligations.
- E. When contracts are funded in whole or in part by federal funds, and if subcontracts are to be let, the Contractor must comply with the following, evidencing a good faith effort to solicit disadvantaged businesses. Contractor shall submit a certification signed by an authorized official affirming its status as a MBE or WBE, as applicable, at the time of contract execution. The SCAQMD reserves the right to request documentation demonstrating compliance with the following good faith efforts prior to contract execution.

- Ensure Disadvantaged Business Enterprises (DBEs) are made aware of contracting opportunities to the fullest extent practicable through outreach and recruitment activities. For Indian Tribal, State and Local Government recipients, this will include placing DBEs on solicitation lists and soliciting them whenever they are potential sources.
- 2. Make information on forthcoming opportunities available to DBEs and arrange time frames for contracts and establish delivery schedules, where the requirements permit, in a way that encourages and facilitates participation by DBEs in the competitive process. This includes, whenever possible, posting solicitations for bids or proposals for a minimum of 30 calendar days before the bid or proposal closing date.
- Consider in the contracting process whether firms competing for large contracts could subcontract with DBEs. For Indian Tribal, State and Local Government recipients, this will include dividing total requirements when economically feasible into smaller tasks or quantities to permit maximum participation by DBEs in the competitive process.
- 4. Encourage contracting with a consortium of DBEs when a contract is too large for one of these firms to handle individually.
- 5. Using the services and assistance of the Small Business Administration and the Minority Business Development Agency of the Department of Commerce.
- 6. If the prime contractor awards subcontracts, require the prime contractor to take the above steps.
- F. To the extent that any conflict exists between this policy and any requirements imposed by federal and state law relating to participation in a contract by a certified MBE, WBE, and/or DVBE as a condition of receipt of federal or state funds, the federal or state requirements shall prevail.
- G. When contracts are not funded in whole or in part by federal grant funds, a local business preference will be awarded. For such contracts that involve the purchase of commercial off-the-shelf products, local business preference will be given to suppliers or distributors of commercial off-the-shelf products who maintain an on-going business within the geographical boundaries of the SCAQMD. However, if the subject matter of the RFP or RFQ calls for the fabrication or manufacture of custom products, only companies performing 90% of the manufacturing or fabrication effort within the geographical boundaries of the SCAQMD shall be entitled to the local business preference.
- H. In compliance with federal fair share requirements set forth in 40 CFR Part 33, the SCAQMD shall establish a fair share goal annually for expenditures from federal funds covered by its procurement policy.

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

#### SECTION III: RESPONSE SUBMITTAL REQUIREMENTS

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

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

DUE DATE - Four (4) complete copies of the quotes must be submitted. Quotes must be typewritten and submitted in a sealed envelope, plainly marked in the upper, left-hand corner with the name and address of the vendor with the words, "Request for Quotation #Q2015-13". It should be addressed to:

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

Quotes are due no later than 2:00 p.m. on January 7, 2015. Any corrections or resubmissions of the quote will not be sufficient reason to extend the deadline.

No late quotations will be accepted under any circumstances.

Grounds for rejection: A quote may be rejected if:

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

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

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

#### SECTION IV: EVALUATION AND SELECTION CRITERIA

Award will be made to the vendor submitting the lowest cost quotation which is fully responsive to the specifications set forth in the RFQ.

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

- 1) Base price of generator.
- 2) Annual cost of spare parts after warranty expires based on vendor-supplied failure rates for generators. Vendor must supply documentation to support the failure rates quoted.
- 3) Warranty on generator for first year.
- 4) Training costs.

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

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

To receive additional preference percentage points in the evaluation process for the categories of Small Business or Small Business Joint Venture, DVBE or DVBE Joint Venture or Local Business (for non-EPA funded projects), the bidder must submit a self-certification or certification from the State of California Office of Small Business Certification and Resources at the time of proposal submission certifying that the bidder meets the requirements set forth in Section III. To receive preference percentage points for the use of DVBE and/or Small Business subcontractors, at least 25 percent of the total contract value must be subcontracted to DVBEs and/or Small Businesses. To receive preference percentage points as a Low-Emission Vehicle Business, the bidder must demonstrate to the Executive Officer, or designee, that supplies and materials delivered to the SCAQMD are delivered in vehicles that operate on either clean-fuels or if powered by diesel fuel, that the vehicles have particulate traps installed. To receive preference percentage points as an Off-Peak Hours Delivery Business, the proposer must submit, at proposal submission, certification of its commitment to delivering supplies and materials to SCAQMD between the hours of 10:00 a.m. and 3:00 p.m. The cumulative preference percentage points awarded for Small Business, DVBE, use of Small Business or DVBE Subcontractors, Local Business, Low-Emission Vehicle Business and Off-Peak Hour Delivery Business shall not exceed 15 preference percentage points.

Note: The award of these additional preference percentage points shall be contingent upon Proposer completing the Self-Certification section of Attachment B – Certifications and Representations and/or inclusion of a statement in the quotation self-certifying that Proposer qualifies for additional preference percentage points as detailed above.

The Procurement Section will be responsible for monitoring compliance of suppliers awarded purchase orders based upon use of low-emission vehicles or off-peak traffic hour delivery commitments through the use of vendor logs which will identify the contractor awarded the incentive. The purchase order shall incorporate terms which obligate the supplier to deliver materials in low-emission vehicles or deliver during off-peak traffic hours. The Receiving department will monitor those qualified supplier deliveries to ensure compliance to the purchase order requirements. Suppliers in non-compliance will be subject to a two percent of total purchase order value penalty. The Procurement Manager will adjudicate any disputes regarding either low-emission vehicle or off-peak hour deliveries.

The Governing Board has approved a Bid Protest Procedure which provides a process for a bidder or prospective bidder to submit a written protest to the SCAQMD Procurement Manager in recognition of two types of protests: Protest Regarding Solicitation and Protest Regarding Award of a Contract. Copies of the Bid Protest Policy can be secured through a request to the SCAQMD Procurement Department.

#### SECTION V: RFQ/TITLE PAGE

### REQUEST FOR QUOTATION (RFQ) FOR PURE AIR GENERATORS

TO: South Coast Air Quality Management District

21865 Copley Drive Diamond Bar, CA 91765

Attention: Procurement Manager

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

Company Name		 	_
Company Address		 	_
		 	_
		 	_
			_
Authorized by	(print name)	 	-
	(		
Authorized Signature		 	
Title			
Telephone No		Fax No	

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

# REQUEST FOR QUOTATION #Q2015-13 SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

DESCRIPTION	QTY	BRAND/MFG./MODEL	UNIT PRICE	EXTENDED
Pure Air Generatorsper attached specifications which are an integral part of this Request for Quotation.	6			
Net unit price				
Unit California Tax (or California Use Fee)				
Unit shipping cost/Delivery (F.O.B. Destination)				
Training Cost				
Cost of warranty for first year - includes all units				
		Total		

Annual unit cost of spar	e parts after w	arranty expires	:: 	
COMPLETE DELIVERY \ ORDER.	WILL BE MADE	IN	DAYS FROM RECEIPT OF	
CASH DISCOUNT	% IN	DAYS.		
QUOTATIONS ARE SUB AFTER OPENING OF QU			NY TIME WITHIN 90 CALENDAR DA' STIPULATED.	YS
SCAQMD PAYMENT TE	RMS: NET 30*			
*Where acceptance testin completion of the accepta			made within thirty (30) days after the ifications.	
FIRM NAME				
AUTHORIZED SIGNATU	RF		DATE	

# REQUEST FOR QUOTATION (RFQ) FOR PURE AIR GENERATORS RFQ #Q2015-13

#### **December 5, 2014**

#### GENERAL

These specifications cover the requirements of the South Coast Air Quality Management District for PURE AIR GENERATORS. They will be used for the purpose providing precise dilutions of EPA Protocol gas blends.

#### MANUFACTURER QUALIFICATIONS

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

#### **EQUIPMENT AND SERVICES TO BE FURNISHED BY THE VENDOR**

The vendor shall provide with the generator the following:

- 1. All accessories and specialized tools required for operation and necessary servicing of each generator for a period of one year after completion of acceptance testing.
- 2. One operating manual for each generator, twelve (12) additional operating manuals, twelve (12) service manuals and twelve (12) sets of electronic schematics and flow diagrams.
- 3. One (1) copy of the report of calibration by the manufacturer for each generator.
- 4. Four (4) copies of a complete list of spare parts, including current prices.
- 5. A list of vendor's standard rates for time and travel of his/her service personnel.
- 6. The vendor shall provide delivery and training schedules within 30 days of contract approval.

#### TRAINING

Vendor shall provide a one-day training to include operation, routine servicing, calibration, repair, and non-routing servicing, using generator schematics, flow diagrams and written trouble shooting guidelines. Training cost must be itemized in the quoted price.

#### WARRANTY

- 1. <u>Specifications</u>: The vendor shall provide a written warranty that, for a period of a least one year following its acceptance, each generator, including its components, will meet the requirements listed above and will comply with the physical and performance specifications listed hereinafter. If there is a failure of any component or part in any generator during the warranty period, the vendor shall agree to replace such component or part at no cost in time to arrive at the South Coast Air Quality Management District within 72 hours of notification of the vendor.
- 2. <u>Field Service</u>: In the event a generator develops a malfunction which cannot be solved by the application of routine servicing procedures described in the operating and service manual or by replacement of a part supplied under the warranty, the vendor shall agree to place the generator into proper operating condition within seven days after the arrival

of service personnel or to provide an operational, equivalent generator within the same seven-day period for use as a substitute until the original generator has been repaired. During the first year following acceptance by the SCAQMD, the vendor shall agree to make no charge for this service at any location within the jurisdiction of the SCAQMD and to provide this service in time to comply with the terms of the warranty concerning total operating hours per year.

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

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

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

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

#### **ACCEPTANCE TESTING**

The generator(s) will be required to pass acceptance testing. Within ten days after the equipment delivery, the acceptance test shall be initiated. The acceptance test shall consist of checking the generator for compliance with the requirements listed above and those listed under "PHYSICAL SPECIFICATIONS" and "PERFORMANCE SPECIFICATIONS". The duration of the acceptance test shall be 30 days minimum and 60 days maximum. Representatives of the vendor shall have the option, but not the requirement, of setting up the generator and making it ready for acceptance testing.

If the generator does not meet the specifications listed, the generator will be rejected and the vendor will have one opportunity to repair or replace the generators to cure all defects. The generator will be returned to the vendor freight collect. If the generator fails, except for external causes, within a 30-day period, the vendor shall be given the opportunity to make any necessary corrections or replacements, including the entire generator, if necessary, after which another 30-day test shall be initiated. If, by the end of 70 days after the beginning of the first 30-day test, the generator has not met all specifications, including a 30-day period of continuous operation (with allowance for shut-downs due to external causes) followed by compliance with the performance specifications and the acceptance tests, the generator shall be rejected and the order canceled.

#### **PAYMENT:**

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

#### **SHIPMENT:**

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

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

Science and Technology Advancement Attn.: David Sawyer Principal Air Quality Instrument Specialist Monitoring & Analysis Division

#### **SPECIFICATIONS**

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

Specifications for F	Pure Air Generators
FUNCTIONAL REQUIREMENTS:	Exceptions or Alternatives <sup>(a)</sup>
Shall be self-contained in a modular unit and rack mountable	
Have a flow range of at least 0-20 LPM or preferably 0-30 LPM	
Shall contain its own compressor and not be reliant on external air.	
Shall provide purified air with < 1 ppb ozone, methane, hydrocarbons, H2S, COS,CO2, SF6 and fluorocarbons.	
Shall meet the above requirements plus provide purified air with a maximum concentration of:	
NO: 50 ppt SO2: 100 ppt CO: 20 ppb	
Be able handle unclean input air up to 500 PPM hydrocarbon, methane up to 0.2 PPM or more.	
Output pressure should be maintained constant within 0.05 PSIG through the maximum pressure range.	
Output should maintain dew point <60 F	
	Shall be self-contained in a modular unit and rack mountable  Have a flow range of at least 0-20 LPM or preferably 0-30 LPM  Shall contain its own compressor and not be reliant on external air.  Shall provide purified air with < 1 ppb ozone, methane, hydrocarbons, H2S, COS,CO2, SF6 and fluorocarbons.  Shall meet the above requirements plus provide purified air with a maximum concentration of:  NO: 50 ppt SO2: 100 ppt CO: 20 ppb  Be able handle unclean input air up to 500 PPM hydrocarbon, methane up to 0.2 PPM or more.  Output pressure should be maintained constant within 0.05 PSIG through the maximum pressure range.

## ATTACHMENT A

#### **TERMS AND CONDITIONS**

#### **TERMS AND CONDITIONS**

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

- 10. <u>Termination</u> In the event Vendor fails to comply with any term or condition of this agreement, or fails to provide the supplies or services in the manner agreed upon by the parties, this failure shall constitute a breach of the agreement. SCAQMD at its sole discretion shall either notify the Vendor that it must cure this breach within fifteen (15) days of notice of breach or provide written notification of its intention to terminate this agreement. SCAQMD reserves the right to terminate this agreement for its convenience and will reimburse Vendor for actual costs incurred in performance of this agreement through the effective date of termination. Upon receipt of notice of termination, Vendor shall immediately take action not to incur any further obligations, cost, or expenses except as may be reasonably necessary to termination activities. All finished or unfinished materials procured or produced by Vendor hereunder shall, at the option of SCAQMD, become SCAQMD property upon the date of such termination.
- 11. <u>Changes</u> By written notice, SCAQMD may, from time to time, order work suspension or make changes in quantities, drawings, specifications, place of delivery or delivery schedules, methods of shipment and packaging and/or property and services to be furnished by SCAQMD. If a change causes an increase or decrease in the price of this agreement or in the time required for its performance, Vendor shall promptly notify SCAQMD and assert its claim for adjustment within thirty (30) days after the change is ordered and an equitable adjustment shall be made to the agreement. However, nothing in this clause shall excuse Vendor from proceedings immediately with the agreement as changed.
- 12. <u>Title and Risk of Loss</u> Unless otherwise provided in this agreement, Vendor shall have title to and bear the risk of any loss of or damage to items purchased hereunder until they are delivered in conformity with this agreement at the F.O. B. point specified herein. Upon such delivery, title shall pass from Vendor to SCAQMD and Vendor's responsibility for loss or damage shall cease, except for loss or damage resulting from Vendor's negligence. Passing of title upon such delivery shall not constitute acceptance of the item by the SCAQMD.
- 13. <u>Inspection and Acceptance</u> All items are subject to final inspection and acceptance by SCAQMD at destination notwithstanding any payment or prior inspection at Vendor's facilities. Final inspection will be made within a reasonable time after receipt of items hereunder.
- 14. Payment Unless otherwise provided in this agreement, terms are net 30 days.

# **ATTACHMENT B**

# **CERTIFICATIONS AND REPRESENTATIONS**



# **Business Information Request**

# Dear SCAQMD Contractor/Supplier:

The South Coast Air Quality Management District (SCAQMD) is committed to ensuring that our contractor/supplier records are current and accurate. If your firm is selected for award of a purchase order or contract, it is imperative that the information requested herein be supplied in a timely manner to facilitate payment of invoices. In order to process your payments, we need the enclosed information regarding your account. Please review and complete the information identified on the following pages, complete the enclosed W-9 form, remember to sign both documents for our files, and return them as soon as possible to the address below:

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

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

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

Sincerely,

Michael B. O'Kelly Chief Financial Officer

### DH:tm

Enclosures: **Business Information Request** 

Disadvantaged Business Certification

W-9

Form 590 Withholding Exemption Certificate Federal Contract Debarment Certification Campaign Contributions Disclosure **Direct Deposit Authorization** 



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

**Business Name** 

# **BUSINESS INFORMATION REQUEST**

Division of						
Subsidiary of						
Website Address						
Individual						
		RE	MITTIN	G ADDRES	S INFOR	RMATION
Address						
City/Town						
State/Province					Zip	
Phone	(	)	-	Ext	Fax	( ) -
Contact					Title	
E-mail Address					•	
Payment Name if Different						

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

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

#### DISADVANTAGED BUSINESS CERTIFICATION

Federal guidance for utilization of disadvantaged business enterprises allows a vendor to be deemed a small business enterprise (SBE), minority

business enterprise (MBE) or women business enterprise (WBE) if it meets the criteria below.

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

Statements	of co	rtific	ation.	
Statements	OI CE	ertific	amon:	

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

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

TELEPHONE NUMBER

Self-Certification Verification: Also for use in awarding	ng additional points, as applicable, in accordance with SCAQMD
Procurement Policy and Procedure:	
Check all that apply:	
<ul> <li>☐ Small Business Enterprise/Small Business Joint Venture</li> <li>☐ Local business</li> <li>☐ Minority-owned Business Enterprise</li> </ul>	<ul> <li>☐ Women-owned Business Enterprise</li> <li>☐ Disabled Veteran-owned Business Enterprise/DVBE Joint Venture</li> </ul>
Percent of ownership:%	
Name of Qualifying Owner(s):	
I, the undersigned, hereby declare that to the best of my knowled information submitted is factual.	edge the above information is accurate. Upon penalty of perjury, I certify
NAME	TITLE

DATE

# **Definitions**

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

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

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

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

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

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

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

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

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

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

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

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

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

# Form W-9 (Rev. August 2013) Department of the Treasury

# Request for Taxpayer Identification Number and Certification

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

IIICIIII	an revenue dervice							
	Name (as shown on your income tax return)							
page 2.	Business name/disregarded entity name, if different from above							
s on pa	Check appropriate box for federal tax classification:  Individual/sole proprietor  C Corporation  S Corporation  Partnership  Trust/es		Exemptions (see instructions):					
8 8		Exe	empt payee code (	if any)				
Print or type	☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=partnership) ▶_		Exemption from FATCA reporting code (if any)					
声름	☐ Other (see instructions) ►							
Print or type Specific Instructions on	Address (number, street, and apt. or suite no.)  Request	ter's name and a	address (optional)					
8 88 8	City, state, and ZIP code							
	List account number(s) here (optional)							
Pa	rt I Taxpayer Identification Number (TIN)							
	r your TIN in the appropriate box. The TIN provided must match the name given on the "Name" line	Social securit	ty number					
to av	oid backup withholding. For individuals, this is your social security number (SSN). However, for a lent alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other		_					
entiti	es, it is your employer identification number (EIN). If you do not have a number, see How to get a				$\perp$			
	on page 3.				_			
	<ol> <li>If the account is in more than one name, see the chart on page 4 for guidelines on whose ber to enter.</li> </ol>	Employer idei	ntification numbe	r	_			
		-						
Pa								
	er penalties of perjury, I certify that:							
1. Th	he number shown on this form is my correct taxpayer identification number (or I am waiting for a numb	er to be issue	d to me), and					
S	am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have ervice (IRS) that I am subject to backup withholding as a result of a failure to report all interest or divide o longer subject to backup withholding, and							
3. la	am a U.S. citizen or other U.S. person (defined below), and							
4. Th	e FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is corn	rect.						
beca intere gene	ification instructions. You must cross out item 2 above if you have been notified by the IRS that you a use you have failed to report all interest and dividends on your tax return. For real estate transactions, est paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an ind really, payments other than interest and dividends, you are not required to sign the certification, but you uctions on page 3.	item 2 does n ividual retirem	not apply. For me nent arrangemen	ortgage nt (IRA), a	and			

## **General Instructions**

Signature of

U.S. person ▶

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

Future developments. The IRS has created a page on IRS.gov for information about Form W-9, at www.irs.gov/w9. Information about any future developments affecting Form W-9 (such as legislation enacted after we release it) will be posted on that page.

#### Purpose of Form

Sign

Here

A person who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) to report, for example, income paid to you, payments made to you in settlement of payment card and third party network transactions, real estate transactions, mortgage interest you paid, acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA.

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN to the person requesting it (the requester) and, when applicable, to:

- Certify that the TIN you are giving is correct (or you are waiting for a number to be issued).
- 2. Certify that you are not subject to backup withholding, or
- 3. Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the

withholding tax on foreign partners' share of effectively connected income, and

Certify that FATCA code(s) entered on this form (if any) indicating that you are exempt from the FATCA reporting, is correct.

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

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

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

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

Page 2

Form W-9 (Rev. 8-2013)

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

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

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

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

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

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

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

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

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

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

# Payments you receive will be subject to backup withholding if:

- 1. You do not furnish your TIN to the requester,
- 2. You do not certify your TIN when required (see the Part II instructions on page 3 for details),
  - 3. The IRS tells the requester that you furnished an incorrect TIN,
- The IRS tells you that you are subject to backup withholding because you did not report all your interest and dividends on your tax return (for reportable interest and dividends only), or
- You do not certify to the requester that you are not subject to backup withholding under 4 above (for reportable interest and dividend accounts opened after 1983 only).

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

Also see Special rules for partnerships on page 1.

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

## Updating Your Information

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

#### **Penalties**

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

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

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

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

## Specific Instructions

#### Name

If you are an individual, you must generally enter the name shown on your income tax return. However, if you have changed your last name, for instance, due to marriage without informing the Social Security Administration of the name change, enter your first name, the last name shown on your social security card, and your new last name.

If the account is in joint names, list first, and then circle, the name of the person or entity whose number you entered in Part I of the form.

**Sole proprietor.** Enter your individual name as shown on your income tax return on the "Name" line. You may enter your business, trade, or "doing business as (DBA)" name on the "Business name/disregarded entity name" line.

Partnership, C Corporation, or S Corporation. Enter the entity's name on the "Name" line and any business, trade, or "doing business as (DBA) name" on the "Business name/disregarded entity name" line.

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

Note. Check the appropriate box for the U.S. federal tax classification of the person whose name is entered on the "Name" line (Individual/sole proprietor, Partnership, C Corporation, S Corporation, Trust/estate).

Limited Liability Company (LLC). If the person identified on the "Name" line is an LLC, check the "Limited liability company" box only and enter the appropriate code for the U.S. federal tax classification in the space provided. If you are an LLC that is treated as a partnership for U.S. federal tax purposes, enter "P" for partnership. If you are an LLC that has filed a Form 8832 or a Form 2553 to be taxed as a corporation, enter "C" for C corporation or "S" for S corporation, as appropriate. If you are an LLC that is disregarded as an entity separate from its owner under Regulation section 301.7701-3 (except for employment and excise tax), do not check the LLC box unless the owner of the LLC (required to be identified on the "Name" line) is another LLC that is not disregarded for U.S. federal tax purposes. If the LLC is disregarded as an entity separate from its owner, enter the appropriate tax classification of the owner identified on the "Name" line) is an entity separate from its

Other entities. Enter your business name as shown on required U.S. federal tax documents on the "Name" line. This name should match the name shown on the charter or other legal document creating the entity. You may enter any business, trade, or DBA name on the "Business name/disregarded entity name" line.

#### Exemptions

If you are exempt from backup withholding and/or FATCA reporting, enter in the Exemptions box, any code(s) that may apply to you. See Exempt payee code and Exemption from FATCA reporting code on page 3.

Form W-9 (Rev. 8-2013)

Exempt payee code. Generally, individuals (including sole proprietors) are not exempt from backup withholding. Corporations are exempt from backup withholding for certain payments, such as interest and dividends. Corporations are not exempt from backup withholding for payments made in settlement of payment card or third party network transactions.

Note. If you are exempt from backup withholding, you should still complete this form to avoid possible erroneous backup withholding.

The following codes identify payees that are exempt from backup withholding:

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

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

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

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

Exemption from FATCA reporting code. The following codes identify payees that are exempt from reporting under FATCA. These codes apply to persons submitting this form for accounts maintained outside of the United States by certain foreign financial institutions. Therefore, if you are only submitting this form for an account you hold in the United States, you may leave this field blank. Consult with the person requesting this form if you are uncertain if the financial institution is subject to these requirements.

- A-An organization exempt from tax under section 501(a) or any individual retirement plan as defined in section 7701(a)(37)
  - B-The United States or any of its agencies or instrumentalities
- C-A state, the District of Columbia, a possession of the United States, or any of their political subdivisions or instrumentalities
- D-A corporation the stock of which is regularly traded on one or more established securities markets, as described in Reg. section 1.1472-1(c)(1)(i)
- E-A corporation that is a member of the same expanded affiliated group as a corporation described in Reg. section 1.1472-1(c)(1)(i)
- F—A dealer in securities, commodities, or derivative financial instruments (including notional principal contracts, futures, forwards, and options) that is registered as such under the laws of the United States or any state

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

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Page 3

- I-A common trust fund as defined in section 584(a)
- J—A bank as defined in section 581
- K-A broker
- L—A trust exempt from tax under section 664 or described in section 4947(a)(1)
- M-A tax exempt trust under a section 403(b) plan or section 457(g) plan

## Part I. Taxpayer Identification Number (TIN)

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

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

If you are a single-member LLC that is disregarded as an entity separate from its owner (see *Limited Liability Company (LLC)* on page 2), enter the owner's SSN (or EIN, if the owner has one). Do not enter the disregarded entity's EIN. If the LLC is classified as a corporation or partnership, enter the entity's EIN.

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

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

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

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

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

#### Part II. Certification

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

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

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

- Interest, dividend, and barter exchange accounts opened before 1984 and broker accounts considered active during 1983. You must give your correct TIN, but you do not have to sign the certification.
- 2. Interest, dividend, broker, and barter exchange accounts opened after 1983 and broker accounts considered inactive during 1983. You must sign the certification or backup withholding will apply. If you are subject to backup withholding and you are merely providing your correct TIN to the requester, you must cross out item 2 in the certification before signing the form.
- Real estate transactions. You must sign the certification. You may cross out item 2 of the certification.
- 4. Other payments. You must give your correct TIN, but you do not have to sign the certification unless you have been notified that you have previously given an incorrect TIN. "Other payments" include payments made in the course of the requester's trade or business for rents, royalties, goods (other than bills for merchandise), medical and health care services (including payments to corporations), payments to a nonemployee for services, payments made in settlement of payment card and third party network transactions, payments to certain fishing boat crew members and fishermen, and gross proceeds pald to attorneys (including payments to corporations).
- 5. Mortgage interest paid by you, acquisition or abandonment of secured property, cancellation of debt, qualified tuition program payments (under section 529), IRA, Coverdell ESA, Archer MSA or HSA contributions or distributions, and pension distributions. You must give your correct TIN, but you do not have to sign the certification.

<sup>&</sup>lt;sup>2</sup> However, the following payments made to a corporation and reportable on Form 1099-MISC are not exempt from backup withholding: medical and health care payments, attorneys' fees, gross proceeds paid to an attorney, and payments for services paid by a federal executive agency.

Form W-9 (Rev. 8-2013) Page **4** 

### What Name and Number To Give the Requester

For this type of account:	Give name and SSN of:
Individual     Two or more individuals (joint account)	The individual The actual owner of the account or, if combined funds, the first individual on the account '
Custodian account of a minor     (Uniform Gift to Minors Act)	The minor <sup>2</sup>
a. The usual revocable savings trust (grantor is also trustee)     b. So-called trust account that is not a legal or valid trust under state law	The grantor-trustee ' The actual owner '
Sole proprietorship or disregarded entity owned by an individual	The owner <sup>3</sup>
Grantor trust filing under Optional     Form 1099 Filing Method 1 (see     Regulation section 1.671-4(b)(2)(i)(A))	The grantor*
For this type of account:	Give name and EIN of:
Disregarded entity not owned by an individual     A valid trust, estate, or pension trust	The owner  Legal entity⁴
Normal distribution or LLC electing corporate status on Form 8832 or Form 2553	The corporation
Association, club, religious, charitable, educational, or other tax-exempt organization	The organization
11. Partnership or multi-member LLC	The partnership
12. A broker or registered nominee	The broker or nominee
<ol> <li>Account with the Department of Agriculture in the name of a public entity (such as a state or local government, school district, or prison) that receives agricultural program payments</li> </ol>	The public entity
<ol> <li>Grantor trust filing under the Form 1041 Filing Method or the Optional Form 1099 Filing Method 2 (see Regulation section 1.671-4(b)(2)(i)(B))</li> </ol>	The trust

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

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

### Secure Your Tax Records from Identity Theft

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

To reduce your risk:

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

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

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

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

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

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

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

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

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

## **Privacy Act Notice**

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

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

<sup>&</sup>lt;sup>9</sup>You must show your individual name and you may also enter your business or "DBA" name on the "Business name/disregarded entity" name line. You may use either your SSN or EIN (if you have one), but the IRS encourages you to use your SSN.

List first and circle the name of the trust, estate, or pension trust. (Do not furnish the TIN of the personal representative or trustee unless the legal entity itself is not designated in the account title.) Also see Special rules for partnerships on page 1.

<sup>\*</sup>Note. Grantor also must provide a Form W-9 to trustee of trust.

	YEAR			CALIFORNIA FORM
	2014 Withholding Exemption Certificate			590
The	e payee completes this form and submits it to the withholding agent.			
Wit	hholding Agent (Type or print)			
Nam	ne			
Pay	lee .			
Nam	ne	SSN or I	ITIN 🗆 FEIN (	CA Corp no. CA SOS file no.
Add	ress (apt/ste., room, PO Box, or PMB no.)			
City	(If you have a foreign address, see instructions.)		State ZIF	<sup>2</sup> Code
Fue	mutica Deces		ш	
	mption Reason			
Ву	eck only one reason box below that applies to the payee.  checking the appropriate box below, the Payee certifies the reason for the exemption from uirements on payment(s) made to the entity or individual.  Individuals — Certification of Residency:	n the Califo	ornia inco	me tax withholding
_	I am a resident of California and I reside at the address shown above. If I become a notify the withholding agent. See instructions for General Information D, Definitions.	nonreside	ent at any	time, I will promptly
	Corporations:  The corporation has a permanent place of business in California at the address sho California Secretary of State (SOS) to do business in California. The corporation will corporation ceases to have a permanent place of business in California or ceases to the withholding agent. See instructions for General Information D, Definitions.	l file a Cal	ifornia tax	return. If this
	Partnerships or limited liability companies (LLCs):  The partnership or LLC has a permanent place of business in California at the address California SOS, and is subject to the laws of California. The partnership or LLC will for LLC ceases to do any of the above, I will promptly inform the withholding agent. For partnership (LLP) is treated like any other partnership.	file a Calif	ornia tax r	eturn. If the partnership
	Tax-Exempt Entities: The entity is exempt from tax under California Revenue and Taxation Code (R&TC) Internal Revenue Code Section 501(c) (insert number). If this entity ceases to the withholding agent. Individuals cannot be tax-exempt entities.			(insert letter) or ax, I will promptly notify
	Insurance Companies, Individual Retirement Arrangements (IRAs), or Qualified Pe The entity is an insurance company, IRA, or a federally qualified pension or profit-sh			ng Plans:
	California Trusts:  At least one trustee and one noncontingent beneficiary of the above-named trust is California fiduciary tax return. If the trustee or noncontingent beneficiary becomes a notify the withholding agent.			
	Estates — Certification of Residency of Deceased Person: I am the executor of the above-named person's estate or trust. The decedent was a The estate will file a California fiduciary tax return.	California	resident	at the time of death.
	Nonmilitary Spouse of a Military Servicemember:  I am a nonmilitary spouse of a military servicemember and I meet the Military Spourequirements. See instructions for General Information E, MSRRA.	se Reside	ency Relie	f Act (MSRRA)
CF	RTIFICATE OF PAYEE: Payee must complete and sign below.			
Und	der penalties of perjury, I hereby certify that the information provided in this document is, t rect. If conditions change, I will promptly notify the withholding agent.	to the best	of my kn	owledge, true and
	yee's name and title (type or print)	Tolophono	<i>(</i> )	
Pay	yee's signature ▶		Date	
	For Privacy Notice, get FTB 1131 ENG/SP. 7061143		Form	1 590 C2 2013

# **Instructions for Form 590**

Withholding Exemption Certificate

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

#### **General Information**

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

## A Purpose

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

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

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

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

The following are excluded from withholding and completing this form:

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

# **B** Income Subject to Withholding

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

Withholding is required on the following, but is

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

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

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

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

### Who Certifies this Form

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

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

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

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

## **D** Definitions

Nonresident includes all of the following:

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

Foreign refers to non-U.S.

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

### Permanent Place of Business:

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

# E Military Spouse Residency Relief Act (MSRRA)

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

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

Domicile is defined as the one place:

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

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

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

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

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

## Specific Instructions

#### **Payee Instructions**

Enter the withholding agent's name.

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

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

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

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

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

#### Withholding Agent Instructions

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

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

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

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

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

#### Additional Information

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

Telephone: 888.792.4900 916.845.4900

916.845.9512 Fax:

OR write to:

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

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

OR to get forms by mail write to:

TAX FORMS REQUEST UNIT FRANCHISE TAX BOARD PO BOX 307

RANCHO CORDOVA CA 95741-0307

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

## Internet and Telephone Assistance

Website: ftb.ca.gov

Telephone: 800.852.5711 from within the

United States

916.845.6500 from outside the

United States

TTY/TDD: 800.822.6268 for persons with

hearing or speech impairments

## Asistencia Por Internet y Teléfono

Sitio web:

**ftb.ca.gov** 800.852.5711 dentro de los Teléfono:

Estados Unidos

916.845.6500 fuera de los Estados

TTY/TDD: 800.822.6268 personas con

discapacidades auditivas

y del habla

# Certification Regarding Debarment, Suspension, and Other Responsibility Matters

The prospective participant certifies to the best of its knowledge and belief that it and the principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
- (b) Have not within a three year period preceding this proposal been convicted of or had a civil judgement rendered against them or commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction: violation of Federal or State antitrust statute or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property:
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

I understand that a false statement on this certification may be grounds for rejection of this proposal or termination of the award. In addition, under 18 USC Sec. 1001, a false statement may result in a fine of up to \$10,000 or imprisonment for up to 5 years, or both.

Typed Name & Title of Authorized Representative
Signature of Authorized Representative Date
☐ I am unable to certify to the above statements. My explanation is attached.
EPA Form 5700-49 (11-88)



# CAMPAIGN CONTRIBUTIONS DISCLOSURE

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

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

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

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

# SECTION I. Contractor (Legal Name):

et any parent, subsidiaries, or othe definition below).	nerwise affiliated business entities of Contractor
LLC/LLP, ID No.	
Corporation, ID No	
DBA, Name	, County Filed in

# **SECTION II.**

Has Contractor and/or any parent, subsidiary, or a campaign contribution(s) totaling \$250 or more i South Coast Air Quality Management Governing B	n the aggregate to a curr	ent member of the
12 months preceding the date of execution of this di		
☐ Yes ☐ No If YES, complete Section I If NO, sign and date below.	_	
Campaign Contributions Disclosure, continued:	metade tims form with	your susmitten.
Name of Contributor		
Governing Board Member or MSRC Member/Alternate	Amount of Contribution	Date of Contribution
Name of Contributor		
Governing Board Member or MSRC Member/Alternate	Amount of Contribution	Date of Contribution
Name of Contributor		
Governing Board Member or MSRC Member/Alternate	Amount of Contribution	Date of Contribution
Name of Contributor		
Governing Board Member or MSRC Member/Alternate	Amount of Contribution	Date of Contribution
I declare the foregoing disclosures to be true and	correct.	
By:	-	
Title:	-	
Date:		

#### **DEFINITIONS**

Parent, Subsidiary, or Otherwise Related Business Entity (2 Cal. Code of Regs., §18703.1(d).)

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



For SCAQMD Use Only

STEP 1: Please check all the appropriate boxes

# **South Coast** Air Quality Management District 21865 Copley Drive, Diamond Bar, CA 91765-4178

(909) 396-2000 • <u>www.aqmd.gov</u>

# **Direct Deposit Authorization**

<ul><li>☐ Individual (Employee, Governing Boar</li><li>☐ Vendor/Contractor</li><li>☐ Changed Information</li></ul>	d Member)	☐ New Requ ☐ Cancel Di	uest rect Deposit				
STEP 2: Payee Information							
Last Name First N	lame		Middle Initial	٦	Title		
Vendor/Contractor Business Name (if applicable)				,			
Address			Apartment or F	P.O. Box Nur	mber		
City		State	Zip		Country		
Taxpayer ID Number	Telephone Number			Email Add	dress		
<ol> <li>I authorize South Coast Air Quality Management District (SCAQMD) to direct deposit funds to my account in the financial institution as indicated below. I understand that the authorization may be rejected or discontinued by SCAQMD at any time. If any of the above information changes, I will promptly complete a new authorization agreement. If the direct deposit is not stopped before closing an account, funds payable to me will be returned to SCAQMD for distribution. This will delay my payment.</li> <li>This authorization remains in effect until SCAQMD receives written notification of changes or cancellation from you.</li> <li>I hereby release and hold harmless SCAQMD for any claims or liability to pay for any losses or costs related to insufficient fund transactions that result from failure within the Automated Clearing House network to correctly and timely deposit monies into my account.</li> </ol> STEP 3: You must verify that your bank is a member of an Automated Clearing House (ACH). Failure to do so could delay the processing of your payment. You must attach a voided check or have your bank complete the bank information and the account holder must sign below. To be Completed by your Bank							
Name of Bank/Institution	·						
Account Holder Name(s)	Account Holder Name(s)  Account Holder Name(s)						
Account Number Routing Number							
Saving Checking  Bank Representative Printed Name	E	Bank Representative	Signature			Date	
ACCOUNT HOLDER SIGNA	TURE:					Date	

Input By \_\_\_\_\_



PROPOSAL: Execute Contract for Operation of Diamond Bar Headquarters

Cafeteria

SYNOPSIS: The current contract for operation of the Diamond Bar

headquarters cafeteria expires December 31, 2014. On July 11, 2014, the Board approved release of an RFP to solicit proposals from firms interested in providing these services for the next three-year period. This action is to execute a contract with California Dining Services through December 31, 2017.

COMMITTEE: Administrative, November 14, 2014; Recommended for Approval

## RECOMMENDED ACTION:

Authorize the Chairman to execute a three-year contract with California Dining Services for the period January 1, 2015, through December 31, 2017, with an option to extend the contract for up to two additional years at SCAQMD's discretion.

Barry R. Wallerstein, D.Env. Executive Officer

WJM:SC

# **Background**

SCAQMD currently contracts with California Dining Services to provide quality food services at reasonable prices to meet agency needs. The cafeteria provides catering services for onsite meetings and special events. Additionally, cafeteria services are used by employees, those doing business and attending meetings at SCAQMD, staff of agencies leasing space within the building, those who work in the Gateway Business Park, and members of the public.

The current contract with California Dining Services expires December 31, 2014. On July 11, 2014, the Board approved release of RFP #P2015-02 to solicit proposals from cafeteria management firms interested in operating the Diamond Bar cafeteria facility for the next three-year period.

## Outreach

In accordance with SCAQMD's Procurement Policy and Procedure, a public notice advertising the RFP/RFQ and inviting bids was published in the Los Angeles Times, the Orange County Register, the San Bernardino Sun, and Riverside County'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 RFP/RFQ has been 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 (<a href="http://www.aqmd.gov">http://www.aqmd.gov</a>).

## **Bid Evaluation**

A total of 19 copies of the RFP were mailed out. Representatives from three companies attended the mandatory bidders' conference on July 24, 2014. Three proposals were received by the deadline for submittal at 2:00 p.m. on Wednesday, August 13, 2014.

The evaluation panel consisted of a retired Human Resources Manager, Senior Office Assistant, Office Assistant, AQ Specialist and Staff Specialist. Of these, one is African American, two are Caucasian and two are Hispanic; one male, four female.

After reviewing proposals and conducting site visits, panel members rated proposals according to criteria defined in the RFP, which included quality of food service, management and food service experience, financial capacity and fiscal management experience, commitment to environmentally sustainable practices in operating the cafeteria, and strategies and incentives to encourage patrons to make both environmentally sensitive and healthy choices. The evaluation panel recommends the contract be awarded to the firm with the highest rating, California Dining Services. A summary of the ratings is attached.

# **Proposal**

This action is to execute a three-year contract with California Dining Services for the period of January 1, 2015 through December 31, 2017, with an option to extend the contract for up to two additional years at SCAQMD's discretion.

# **Resource Impacts**

This is a no-fee contract; the cafeteria management firm generates its own revenue to cover its operating costs.

# **Attachment**

**Evaluation Summary** 

# ATTACHMENT A

# **EVALUATION SUMMARY**

# RFP 2015-02

	Summary	Additional	Total	
CONTRACTOR	of Points	<b>Points</b>	Points	
California Dining Services	94	5	99	
Food Systems, Inc	83	15	98	
Bella's Kitchen	55	15	70	



PROPOSAL: Execute Contract for Carpet Installation at Diamond Bar

Headquarters

SYNOPSIS: On May 2, 2014, the Board authorized release of an RFP for carpet

installation in various areas at SCAQMD's Diamond Bar

headquarters. This action is to execute a contract with Signature Commercial Floor Covering for carpet installation in an amount not to exceed \$99,107. Funding for this replacement project is available

in the FY 2014-15 Budget.

COMMITTEE: Administrative, November 14, 2014; Recommended for Approval

# **RECOMMENDED ACTION:**

Authorize the Executive Officer to execute a contract with Signature Commercial Floor Covering for carpet tiles installation including carpet base installation and edge stripping on select floors at the Diamond Bar headquarters in an amount not to exceed \$99,107.

Barry R. Wallerstein, D.Env. Executive Officer

WJJ:BJ

# **Background**

SCAQMD moved into its Diamond Bar facility in October 1991. Beginning in 2010, replacement of heavily-worn carpeting in certain areas of the building began utilizing Mohawk Group carpet tiles H5156. The use of carpet tiles, rather than rolled carpeting, significantly reduces the labor cost associated with installation due to not having to fully disassemble office cubicles and furniture. To date, replacement carpet tiles have been installed on the lower level corridor, 2<sup>nd</sup> floor north and 5<sup>th</sup> floor at Diamond Bar headquarters.

SCAQMD was informed by Mohawk Group that the specialized equipment used to manufacture the H5156 carpet tiles was to be dismantled in December 2013. The Board approved the purchase of 8,144 square yards of the H5156 carpet tiles which have been produced and are currently being warehoused until installation can be arranged. The

contractor shall supply and install carpet top set base, edge molding as well as the labor to remove existing carpet and install Mohawk H5156 carpet tiles on the ground floor north and south to include Human Resources, Library, GB conference room, Laboratory offices, and 2nd floor south.

## **Outreach**

In accordance with SCAQMD's Procurement Policy and Procedure, a public notice advertising the RFP/RFQ and inviting bids was published in the Los Angeles Times, the Orange County Register, the San Bernardino Sun, and Riverside County'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 RFP/RFQ has been emailed to the Black and Latino Legislative Caucuses and various minority chambers of commerce and business associations, and placed on the Internet at SCAQMD's website (http://www.aqmd.gov).

## **Bid Evaluation**

The initial RFP (#2014-23) was sent out following the May 2, 2014 Board meeting but due to lack of response, staff was requested to rebid this item (RFP #2015-08) which occurred on July 11, 2014. Eight contractors were notified and four contractors attended the July 24, 2014, mandatory bidder's conference. Three proposals were received when final bidding closed at 2:00 p.m., August 14, 2014; all of which were complete and met RFP requirements.

The evaluating panel included a Business Services Manager, Senior Air Quality Engineer, and Principal Air Quality Chemist. Of these three panel members, one is African American, one is Caucasian, and one is Hispanic; one female and two male.

After reviewing the proposals, panel members rated proposals based on criteria defined in the RFP, which included understanding of requirements, cost, contractor qualifications, and client references. A summary of the ratings is attached.

# **Proposal**

This action is to execute a contract with Signature Commercial Floor Covering for an amount not to exceed \$99,107.

# **Resource Impacts**

Sufficient funds are available in the FY 2014-15 District General-Building Maintenance Operations Account for this carpet replacement project.

## Attachment

**Evaluation Summary** 

# **ATTACHMENT**

# **EVALUATION SUMMARY**

# RFP #2015-08R

	Cost	Cost	Technical	Additional	Total
Contractor	Proposal	<b>Points</b>	Points	<b>Points</b>	Points
Signature Commercial Floor	\$99,107	50	24	0	74
Covering					
DFS Flooring	\$124,948	32	45	0	67
Carpets 4 U Inc.	\$380,000	7	34	15	66



PROPOSAL: Reclassify Director Position to Assistant Deputy Executive Officer

Position in Science and Technology Advancement

SYNOPSIS: The Executive Officer is proposing to reclassify the Designated

Deputy position of Director of Technology Implementation to an Assistant Deputy Executive Officer classification to reflect the

expanded duties and responsibilities for the position within the Office of Science and Technology Advancement. This action will result in an annual cost increase of approximately \$10,000. Sufficient funding for

this annual cost increase exists in the FY 2014-15 Budget.

COMMITTEE: Technology, November 21, 2014; Recommended for Approval

## RECOMMENDED ACTION:

Amend the Salary Resolution to delete the Designated Deputy position of Director of Technology Implementation and add a position of Assistant Deputy Executive Officer in Science and Technology Advancement.

Barry R. Wallerstein, D.Env. Executive Officer

W.

# **Background**

The Technology Advancement Office (TAO) is comprised of the Technology Implementation group, which handles all of the incentive programs for the agency, as well as the Technology Demonstrations group, which conducts the research, development and early deployment program. Due to the increasing importance of ensuring the development of near-zero and zero-emission technologies are followed by commercialization and incentives to initiate fleet turnover, executive staff are recommending an Assistant Deputy Executive Officer (ADEO) over TAO.

The current Designated Deputy for Technology Implementation is the Director of Technology Implementation, who is responsible for many highly complex and difficult duties, primarily the Carl Moyer, Proposition 1B Goods Movement, and Lower-Emission School Bus Programs, in addition to other federal grant funding programs, which handle in excess of \$150,000,000 annually. The new ADEO position would also include the Technology Demonstrations, which is responsible for the \$10 million annual Clean Fuels Program and demonstration and commercialization of near-zero and zero-emission vehicle technologies. This will further enhance and streamline the transition of newly commercialized technologies to the incentive programs. Other important duties include involvement with other air districts through CAPCOA and CARB for possible legislative changes and guideline revisions to the programs.

# **Proposal**

This action is to amend the Salary Resolution to delete the Designated Deputy position of Director of Technology Implementation and add a position of Assistant Deputy Executive Officer in Science and Technology Advancement.

# **Resource Impacts**

This action will result in an annual cost increase of approximately \$10,000. Sufficient funding for this annual cost increase exists in the FY 2014-15 Budget.

## **Attachment**

Resolution

## **ATTACHMENT A**

## **RESOLUTION NO. 14-**

A Resolution of the South Coast Air Quality Management District Governing Board to amend SCAQMD's *Salary Resolution*, and to add and delete positions within the Designated Deputy classifications.

WHERAS, the Governing Board of the South Coast Air Quality Management District is authorized to establish staff positions and levels of compensation for the SCAQMD, and finds it appropriate to declassify a Designated Deputy position at the Director of Technology Implementation classification as an Assistant Deputy Executive Officer in Science and Technology Advancement, to reflect the expanded duties and responsibilities for the position.

**THEREFORE, BE IT RESOLVED** that the Board of the South Coast Air Quality Management District, in a regular session assembled on December 5, 2014, in Diamond Bar, California, does hereby amend SCAQMD's *Salary Resolution* to delete a Designated Deputy position at the Director of Technology Implementation classification, and to add a position at the Assistant Deputy Executive Officer classification in Science and Technology Advancement.



PROPOSAL: Issue Purchase Order for Ingres Relational Database Management

System Software Support

SYNOPSIS: The Ingres Relational Database Management System is used for the

implementation of the Central Information Repository database.

This database is used by most enterprise-level software

applications at the SCAQMD and currently supports a suite of client/server and web-based applications known collectively as the Clean Air Support System (CLASS). The CLASS applications are used to support all of the SCAQMD core activities. Maintenance support for this software expires November 29, 2014. This action is to issue a three-year purchase order with Actian Corporation for a total amount of \$564,967. Funds for this expense are included in the FY 2014-15 Budget and will be included in subsequent fiscal

year budget requests.

COMMITTEE: Administrative, November 14, 2014, Recommended for Approval

## RECOMMENDED ACTION:

Authorize the Procurement Manager to issue a three-year purchase order with Actian Corporation (formerly Ingres Corporation) for Ingres Relational Database Management System software maintenance support, for the period of November 30, 2014 through November 29, 2017, for a total amount not to exceed \$564,967.

Barry R. Wallerstein, D.Env. Executive Officer

JCM: MH:ZT:agg

# **Background**

In November 2006, the SCAQMD entered into an annual support and maintenance agreement for Ingres Relational Database Management System (RDBMS) software. The RDBMS software runs on three database servers for production, development, and ad hoc reporting. The production server hosts the Central Information Repository

database (DBCIR). This database supports a collection of more than 30 client/server and web-based applications known as the Clean Air Support System (CLASS). The CLASS application suite supports permits administration and processing of command-and-control and facility-based permits; emissions offsetting, monitoring and inventory management for New Source Review, RECLAIM and annual emission reporting operations; compliance-related complaint, inspection, assignment, notification, investigation and settlement operations; and financial accounts receivable operations. The development server supports software development for the CLASS and for other mini-computers and micro-computers accessing the Central Information Repository. The decision support server supports CLASS system ad-hoc query and reporting; and web-based inquiry applications. These applications are an integral component of the SCAQMD's day-to-day responsibilities. The Ingres software maintenance support expires on November 29, 2014.

Ingres maintenance includes the following services:

Software Maintenance	Licensed product updates, enhancements, and repairs; and
Software Support	Assistance in resolving online operating difficulties,
Soleware Support	system failures, Ingres application-related problems,
	potential system bugs, and installation and upgrade
	issues.

## **Sole Source Justification**

Section VIII.B.2 of the Procurement Policy and Procedure identifies circumstances under which a sole source purchase award may be justified. These requests for a sole source award are made under provision VIII.B.2.c.(2) the project involves the use of proprietary technology, and (3) the contractor has ownership of key assets required for project performance. Previous quotes indicated it would cost well over \$1 million to convert the CLASS applications to another relational database. Actian Corporation (formerly Ingres Corporation) is the sole manufacturer and provider of this software and therefore the only source for its maintenance and support licensing agreements.

# **Proposal**

Staff recommends the issuance of a three-year purchase order for Ingres Relational Database Management System Software maintenance support to provide continued support for SCAQMD's CLASS applications in an amount not to exceed \$564,967. Staff investigated the cost savings potential of entering into a multiyear agreement for these services as opposed to an annual agreement. The cost of renewing with a three-year term is 7.5% less per year than a one-year agreement, and results in approximately \$86,000 savings over the three years.

# **Resource Impacts**

Sufficient funds are available in Information Management's FY 2014-15 Budget, Services and Supplies Major Object, under Professional and Special Services account. Since this will be a three-year purchase order, funding for subsequent years will be budgeted appropriately. Annual costs are \$179,212 for FY 2014-15, \$188,173 for FY 2015-16, and \$197,582 for FY 2016-17.



PROPOSAL: Execute Contract for Biennial Audit of Motor Vehicle Registration

Revenues for FYs 2011-12 and 2012-13

SYNOPSIS: Health and Safety Code Section 44244.1 requires any agency

receiving fee revenues pursuant to Section 44243 or 44244 to be subject to an audit of each program or project funded at least once every two years. On July 11, 2014, the Board approved the release of an RFP to select an auditor to perform the biennial audit for FYs 2011-12 and 2012-13. The panel that evaluated the proposals

comprised of a representative from the Local Governments, MSRC,

and SCAQMD. This action is to award a contract to the firm of

Simpson & Simpson, Certified Public Accountants. Local

governments, the MSRC and SCAQMD will pay the cost of their

own audits in the amounts of \$82,800, \$7,000 and \$4,460

respectively.

COMMITTEE: Administrative, November 14, 2014; Recommended for Approval

## RECOMMENDED ACTION:

Authorize the Chairman to execute a contract with Simpson & Simpson Certified Public Accountants for performance of the biennial audit of Motor Vehicle Registration revenues for FYs 2011-12 and 2012-13 at a total cost not to exceed \$94.260.

Barry R. Wallerstein, D.Env. Executive Officer

MBO:JK:lg

## **Background**

AB 2766, chaptered into law as Health and Safety Code Sections 44220-44247, was enacted to authorize air pollution control districts to impose fees on motor vehicles. Fees are expended on mobile source air pollution reduction measures pursuant to the California Clean Air Act of 1988 or the SCAQMD's AQMP pursuant to Article 5 of Chapter 5.5 of Part 3 of the Health and Safety Code. Health and Safety Code Section

44244.1(a) states that any agency receiving fee revenues pursuant to Section 44243 or 44244 shall, at least once every two years, be subject to an audit of each program or project funded. The audit is to be conducted by an independent auditor selected by the SCAQMD in accordance with Division 2 (commencing with Section 1100) of the Public Contract Code. Audit program guidelines for local government recipients of fee revenues under Health and Safety Code Sections 44220-44247 were prepared by the SCAQMD with input from the Technical Advisory Committee Audit Subcommittee of the Interagency AQMP Implementation Committee (IAIC), representatives of the Finance Committee of the League of California Cities and with CPA firms whose clients include local governments. These audit guidelines were approved by the IAIC, MSRC and by the Board on December 4, 1992 and further revised and approved in January 1995, and again in August 2003. This is the tenth biennial audit of these fee revenues and covers FYs 2011-12 and 2012-13.

# **Proposal**

On July 11, 2014, the Board approved an RFP to conduct the biennial audit of recipients of AB 2766 fee revenues. The audit will cover recipients in all three segments of the AB 2766 fee distribution to determine whether the fee revenues collected in FYs 2011-12 and 2012-13 were spent on the reduction of pollution from motor vehicles as described above. The primary purpose of the audit is to set forth an opinion regarding the propriety of the expenditures incurred, not the degree of efficacy in reducing air pollution.

## **Outreach**

In accordance with SCAQMD's Procurement Policy and Procedure, a public notice advertising the RFP/RFQ and inviting bids was published in the Los Angeles Times, the Orange County Register, the San Bernardino Sun, and Riverside County'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 RFP/RFQ has been emailed to the Black and Latino Legislative Caucuses and various minority chambers of commerce and business associations, and placed on the Internet at SCAQMD's website (<a href="http://www.aqmd.gov">http://www.aqmd.gov</a>).

## **Bid Evaluation**

The SCAQMD received a total of three proposals from CPA firms that are qualified to perform audits in the State of California. All of the proposals were received by the 3:00 p.m., September 4, 2014 deadline and were evaluated by a technically qualified panel in accordance with criteria contained in the RFP.

# **Panel Composition**

The evaluation panel convened to evaluate the proposals consisted of: the Riverside County Transportation Commission's Director of Goods Movement (MSRC), Los Angeles County's Transportation Manager (Local Governments) and an SCAQMD Financial Analyst. Of the three panelists that scored the proposals two are female and one is male. One is African American and two are Caucasian.

Of the three proposals received, all were rated technically qualified to perform the audit of the AB 2766 program and were scored for cost. The evaluation results for the three proposals are:

BIDDER	TECHNICAL SCORE	BID AMOUNT	COST	SMALL/ LOCAL BUSINESS	TOTAL POINTS	OVERALL RANK
Simpson & Simpson, Certified Public Accountants	63.3	\$ 94,260	30.0	15	108.3	1 <sup>st</sup>
BCA Watson Rice, LLP.	65.0	\$120,042	22.8	12	98.8	2 <sup>nd</sup>
Lance, Soll & Lunghard, LLP.	61.7	\$154,760	10.7	15	87.4	3 <sup>rd</sup>

The selection criteria used to rank the proposals included responsiveness to the RFP; technical expertise; qualifications and experience; past performance; cost; and SB/SBJV/DVBE/DVBEJV/DVBE/SB subcontractors/local business designation (non-EPA). Based on the panel's assessment of the criteria, Simpson & Simpson Certified Public Accountants was selected to be recommended to the full Board.

# **Resource Impacts:**

The maximum audit cost is \$94,260. The total audit costs will be borne by the entities being audited as follows:

- The cost of the audit of the SCAQMD's portion of motor vehicle registration revenues is \$4,460. Sufficient funds are included in the FY 2014-15 Budget;
- The cost of the audit of ten projects of the Mobile Source Air Pollution Reduction Trust Fund is \$7,000 and shall be deducted from the FY 2014-15 revenues subvened to the Mobile Source Air Pollution Reduction Review Committee; and
- The total cost of the audit of local governments is up to a maximum of \$82,800. The average cost for a non-compliant local government is \$1,054 and the average cost for a compliant local government is \$700. This cost will be borne by the entities being audited in the manner set forth in the audit program guidelines and will be deducted from quarterly fee revenues prior to distribution.



PROPOSAL: Approve Transfer of Monies from General Fund to Health Effects

Research Fund

SYNOPSIS: In 2008, the Board established a Health Effects Research Fund

initially funded at \$1.5 million from the BP Arco Settlement Fund. The Board further authorized, upon annual Board approval, the transfer of 20% of annual penalty money received that exceeds \$4 million in receipts to the Health Effects Research Fund. This action is to transfer the monies received in FY 2013-14 to the Health

is to transfer the momes received in F1 2015-14 to the fi

Effects Research Fund.

COMMITTEE: Administrative, November 14, 2014, Recommended for Approval

## RECOMMENDED ACTION:

Authorize the transfer of \$2,791,882 from the General Fund, Undesignated Fund Balance to the Health Effects Research Fund (Fund 48).

Barry R. Wallerstein, D.Env. Executive Officer

MO:JO:lg

# **Background**

At the June, 2008 meeting, the Board established a Health Effects Research Fund and initially funded it with \$1.5 million from the BP Arco Settlement Fund. The Board further authorized, upon annual Board approval, the transfer of 20% of annual penalty money received that exceeds \$4 million in receipts to the Health Effects Research Fund. For FY 2013-14, this amount was \$2,791,882.

Since 2003, the Board has funded the Brain & Lung Tumor and Air Pollution Foundation and the Asthma and Outdoor Air Quality Consortium from penalty revenues. These monies have been used to fund a number of research projects at local universities and research institutions. The funding of the Health Effects Research Fund has been used to fund research through the Brain & Lung Tumor and Air Pollution Foundation.

Findings from the Brain & Lung Tumor and Air Pollution Foundation funded research indicated that fine particulate exposure is associated with biochemical changes in the brains of laboratory animals that are consistent with the biochemical pattern found in human brain tumors. Another project found preliminary associations of particulate matter levels and the risk of childhood brain tumors. These findings are being followed up with additional study to better understand the relation of pollution exposure to the risk of contracting brain tumors. In a current study laboratory animals are exposed to ambient particulate matter, including ultrafine particles, for investigation of potential stem cell activation into cancer precursor cells. The elucidation of molecular pathways involved in survival, proliferation, and differentiation of cancer stem cells may be fundamental information to help develop therapies for brain tumors and to develop potential preventive measures.

Through the Asthma and Outdoor Air Quality Consortium, the Board has also funded several research projects ranging from laboratory studies to epidemiology studies of air pollution health effects. Results of these projects have provided new information on health effects, including the findings of increased risk for asthma symptoms and lung inflammation in children exposed to traffic related emissions, and new findings of how pollutants can react with cell components to cause injury.

The requested Board action will provide funding to conduct additional health effects research, which may include follow-up on the results described above, and will provide information to better assess the health risks of exposure to air pollutants.

Results from these studies will provide scientific information to inform policy choices for reducing emissions and exposures to pollutants in the South Coast Air Basin.

# **Proposal**

Staff is proposing that the Board authorize the transfer of 20% of annual penalty money received in FY 2013-14 that exceeds \$4 million in receipts, which is \$2,791,882, to the Health Effects Research Fund.

# **Resource Impacts**

Funds are available from the General Fund, Undesignated Fund Balance.



PROPOSAL: Execute Contract for Marketing and Outreach Initiative for

2015 Lawn Mower Exchange Program

SYNOPSIS: On October 3, 2014, the Board approved release of an RFP to

solicit proposals from advertising agencies, public relations firms

or other organizations to plan and execute a comprehensive outreach initiative for the 2015 Lawn Mower Exchange Program. Two proposals were received by the RFP deadline and were

evaluated based on the criteria stated in the RFP. The Mobile Source Committee reviewed this item on November 21, 2014, and

recommended executing a contract with Westbound

Communications for \$75,000, to plan and execute an outreach initiative for the 2015 Lawn Mower Exchange Program, with an

option to renew for two additional one-year contracts.

COMMITTEE: Mobile Source, November 21, 2014; Recommended for Approval

## RECOMMENDED ACTIONS:

Authorize the Executive Officer to execute a contract with Westbound Communications in an amount not to exceed \$75,000, from AB 923 Funds (Fund 80), to plan and execute a comprehensive outreach initiative for the 2015 Lawn Mower Exchange Program, with an option to renew for two additional one-year contracts.

Barry R.	Wallerstein,	D.Env.
Executiv	e Officer	

SA

# **Background**

In an effort to reduce emissions from all sources and to involve the public in improving air quality, SCAQMD since 2003 has offered its Lawn Mower Exchange Program. During the program, offered each spring, residents can exchange a working gaspowered mower for a cordless, battery powered, zero-emission mower, at a deep discount.

Since 2003, SCAQMD has exchanged more than 53,000 highly polluting gasoline mowers for zero-emission electric models through the program. Historically, approximately 4,000 mowers were offered and exchanged each year. In 2012, 4,000 mowers were offered but only 2,200 exchanged. In 2013 and 2014, SCAQMD hired a public relations firm to plan and execute a marketing initiative to help boost participation.

# **Proposal**

On October 3, 2014, the Board approved release of RFP #2015-14 to solicit proposals from advertising agencies, public relations firms or other organizations to plan and execute a comprehensive outreach initiative for the 2015 Lawn Mower Exchange Program. The Board also approved funding for this RFP from the AB 923 Fund in an amount not to exceed \$80,000.

# The RFP required that proposals include:

- An earned and paid media initiative that could include print, radio, cable TV, digital, social and/or other media;
- Partnerships with multiple organizations to help publicize the lawn mower exchange program; and
- A Spanish language component and possibly other languages.

# In addition, proposals may also include:

- Production of promotional public service announcement (PSA) type video(s);
- Use of SCAQMD's database of past program participants to help recruit them to promote the program;
- Distribution of collateral such as flyers; and
- Static displays at shopping malls or other appropriate venues.

#### **Bid Evaluation**

Two proposals were received before the bidding closed at 1 p.m. on November 5, 2014. The proposals were reviewed and scored by a panel in accordance with criteria contained in the RFP. The panel was composed of three SCAQMD employees -- two Community Relations Managers and one Senior Public Information Specialist – as well as one outside expert, a Public Information Officer with the Yolo-Solano Air Quality Management District, which has implemented lawn mower exchange programs in the past. The panel breakdown was as follows: one Asian-American, two Caucasian and one Hispanic; three female, one male.

The panel scored the proposals according to the criteria outlined in the RFP, without an oral interview and forwarded a ranking of the proposals and a staff recommendation to the Mobile Source Committee for consideration.

Attachment A reflects the proposals, ranked by the panel in order by score.

# **Resource Impacts**

Total funding for this contract will not exceed \$80,000, with an option to renew for two additional one-year terms, from the AB 923 Fund (Fund 80). There are sufficient funds available in the AB 923 Fund for this purpose.

#### Attachment

A- Ranking and Scores of Proposals for Mobile Source Committee Review for RFP #2015-14

# ATTACHMENT A EVALUATION OF PROPOSALS FOR RFP #2015-14

Rank	Name	Cost	Technical Score	Cost Points	Small Business Points	Local Business Points	Final Score
1.	Westbound	\$75,000	75.8	10	10	5	115.8
	Communications						
2.	Sensis	\$79,475	65.5	9	10	5	104.5



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 15

PROPOSAL: Execute Contracts for Legislative Representation in

Sacramento, California

SYNOPSIS: At the September 5, 2014 meeting, the Board approved release of

an RFP to solicit proposals for legislative representation in Sacramento, California. This item is to approve execution of contracts with two firms, Gonzalez, Quintana & Hunter, LLC and

Joe A. Gonsalves & Son, for a total amount not to exceed

\$350,000.

COMMITTEE: Legislative, November 14, 2014, Recommended for Approval

#### RECOMMENDED ACTION:

Authorize the Chairman to execute contracts with Gonzalez, Quintana & Hunter, LLC for \$207,000 and Joe A. Gonsalves & Son for \$143,000 for legislative representation in Sacramento, California for one-year, beginning in January 2015 for a total amount not to exceed \$350,000. Each contract includes options for up to two one-year renewals, contingent on satisfactory performance and approval of subsequent budgets, upon approval of the Board.

Barry R. Wallerstein, D.Env. Executive Officer

LBS:GSA

# **Background**

The current contracts for legislative representation in Sacramento, California expire on December 31, 2014.

As a leading air quality agency in California and an innovative leader in developing emission reduction programs, SCAQMD is an important contributor to the policy discussions in Sacramento. It is important to ensure that SCAQMD's input continues to be conveyed in a timely and meaningful manner, and that SCAQMD is involved in the day-to-day policy discussions in Sacramento that promote cleaner air or reduced greenhouse gas emissions. Therefore, it is appropriate to continue direct representation in Sacramento to advance Board policies and SCAQMD programs.

This effort includes providing technical information and assistance to legislators on air quality matters, acting as a liaison between the SCAQMD and legislators regarding the Board's priorities, funding and program support for technology advancement and emission reduction projects, and advocating the SCAQMD's position on air quality-related bills. This effort also includes fostering state support for the SCAQMD's federal initiatives as appropriate.

Development of the SCAQMD's 2015 legislative goals and objectives will reflect the outcome of the 2014 legislative session. However, many of the prior years' program elements are expected to continue and to be built upon in the coming session in Sacramento.

SCAQMD's legislative priorities for 2015 will be presented to the Legislative Committee for review and approval, then onto the full Governing Board for final approval.

# **Outreach**

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

Additionally, potential bidders were notified utilizing SCAQMD's own electronic listing of certified minority vendors and over forty-five RFP notification letters were mailed to lobbying and public affair firms in Sacramento, CA. Notice of the RFP was also e-mailed to the Black and Latino Legislative Caucuses and various minority chambers of commerce and business associations, the State of California Contracts Register website, and placed on the Internet at SCAQMD's website (http://www.aqmd.gov).

#### **Bid Evaluation**

Five proposals were received in response to the RFP. The proposals were evaluated and scored by a four-member evaluation panel. Of the five proposals evaluated, three were considered technically qualified and were referred to the Legislative Committee for its consideration. The attached matrix presents the scores and total proposal costs for the firms interviewed by the Legislative Committee.

# **Panel Composition**

The evaluation panel consisted of the Environmental Affairs Program Manager for Southern California Gas Co., the San Bernardino County Director of Governmental and Legislative Affairs, the SCAQMD Fleet Rule Implementation Manager for Science and Technology Advancement, and SCAQMD Senior Manager for Legislative and Public Affairs; two Asian; one multi-ethnic individual (Asian, Native American, and Latino); and one Latino; four males.

# **Legislative Committee Interviews**

The Committee interviewed three firms: Gonzalez, Quintana & Hunter, LLC; Joe A. Gonsalves & Son; and Sloat, Higgins, Jensen & Associates.

After the interviews were concluded, the Committee Members unanimously recommended that the Governing Board authorize the execution of contracts with Gonzalez, Quintana & Hunter, LLC for \$207,000 and Joe A. Gonsalves & Son for \$143,000.

## **Resource Impacts**

Funding for this contract is available in the Legislative & Public Affairs FY 2014-15 Budget. Funding for the two optional one-year extensions is contingent upon Board approval of the Budget for the respective fiscal years.

#### **Attachments**

RFP #P2015-09 Scores and Matrix

# RFP # P2015-09 SCORES AND COSTS MATRIX FOR QUALIFYING FIRMS

Firm Name	Technical Score	Additional Points	Cost Points	Total Points	Total Cost
Gonzalez, Quintana & Hunter, LLC	72	0	20	92	\$138,000/year (1000 hours at \$138 per hour)
Joe A. Gonsalves & Son	70	0	19.28	89.28	\$144,000/year (1005 hours at \$143 per hour)
Sloat, Higgins, Jensen & Associates	68.75	10	8.84	87.59	\$119,150/year (554 hours at \$215 per hour)



**↑** Back to Agenda

BOARD MEETING DATE: December 5, 2014 AGENDA NO. 16

PROPOSAL: Approve Contract Awards and Modifications Approved by MSRC

SYNOPSIS: As part of their FYs 2012-14 AB 2766 Discretionary Fund Work

Program, the MSRC approved a total of 14 new contracts under the

Alternative Fuel Infrastructure and Major Event Center

Transportation Programs, as well as a contract value increase under

the Alternative Fuel School Bus Incentives Program and

modifications to a contract under the Local Government Match Program. As part of their FYs 2014-16 Work Program, the MSRC approved a funding allocation towards the AB 118 Enhanced Fleet Modernization Program, including one new contract, with the balance of funds to support vehicle replacement, transit and carsharing vouchers. At this time the MSRC seeks Board approval of

the contract awards and modification.

COMMITTEE: Mobile Source Air Pollution Reduction Review, November 20,

2014, Recommended for Approval

#### **RECOMMENDED ACTIONS:**

- 1. Approve a funding augmentation to existing contract #MS14048 with BusWest in an amount not to exceed \$31,000 under the Alternative Fuel School Bus Incentives Program as part of approval of the FYs 2012-14 AB 2766 Discretionary Fund Work Program, as described in this letter;
- 2. Approved modified award to the City of San Fernando under the Local Government Match Program, substituting the expansion of their existing CNG fueling station for the installation of a new CNG station, with a corresponding reduction in the award amount from \$500,000 to \$387,091, as part of approval of the FYs 2012-14 AB 2766 Discretionary Fund Work Program, as described in this letter;
- 3. Approve the award of twelve contracts totaling \$2,049,954 under the Alternative Fuel Infrastructure Program, as part of approval of the FYs 2012-14 AB 2766 Discretionary Fund Work Program, as described in this letter and as follows:
  - a. A contract with Fullerton Joint Union High School District in an amount not to exceed \$300,000 for expansion of their existing public access CNG fueling station and modifications to their vehicle maintenance facility;

- b. A contract with Rialto Unified School District in an amount not to exceed \$225,000 for installation of a new public access CNG fueling station;
- c. A contract with County Sanitation District No. 2 of Los Angeles County in an amount not to exceed \$175,000 for installation of a new limited access CNG fueling station;
- d. A contract with American Honda Motor Company in an amount not to exceed \$150,000 for installation of a new public access CNG fueling station;
- e. A contract with Waste Resources Inc. in an amount not to exceed \$100,000 for installation of a new limited access CNG fueling station;
- f. A contract with CR&R Inc. in an amount not to exceed \$249,954 for expansion of their existing limited access, renewable natural gas fueling station and modifications to their vehicle maintenance facility, both in Perris, California;
- g. A contract with CR&R Inc. in an amount not to exceed \$175,000 for expansion of their existing limited access CNG fueling station and modifications to their vehicle maintenance facility, both in Garden Grove, California;
- h. A contract with Pomona Valley Transfer Station in an amount not to exceed \$150,000 to expand their existing public access CNG fueling station;
- i. A contract with Hacienda La Puente Unified School District in an amount not to exceed \$175,000 for installation of a new limited access CNG fueling station;
- j. A contract with U.S. Air Conditioning in an amount not to exceed \$100,000 for expansion of their existing limited access CNG fueling station;
- k. A contract with Prologis, L.P. in an amount not to exceed \$100,000 for installation of a new limited access CNG fueling station; and
- 1. A contract with San Gabriel Valley Towing in an amount not to exceed \$150,000 for installation of a new public access CNG fueling station;
- 4. Approve the award of two contracts totaling \$323,605 under the Major Event Center Transportation Program, as part of approval of the FYs 2012-14 AB 2766 Discretionary Fund Work Program, as described in this letter and as follows:
  - a. A contract with Orange County Transportation Authority in an amount not to exceed \$239,645 to provide special Metrolink service for 2015 Angels games; and
  - b. A contract with Southern California Regional Rail Authority to provide special Metrolink service in an amount not to exceed \$83,960 for the 2015 NASCAR Sprint Cup Series event at Auto Club Speedway;
- 5. Approve MSRC allocation totaling \$800,000 for partnership with SCAQMD on implementation of AB118 Enhanced Fleet Modernization Program, as part of approval of the FYs 2014-16 AB 2766 Discretionary Fund Work Program, as described in this letter and as follows:
  - a. The award of a contract with Top Shelf Consulting, LLC. in an amount not to exceed \$200,000 to conduct a portion of the administration, marketing and outreach for the Program, and
  - b. Contributing the remaining \$600,000 to support vehicle replacement, transit and car-sharing vouchers in accordance with the Program terms.
- 6. Authorize MSRC the authority to adjust contract awards up to five percent, as necessary and previously granted in prior work programs; and

7. Authorize the Chairman of the Board to execute new and modified contracts under FYs 2012-14 and 2014-16 Work Programs, as described above and in this letter.

Larry McCallon, Vice Chair, MSRC

MM:HH: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 subvened 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.

The MSRC completed selecting categories and targeted funding amounts for the FYs 2012-14 Work Program in May 2013. At its November 20, 2014 meeting, the MSRC considered recommended awards under the Alternative Fuel Infrastructure and Major Event Center Transportation Programs, as well as recommended contract modifications. In response to a partnership opportunity for the Enhanced Fleet Modernization Program, the MSRC also considered a recommendation to make the first allocation under the FYs 2014-16 Work Program. Details are provided below in the Proposals section.

# **Outreach**

In accordance with SCAQMD's Procurement Policy and Procedure, public notices advertising the Alternative Fuel Infrastructure and Major Event Center Transportation Program Announcements were published in the Los Angeles Times, the Orange County Register, the San Bernardino Sun, and Riverside County Press Enterprise newspapers to leverage the most cost-effective method of outreach to the South Coast Basin. In addition, the solicitations were advertised in the Desert Sun newspaper for expanded outreach in the Coachella Valley.

Additionally, potential bidders may have been notified utilizing SCAQMD's own electronic listing of certified minority vendors. Notice of the solicitation was e-mailed to the Black and Latino Legislative Caucuses and various minority chambers of commerce and business associations, and placed on the Internet at SCAQMD's Website (<a href="http://www.aqmd.gov">http://www.aqmd.gov</a>). Further, the solicitation was posted on the MSRC's website at <a href="http://www.cleantransportationfunding.org">http://www.cleantransportationfunding.org</a> and electronic notifications were sent to those subscribing to this website's notification service.

# **Proposals**

At its November 20, 2014 meeting, the MSRC considered recommendations from its MSRC-TAC and approved the following:

# FYs 2012-14 Alternative Fuel School Bus Incentives Program

As part of the FYs 2012-14 Work Program, the MSRC allocated \$2.0 million for the implementation of an Alternative Fuel School Bus Incentives Program. The MSRC previously deemed BusWest qualified for Program participation and authorized them to offer buy-down incentives to qualifying school districts or private providers of pupil transportation. The MSRC approved an initial award to BusWest in January 2014, and in subsequent actions the MSRC approved contract value increases to incentivize additional buses ordered. In November, the MSRC approved a new request from BusWest for an additional \$31,000 to incentivize a full-sized CNG school bus ordered by Banning Unified School District as part of the FYs 2012-14 AB 2766 Discretionary Fund Work Program.

# FYs 2012-14 Local Government Match Program

As part of the FYs 2012-14 Work Program, the MSRC approved an award to the City of San Fernando for the installation of a new publicly accessible CNG fueling station. The City subsequently determined that the original designated location for the station would not be suitable due to space constraints and land use compatibility issues. In order to meet their needs for additional fueling capacity, the City requested to substitute the expansion of their existing CNG station. The expansion would cost less than a new station, with a corresponding \$112,909 reduction in the City's funding request. The FYs 2012-14 Local Government Match Program offered funding for both new and expanded stations. The MSRC approved the substitution and reduced award amount of \$387,091 as part of the FYs 2012-14 AB 2766 Discretionary Fund Work Program.

# FYs 2012-14 Alternative Fuel Infrastructure Program

As part of the FYs 2012-14 Work Program, the MSRC allocated \$7.5 million for the implementation of new and expanded CNG and LNG refueling stations and modification of maintenance facilities to accommodate gaseous-fueled vehicles. A Program Announcement, #PA2014-05, was developed and released on September 6, 2013, with an open application period commencing October 8, 2013 and closing September 26, 2014. The MSRC previously considered fifteen applications and awarded a total of \$1,903,000 for those projects; one award for \$175,000 was subsequently declined. Fifteen additional applications were received by the deadline. Evaluations have been completed for twelve of these applications; evaluations are still underway for the remaining three applications and they will be considered by the MSRC in the near future. The MSRC approved twelve contract awards totaling \$2,049,954 as part of the FYs 2012-14 AB 2766 Discretionary Fund Work Program, as follows:

a. A contract with Fullerton Joint Union High School District in an amount not to exceed \$300,000 for expansion of their existing public access CNG fueling station and modifications to their vehicle maintenance facility;

- b. A contract with Rialto Unified School District in an amount not to exceed \$225,000 for installation of a new public access CNG fueling station;
- c. A contract with County Sanitation District No. 2 of Los Angeles County in an amount not to exceed \$175,000 for installation of a new limited access CNG fueling station;
- d. A contract with American Honda Motor Company in an amount not to exceed \$150,000 for installation of a new public access CNG fueling station;
- e. A contract with Waste Resources Inc. in an amount not to exceed \$100,000 for installation of a new limited access CNG fueling station;
- f. A contract with CR&R Inc. in an amount not to exceed \$249,954 for expansion of their existing limited access, renewable natural gas fueling station and modifications to their vehicle maintenance facility, both in Perris, California;
- g. A contract with CR&R Inc. in an amount not to exceed \$175,000 for expansion of their existing limited access CNG fueling station and modifications to their vehicle maintenance facility, both in Garden Grove, California;
- h. A contract with Pomona Valley Transfer Station in an amount not to exceed \$150,000 to expand their existing public access CNG fueling station;
- i. A contract with Hacienda La Puente Unified School District in an amount not to exceed \$175,000 for installation of a new limited access CNG fueling station;
- j. A contract with U.S. Air Conditioning in an amount not to exceed \$100,000 for expansion of their existing limited access CNG fueling station;
- k. A contract with Prologis, L.P. in an amount not to exceed \$100,000 for installation of a new limited access CNG fueling station; and
- 1. A contract with San Gabriel Valley Towing in an amount not to exceed \$150,000 for installation of a new public access CNG fueling station.

# FYs 2012-14 Major Event Center Transportation Program

As part of the FYs 2012-14 Work Program, the MSRC allocated \$4.0 million for event center transportation programs and released a Program Announcement to solicit projects for traffic-impacted centers. In September 2013 and September 2014 the MSRC subsequently allocated an additional \$27,450 and \$54,087, respectively, to the Program, bringing the total Program allocation to \$4,081,537. To date, \$3,630,740 has already been awarded. The Program Announcement closed as of September 30, 2014. Two additional applications were received prior to the deadline. Orange County Transportation Authority (OCTA) requested the MSRC to consider an award of \$239,645 to implement special Metrolink service for the 2015 Angels season. The service would be provided in support of 48 Angels home games with two dedicated trains that would run along Metrolink's Orange County Line corridor from Oceanside in the south and Los Angeles Union Station in the north to the terminus at Anaheim Station. In addition, limited service would be provided on Metrolink's Inland Empire-Orange County line from Riverside Downtown to Orange, followed by a transfer at Orange to Anaheim, for 13 Friday games. Service would promote the use of public transit, including bus and rail, in lieu of personal automobile. Elimination of traffic congestion, especially reductions in automobile stop and go driving and queuing, has a direct link to reduced vehicle exhaust

emissions. OCTA would contribute at least \$241,400 in co-funding. In accordance with the Program terms, OCTA would only seek reimbursement for rail trips performed using Metrolink's cleanest locomotives, rated at Tier 2. The MSRC approved a contract award to OCTA in an amount not to exceed \$239,645 to implement the 2015 Angels Express service.

Also in response to the Major Event Center Transportation Program Announcement, the Southern California Regional Rail Authority (SCRRA), in partnership with the Auto Club Speedway, requested the MSRC to consider an award of \$83,960 to implement special Metrolink service for the 2015 NASCAR Sprint Cup Series event to be held in March 2015. The service would provide, free of charge to end users, dedicated Metrolink service on the final day of the event, using locomotives powered by Tier 2-rated engines or better, on three rail lines: 1) from Oceanside; 2) from Oxnard; and 3) from Lancaster. The majority of stops would be located in SCAQMD's jurisdiction. As with the above project, service would promote the use of public transit in lieu of personal automobile. The Auto Club Speedway and SCRRA would collectively contribute no less than \$260,000 in co-funding towards service implementation, advertising and marketing purchases. The MSRC approved a contract award to SCRRA in an amount not to exceed \$83,960 to implement the special Metrolink service for the March 2015 NASCAR Sprint Cup Series event as part of the FYs 2012-14 AB 2766 Discretionary Fund Work Program.

# FYs 2014-16 Enhanced Fleet Modernization Program

The Enhanced Fleet Modernization Program (EFMP) is a vehicle retirement and replacement program authorized by the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 (AB 118). The program focuses on providing greater incentives to eligible low- and middle-income owners of older vehicles to scrap their existing vehicle and receive a voucher either to help acquire a newer vehicle or cover the cost for transit passes or participation in carsharing programs. The first year of the EFMP is a pilot demonstration program to determine effective ways to encourage low- and moderate-income consumers to participate in the program. As such, the SCAQMD issued an RFP to solicit proposals in July 2014. Six proposals were received at the close of the RFP submittal period. The proposals were evaluated and scored by a three member review panel that included the MSRC Technical Advisor. Five of the proposals met the minimum technical score for further consideration. Given the diverse and unique approaches for outreach and marketing, the proposal review panel recommended that consideration be given to fund the five technically qualified proposals. One of the applicants was not interested in splitting the available funding. Therefore, four of the qualified proposals are being recommended for funding.

As the SCAQMD Board will be considering the implementation of the EFMP in a separate item at its December 5, 2014 meeting, SCAQMD staff initiated discussions with MSRC staff regarding potential partnership. Given the flexibility of the use of the voucher for a replacement vehicle, transit passes, or car-sharing program, the EFMP is

consistent with the MSRC's goals and objectives to reduce motor vehicle emissions. SCAQMD staff would be responsible for program administration. The MSRC considered this partnership opportunity and approved an allocation totaling \$800,000 towards the EFMP as the first element of the FYs 2014-16 AB 2766 Discretionary Fund Work Program, to be divided as follows:

- a. The award of a contract with Top Shelf Consulting, LLC (one of the four entities that the proposal review panel recommended to SCAQMD staff to implement the EFMP) in an amount not to exceed \$200,000 to conduct a portion of the administration, marketing and outreach for the Program, and
- b. Contributing the remaining \$600,000 to support vehicle replacement, transit and car-sharing vouchers in accordance with the Program terms, as described more fully in the separate item concerning the EFMP.

At this time, the MSRC requests the SCAQMD Board to approve the contract awards and modifications as part of approval of the FYs 2012-14 and 2014-16 AB 2766 Discretionary Fund Work Programs as outlined above. The MSRC also requests the Board to authorize the SCAQMD Chairman of the Board the authority to execute all agreements described in this letter. The MSRC further requests authority to adjust the funds allocated to each project specified in this Board letter by up to five percent of the project's recommended funding. The Board has granted this authority to the MSRC for all past Work Programs.

# **Resource Impacts**

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



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 17

REPORT: Establish Board Meeting Schedule for Calendar Year 2015

SYNOPSIS: The proposed Board Meeting Schedule for Calendar Year 2015

(includes January 2016) is submitted for Board consideration. The Administrative Committee meeting schedule (second Friday of the

month) is included for information only.

COMMITTEE: Administrative, November 14, 2014; Recommended for Approval

#### RECOMMENDED ACTION:

Adopt the 2015 Board Meeting Schedule.

Dr. William A. Burke, Chair Administrative Committee

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# Calendar Year 2015 Board Meeting Schedule

with CY 2015 Administrative Committee meetings

MONTH	DATE	TIME	ASSOCIATED ADMIN CMTE MEETING
January:	January 9*	9:00 a.m end	December 12, 2014
February:	February 6	9:00 a.m end	January 16, 2015*
March:	March 6	9:00 a.m end	February 13, 2015
April:	April 3	9:00 a.m end	March 13, 2015
May:	May 1	9:00 a.m end	April 10, 2015
June:	June 5	9:00 a.m end	May 8, 2015
July:	July 10*	9:00 a.m end	June 12, 2015
September:	September 4	9:00 a.m end	July 17, 2015*
October:	October 2	9:00 a.m end	September 11, 2015
November:	November 6	9:00 a.m end	October 9, 2015
December:	December 4	9:00 a.m end	November 13, 2015
January 2016	January 8, 2016	9:00 a.m end	December 11, 2015

<sup>\*</sup> The January and July Board meetings have been moved to accommodate the holidays, which have moved the Administrative Committee meetings to the third Friday of the month. Also, there is no meeting scheduled in August.

#### **Attachment**

Resolution

# **RESOLUTION NO. 14-**

A Resolution of the South Coast Air Quality Management Governing Board setting the time and place of regular meetings.

WHEREAS, the regular meetings of the South Coast Air Quality Management Governing Board have been established by Resolution in the past, and

WHEREAS, the Governing Board is establishing the regularly scheduled meetings for Calendar Year 2015.

NOW, THEREFORE, BE IT RESOLVED that, effective January 2015, the regular meetings of the Governing Board shall be held at 9:00 a.m. on the first Friday of each month, except for January and July to accommodate holidays and August where there is no meeting scheduled, in the Auditorium at AQMD Headquarters, 21865 Copley Dr., Diamond Bar, California.

	Saundra McDaniel, Clerk of the Board
Dated:	
ABSENT:	
ABSTAIN:	
NOES:	
AYES:	
AVEC:	



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 18

PROPOSAL: Legislative and Public Affairs Report

SYNOPSIS: This report highlights the October 2014 outreach activities of

Legislative and Public Affairs, which include: Environmental Justice Update, Community Events/Public Meetings, Business Assistance, and Outreach to Business and Federal, State, and Local

Government.

COMMITTEE: No Committee Review

**RECOMMENDED ACTION:** 

Receive and file.

Barry R. Wallerstein, D.Env. Executive Officer

LBS:DJA:MC:DM:jns

#### **BACKGROUND**

This report summarizes the activities of Legislative and Public Affairs for October 2014. The report includes four major areas: Environmental Justice Update; Community Events/Public Meetings (including the Speakers Bureau/Visitor Services, Communications Center, and Public Information Center); Business Assistance; and Outreach to Business and Federal, State and Local Governments.

# ENVIRONMENTAL JUSTICE UPDATE

The following are key environmental justice-related activities in which staff participated during the month of October. These events involve communities that may suffer disproportionately from adverse air quality impacts.

### October 16

• Staff participated in the Healthy San Bernardino meeting where they highlighted the electric commercial lawn mowers for demonstration purposes to several public and non-profit organizations in the City of San Bernardino through the Clean Communities Plan and the U.S. EPA Targeted Air Shed grant program.

# October 23

• Staff participated in the Riverside County Health Coalition meeting to discuss public health education and outreach. Staff provided information on the Air Quality Institute forum related to Active Transportation and SCAQMD's participation in the American Lung Association Walk in the Inland Empire.

# October 29

An Exide Community Advisory Committee meeting was held in Maywood.
 Staff provided an update on issues related to Exide and received comments from Committee members and the public related to the facility.

#### COMMUNITY EVENTS/PUBLIC MEETINGS

Each year, thousands of residents engage in valuable information exchanges through events and meetings that SCAQMD sponsors either alone or in partnership with others. Attendees typically receive the following information:

- Tips on reducing their exposure to smog and its health effects;
- Clean air technologies and their deployment;
- Invitations or notices of conferences, seminars, workshops and other public events;
- Ways to participate in 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:

#### October 2

• Healthy Rancho Cucamonga Ride & Drive Event, City of Rancho Cucamonga Public Works Center.

#### October 3

• SCAQMD's 26<sup>th</sup> Annual Clean Air Awards, Los Angeles.

# October 6-7

• 2014 Clean Tech Global Showcase Event, Los Angeles Theater Center.

### October 6-10

• Inland Empire Rideshare Week in Riverside & San Bernardino counties.

#### October 9-10

• Southern California Energy Summit, Palm Springs Convention Center.

# October 10-11

• "Rendezvous Back to Route 66" Car Show, San Manuel Baseball Stadium, San Bernardino.

# October 11

- First Annual Geranium Festival, Barnes Park, City of Monterey Park.
- Let's Move! on the Trail Cycling Event, Pacific Electric Trail, Fontana.

# October 12

• West Los Angeles Chamber of Commerce's Seventeenth Annual Fall Health & Business Expo, Los Angeles.

#### October 17

• Friends of Regional Parks' Annual Golf Tournament, Sierra Lakes, Fontana.

## October 18

- Home Expo, National Orange Show, San Bernardino.
- LA Sentinel's Ninth Annual Taste of Soul Family Festival, Los Angeles.
- Chino Basin Conservation Water District's 2014 Water Fair, Montclair.
- Santa Monica Chamber of Commerce's 'Well-Being Festival', Santa Monica Civic Center.

#### October 22

• Loma Linda University's Senior Health Fair.

#### 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.

#### October 15

• Presented an overview on SCAQMD's Environmental Justice program and the health effects of air pollution to 19 representatives from the Asian Pacific Islander Obesity Prevention Alliance. They also toured the SCAQMD laboratory, and viewed several clean alternative fuel vehicles.

## October 20

• Staff presented an overview on SCAQMD, air quality, and air quality science to 140 students in Mission Viejo High School's Chemistry Science classes.

#### October 23

• Twenty-five attendees from the Art Center College of Design in Pasadena received an overview on SCAQMD, air quality, toured the agency's laboratory, and were shown a display of clean alternative fuel vehicles.

# October 31

• Staff presented an overview on SCAQMD, air quality, and careers in the air quality field, provided a tour of SCAQMD's laboratory, and a display of clean alternative fuel vehicles to five students from Scripps College in Claremont.

## October 31

• A delegation of two representatives from the Korean Environmental Industry Association was given a presentation by staff on Stationary/Mobile Source Pollution, Permitting, and Cap & Trade.

#### COMMUNICATION CENTER STATISTICS

The Communication Center handles calls on the SCAQMD main line, 1-800-CUT-SMOG<sup>®</sup> line and Spanish line. Calls received in the month of October 2014 are summarized below:

Main Line Calls	341
1-800-CUT-SMOG® Line	253
After Hours Calls*	63
Spanish Line Calls	62
Total Calls	719

<sup>\*</sup> Saturdays, Sundays, holidays, and after 7:00 p.m. Monday through Friday.

# PUBLIC INFORMATION CENTER STATISTICS

The Public Information Center (PIC) handles phone calls and walk-in requests for general information. Information for the month of October 2014 is summarized below:

Calls Received by PIC Staff	29
Calls to Automated System	<u>1,027</u>
Total Calls	1,056
Visitor Transactions	315
E-Mail Advisories Sent	170

#### **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:

Conducted seven free on-site consultations Provided permit application assistance to 93 companies Issued 21 clearance letters

# **Types of business assisted:**

**Auto Body Shops** Auto Repair Shops Cabinet/Furniture Manufacturer **Dry Cleaners Distribution Centers** Adhesive/Coatings Manufacturers **Gas Stations Printing Facility** Construction & Architecture

Restaurants

# 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:

Arcadia **Huntington Park** Perris Aliso Viejo Jurupa Valley Pomona

Laguna Woods Anaheim Rancho Cucamonga

**Banning** La Habra Redlands Beaumont La Verne Riverside Rosemead Bell Lake Elsinore Brea Lake Forest San Dimas Los Angeles San Gabriel Buena Park Maywood San Jacinto Claremont Chino Hills Montclair Sierra Madre Corona South Pasadena Monterey Park Commerce Monrovia Temple City Moreno Valley Temecula **Cypress** Menifee West Covina Duarte Fontana Murrieta Walnut Fullerton Norco Wildomar Glendora Ontario Yorba Linda

Hemet Pasadena **Huntington Beach** Placentia

Visits and/or communications were conducted with elected officials or staff from the following State and Federal Offices:

- U.S. Congresswoman Lucille Roybal-Allard
- U.S. Congressman Ken Calvert
- U.S. Congresswoman Judy Chu
- U.S. Congressman Duncan Hunter
- U.S. Congressman Raul Ruiz
- U.S. Congressman Adam Schiff
- U.S. Congressman Mark Takano
- State Senator Joel Anderson
- State Senator Ed Hernandez
- State Senator Carol Liu
- State Senator Richard Roth
- Assembly Member Ed Chau
- Assembly Member Roger Hernandez
- Assembly Member Chris Holden
- Assembly Member Brian Jones
- Assembly Member Eric Linder
- Assembly Member Jose Medina
- Assembly Member Melissa Melendez
- Assembly Member Brian Nestande
- Assembly Member Marie Waldron

Staff represented SCAQMD and/or provided a presentation to the following governments and business organizations:

**Anaheim Chamber Commerce** 

Arcadia Chamber of Commerce

**Banning Chamber of Commerce** 

Beaumont Chamber of Commerce

Chino Valley Chamber of Commerce

Corona Chamber of Commerce

Five Mountain Communities Chamber of Commerce

Greater Riverside Chambers of Commerce

Hemet/San Jacinto Chamber of Commerce

Irwindale Chamber of Commerce

Murrieta Chamber of Commerce

Orange County Council of Governments

Orange County Transportation Authority

Redlands Chamber of Commerce

Riverside Transit Agency

Riverside County Transportation Commission

San Gabriel Valley Council of Governments

San Gabriel Valley Economic Partnership

Santa Monica Chamber of Commerce

San Bernardino Chamber of Commerce

San Bernardino County Health Department

San Bernardino Associated Governments

South Pasadena Chamber of Commerce

South West California Legislative Council (Chambers)

- -Temecula Valley Chamber
- -Murrieta Chamber
- -Lake Elsinore Chamber
- -Wildomar Chamber
- -Menifee Chamber

Southern California Association of Governments

Westside Council of Chambers of Commerce

Western Riverside County Council of Governments

Western Riverside County Transportation NOW (RTA)

- -Greater Riverside Chapter
- -Hemet/San Jacinto Chapter, Hemet
- -Moreno Valley/Perris Chapter, Moreno Valley
- -San Gorgonio Pass Chapter, Beaumont
- -Southwest Chapter, Lake Elsinore

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

American Lung Association (ALA) in California, Inland Counties

American Lung Association (ALA) in Orange County

American Lung Association (ALA) in Los Angeles County

**Beaumont Senior Center** 

Claremont McKenna College

Corona Senior Center

Healthy San Bernardino Coalition

Jurupa Vista Elementary School

Monterey Park Environmental Commission

Mountain Community Action Program Group, San Bernardino County

Riverside County Health Coalition

Saddleback College, Mission Viejo

University of California, Riverside



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 19

REPORT: Hearing Board Report

SYNOPSIS: This reports the actions taken by the Hearing Board during the period

of October 1 through October 31, 2014.

COMMITTEE: No Committee Review

RECOMMENDED ACTION: Receive and file this report.

Edward Camarena Chairman of Hearing Board

SM

Two summaries are attached: Rules From Which Variances and Orders for Abatement Were Requested in 2014 and October 2014 Hearing Board Cases.

The total number of appeals filed during the period October 1 to October 31, 2014 is 0; and total number of appeals filed during the period of January 1 to October 31, 2014 is 5.

	Rules from which Variances and Order for Abatements were Requested in 2014													
	2014	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
# of HB Actions Involving Rules	2014	ouri	7 0.5	mu	- Apr	may	Juli	- Jui	лид	ОСР		1101		Total Actions
109														0
109(c)														0
109(c)(1)														0
201														0
201.1														0
202														0
202(a)				1			2	1	1	1	1			7
202(b)		1												1
202(c)														0
203					1			1						2
203(a)		1		1	2	2	1		1	1	2			11
203(b)		7	4	7	4	2	9	5	1	3	6			48
204														0
208														0
218														0
218.1														0
218.1(b)(4)(C)														0
218(b)(2)			1											1
218(c)(1)(A)														0
218(d)(1)(A)														0
218(d)(1)(B)														0
219														0
219(s)(2)		1				1	1		1					4
221(b)														0
221(c)														0
221(d)														0
222											1			1
222(d)(1)(C)														0
222(e)(1)														0
401														0
401(b)														0
401(b)(1)							1	1						2
401(b)(1)(A)														0
401(b)(1)(B)										1				1
402		1				2	1		1					5
403(d)(1)														0
403(d)(1)(A)														0
403(d)(2)														0
404														0
404(a)														0
405														0
405(a)														0
405(b)														0
405(c)														0
407(a)								1						1
407(a)(1)			1											1
- V-1V-1														

Rules from which Variances and Order for Abatements were Requested in 2014														
	2014	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
407(a)(2)(A)	2014	Jun	7 00	mai	- Apr	may	oun	- Oui	Aug	ОСР		7101		0
410(d)														0
430(b)(3)(A)(iv)														0
431.1														0
431.1														0
431.1(c)(1)														0
431.1(c)(2)														0
431.1(c)(3)(C)														0
431.1(d)(1)														0
431.1(d)(1), Att A(1)														0
442											1			1
444											•			0
444(a)														0
444(c)														0
444(d)														0
461														0
461(c)(1)														0
461(c)(1)(A)														0
461(c)(1)(B)														0
461(c)(1)(C)														0
461(c)(1)(E)														0
461(c)(1)(F)(i)														0
461(c)(1)(F)(iv)														0
461(c)(1)(F)(v)														0
461(c)(1)(H)														0
461(c)(2)														0
461(c)(2)(A)														0
461(c)(2)(B)														0
461(c)(2)(C)														0
461(c)(3)														0
461(c)(3)(A)														0
461(c)(3)(B)														0
461(c)(3)(C)														0
461(c)(3)(D)(ii)														0
461(c)(3)(E)														0
461(c)(3)(H)														0
461(c)(3)(M)														0
461(c)(4)(B)														0
461(c)(4)(B)(ii)														0
461(d)(5)(A)														0
461(e)(1)														0
461(e)(2)				2	1									3
461(e)(2)(A)														0
461(e)(2)(A)(i)														0
461(e)(2)(B)(i)														0
461(e)(2)(C)														0
461(e)(3)														0
(5)(6)														

463(c)       0         463(c)(1)(A)(I)-(iv)       0         463(c)(1)(B)       0         463(c)(1)(C)       0         463(c)(1)(E)       0         463(c)(1)(E)       0         463(c)(2)(2)       0         463(c)(2)(8)       0         463(c)(2)(C)       0         463(c)(3)(3)       0         463(c)(3)(3)(A)       0         463(c)(3)(B)       0         463(d)(2)       0         463(d)(2)       0         463(d)(2)       0         463(d)(2)       0         463(d)(2)       0         463(d)(3)(C)       0         463(d)(2)       0         463(d)(3)(C)       0	Rules from which Variances and Order for Abatements were Requested in 2014														
4516 33 A		2014	Jan	Feb	Mar	Anr	Mav	Jun	Jul	Δυα	Sen	Oct	Nov	Dec	Total Actions
45 (1931)	461(e)(3)(A)	2014	Jun	700	IIIGI		may	- Jun	- Jul	Aug	ОСР		7101		
81619(3)(E)	461(e)(3)(C)(i)(I)														
4   2															
461(4)(1)(1)	461(e)(3)(E)														
451(4)7)   1   1   2   2   4   2   2   3   3   3   3   3   3   3   3	461(e)(5)				4	2									
4820   1   1   2   3   4   3   4   4   4   4   4   4   4															
4820(1)(1)(1)(1)   0   0   0   0   0   0   0   0   0			1	1											
4826 17  A      4826 17  A   A      4826 17  A   A      4826 17  A   A      4826 17  A   A   A      4826 17  A   A   A   A   A   A   A   A   A															
4826	462(c)(7)(A)(ii)														0
48260 (1)(A)   1   2   48260 (1)(A)   0   0   48260 (1)(A)   0   0   48260 (1)(B)   1   1   1   48260 (1)(B)   0   0   0   0   48260 (1)(B)   0   0   0   0   0   0   0   0   0															0
482d(1)(A)(A)(B)							1					1			2
4826(I)(I)(I)(I)(I)(I)(I)(I)(I)(I)(I)(I)(I)(	462(d)(1)(A)														
482(d)(1)(B)	462(d)(1)(A)(i)														
4826 11  C  C  C  C  C  C  C  C  C  C  C  C	462(d)(1)(B)		1												
482(d)(1)E)(ii)   0   0   482(d)(1)(ii)   0   0   482(d)(1)(ii)   0   0   482(d)(1)(ii)   0   0   482(d)(1)(ii)   0   0   482(d)(1)(iii)   0   0   0   482(d)(1)(iii)   0   0   0   482(d)(1)(iii)   0   0   0   0   0   0   0   0   0	462(d)(1)(C)														
482(9)(1)(F)	462(d)(1)(E)(ii)														
482(1)(1)(1)(1)(1)(1)(1)(1)(1)(1)(1)(1)(1)(															
1	462(d)(1)(G)														0
462 6 1	462(d)(5)				1										1
	462(e)(1)														0
4826 1 E  I  E  E	462(e)(1)(E)														0
4826(1)(E)(I)(I)       0         482(2)(A)(I)       0         482(2)(A)       0         482(2)(I)       0         483(3)       0         483(6)(I)       0         483(6)(I)       0         483(6)(I)(B)       0	462(e)(1)(E)(ii)														
482(e)(2)(i)(i)       0         462(e)(i)       0         462(e)(i)       0         483       0         463(c)(i)       0         463(c)(i)       0         463(c)(i)(i)(i)(i)(i)       0         463(c)(i)(i)(i)       0         463(c)(i)(i)       0         463(c)(i)(i)       0         463(c)(i)(i)       0         463(c)(i)       0	462(e)(1)(E)(i)(II)														
482(e)(4)       0         462(h)(1)       0         463(c)       0         463(c)(1)       0         463(c)(1)(A)(1)(V)       0         463(c)(1)(B)       0         463(c)(1)(B)       0         463(c)(1)(C)       0         463(c)(1)(E)       0         463(c)(2)       0         463(c)(2)(B)       0         463(c)(2)(B)       0         463(c)(3)(A)       0         463(c)(3)(A)       0         463(c)(3)(B)       0         463(c)(3)(B)       0         463(c)(3)(C)       0         463(c)(C)       0         463(c)(C)       0         463(c)(C)       0         463(c)(C)       0	462(e)(2)(A)(i)														0
462(h)(1)       0         463 (2)       0         463(c)(1)       0         463(c)(1)       0         463(c)(1)(A)(I)-(I)       0         463(c)(1)(B)       0         463(c)(1)(C)       0         463(c)(1)(E)       0         463(c)(1)(E)       0         463(c)(2)(B)       0         463(c)(2)(B)       0         463(c)(3)(A)       0         463(c)(3)(B)       0         463(c)(3)(B)       0         463(c)(3)(C)       0         463(d)(2)       0         463(d)(2)       0         463(d)(2)       0         463(d)(3)       0         463(d)(4)       0         463(d)(5)       0         463(d)(5)       0	462(e)(4)														0
483       0         463(c)       0         463(c)(1)(A)(I)-(IV)       0         463(c)(1)(B)       0         463(c)(1)(C)       0         463(c)(1)(E)       0         463(c)(1)(E)       0         463(c)(2)(B)       0         463(c)(2)(B)       0         463(c)(3)(A)       0         463(c)(3)(A)       0         463(c)(3)(B)       0         463(c)(3)(C)       0         463(d)(2)       0         463(d)(2)       0         463(d)(3)       0															0
463(c)       0         463(c)(1)(A)(I)-(iv)       0         463(c)(1)(B)       0         463(c)(1)(C)       0         463(c)(1)(E)       0         463(c)(1)(E)       0         463(c)(2)(2)       0         463(c)(2)(8)       0         463(c)(2)(C)       0         463(c)(3)(3)       0         463(c)(3)(3)(A)       0         463(c)(3)(B)       0         463(d)(2)       0         463(d)(2)       0         463(d)(2)       0         463(d)(2)       0         463(d)(2)       0         463(d)(3)(C)       0         463(d)(2)       0         463(d)(3)(C)       0	463														0
463(c)(1)       0         463(c)(1)(A)(I)-(IV)       0         463(c)(1)(C)       0         463(c)(1)(C)       0         463(c)(1)(E)       0         463(c)(2)       0         463(c)(2)(B)       0         463(c)(2)(B)       0         463(c)(3)(A)       0         463(c)(3)(A)       0         463(c)(3)(B)       0         463(c)(3)(C)       0															0
463(c)(1)(A)(I)-(iv)       0         463(c)(1)(B)       0         463(c)(1)(D)       0         463(c)(1)(E)       0         463(c)(2)(B)       0         463(c)(2)(B)       0         463(c)(2)(B)       0         463(c)(2)(C)       0         463(c)(3)(A)       0         463(c)(3)(A)       0         463(c)(3)(B)       0         463(c)(3)(C)       0         463(d)(2)       0         463(d)(2)       0         463(d)(2)       0         463(d)(2)       0         463(d)(2)       0         463(d)(3)(C)       0         463(d)(2)       0         463(d)(3)(C)       0 </td <td></td> <td>0</td>															0
463(c)(1)(B)       0         463(c)(1)(C)       0         463(c)(1)(E)       0         463(c)(2)(B)       0         463(c)(2)(B)       0         463(c)(2)(C)       0         463(c)(3)(A)       0         463(c)(3)(B)       0         463(c)(3)(C)       0         463(d)       0         463(d)(2)       0         463(d)(3)(C)       0         463(e)(3)(C)       0         463(e)(3)(C)       0         463(e)(3)(C)       0         463(e)(3)(C)       0         463(e)(3)(C)       0         463(e)(5)(C)       0	463(c)(1)(A)(I)-(iv)														0
463(c)(1)(C)       0         463(c)(1)(E)       0         463(c)(2)(B)       0         463(c)(2)(C)       0         463(c)(2)(C)       0         463(c)(3)(3)(A)       0         463(c)(3)(B)       0         463(c)(3)(C)       0         463(d)(2)       0         463(d)(2)       0         463(e)(3)(C)       0	463(c)(1)(B)														0
463(c)(1)(D)       0         463(c)(1)(E)       0         463(c)(2)(B)       0         463(c)(2)(C)       0         463(c)(3)(3)       0         463(c)(3)(B)       0         463(c)(3)(C)       0         463(c)(3)(C)       0         463(d)       0         463(d)(2)       0         463(d)(2)       0         463(e)(3)(C)       0         463(e)(3)(C)       0         463(e)(4)       0         463(e)(5)(C)       0	463(c)(1)(C)														0
463(c)(1)(E)0463(c)(2)(B)0463(c)(2)(C)0463(c)(3)0463(c)(3)(A)0463(c)(3)(B)0463(d)(3)(C)0463(d)(2)0463(d)(2)0463(e)(3)(C)0463(e)(3)(C)0463(e)(3)(C)0463(e)(3)(C)0463(e)(3)(C)0463(e)(3)(C)0463(e)(3)(C)0463(e)(3)(C)0463(e)(3)(C)0															0
463(c)(2)0463(c)(2)(C)0463(c)(3)0463(c)(3)(A)0463(c)(3)(B)0463(c)(3)(C)0463(d)0463(d)(2)0463(e)(3)(C)0463(e)(3)(C)0463(e)(3)(C)0463(e)(3)(C)0463(e)(3)(C)0463(e)(3)(C)0463(e)(3)(C)0463(e)(3)(C)0463(e)(3)(C)0463(e)(3)(C)0															0
463()(2)(B)0463()(2)(C)0463()(3)0463()(3)(A)0463()(3)(B)0463(d)0463(d)0463(d)(2)0463(e)(3)(C)0463(e)(3)(C)0463(e)(3)(C)0463(e)(4)0463(e)(5)(C)0															0
463(c)(2)(C)0463(c)(3)0463(c)(3)(A)0463(c)(3)(B)0463(c)(3)(C)0463(d)0463(d)(2)0463(e)(3)(C)0463(e)(3)(C)0463(e)(4)0463(e)(5)(C)0															0
463c)(3)0463c)(3)(A)0463c)(3)(B)0463c)(3)(C)0463(d)0463(d)(2)0463(e)(3)(C)0463(e)(3)(C)0463(e)(4)0463(e)(5)(C)0															0
463(c)(3)(A)0463(c)(3)(B)0463(c)(3)(C)0463(d)0463(d)(2)0463(e)(3)(C)0463(e)(4)0463(e)(5)(C)0	463(c)(3)														0
463(c)(3)(B)0463(c)(3)(C)0463(d)0463(d)(2)0463(e)(3)(C)0463(e)(4)0463(e)(5)(C)0	463(c)(3)(A)														
463(c)(3)(C)0463(d)0463(d)(2)0463(e)(3)(C)0463(e)(4)0463(e)(5)(C)0	463(c)(3)(B)														0
463(d) 463(d)(2) 463(e)(3)(C) 463(e)(4) 463(e)(5)(C) 0	463(c)(3)(C)														
463(d)(2) 0 463(e)(3)(C) 0 463(e)(4) 0 463(e)(5)(C) 0															
463(e)(3)(C) 0 463(e)(4) 0 463(e)(5)(C) 0	463(d)(2)														
463(e)(4) 463(e)(5)(C) 0															
463(e)(5)(C) 0															
	464(b)(1)(A)														0

Rules from which Variances and Order for Abatements were Requested in 2014														
	2014	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
464(b)(2)	2014	Jan	160	Wai	Арі	may	Juli	Jui	Aug	Зер	001	7407	Dec	0
468														0
468(a)														0
468(b)														0
1102														0
1102(c)(2)														0
1102(c)(5)														0
1102(f)(1)					1									1
1105.1								1						1
1105.1(d)(1)(A)(i)														0
1105.1(d)(1)(A)(iii)														0
1106(c)(1)														0
1106.1(c)(1)														0
1106.1(c)(1)(A)														0
1107(c)(1)														0
1107(c)(2)														0
1107(c)(7)														0
1107														0
1110.1														0
1110.2					1									1
1110.2(c)(14)														0
1110.2(d)														0
1110.2(d)(1)(A)														0
1110.2(d)(1)(B)							2	1						3
1110.2(d)(1)(B)(ii) (Table II)								1			1			2
1110.2(d)(1)(D)														0
1110.2(d)(1)(E)														0
1110.2(e)(1)(A)														0
1110.2(e)(1)(B)(i)(II)														0
1110.2(e)(1)(B)(i)(III)														0
1110.2(e)(4)(B)														0
1110.2(f)														0
1110.2(f)(1)(A)														0
1110.2(f)(1)(c)														0
1113(c)(2)														0
1113(d)(3)														0
1118(c)(4)														0
1118(c)(5)														0
1118(d)(1)(2)														0
1118(d)(1)(2)														0
1118(d)(2)														0
1118(d)(3)														0
1118(d)(4)(B)														0
1118(d)(5)(A)														0
1118(d)(5)(B)														0
1118(d)(10)														0
1118(d)(12)														0

Rules from which Variances and Order for Abatements were Requested in 2014														
	2014	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
1118(e)	2014	Jan	7 60	IVIGI	ДРІ	way	Jun	Jui	Aug	Зер	OCI	7407	Dec	0
1118(g)(1)														0
1118(g)(3)														0
1118(g)(5)														0
1118(g)(5)(A)														0
1118(i)(5)(B)(i)														0
1118(i)(5)(B)(ii)														0
1118(j)(1)(A)(ii)														0
1118(j)(1)(B)(ii)														0
1118(j)(1)(C)														0
1121(c)(2)(C)														0
1121(c)(3)														0
1121(c)(6)														0
1121(c)(7)														0
1121(c)(8)														0
1121(e)(3)														0
1121(h)														0
1121(h)(1)														0
1121(h)(2)														0
1121(h)(3)														0
1122(c)(2)(A)														0
1122(c)(2)(E)														0
1122(d)(1)(A)														0
1122(d)(1)(B)														0
1122(d)(3)														0
1122(e)(2)(A)														0
1122(e)(2)(B)														0
1122(e)(2)(C)														0
1122(e)(2)(D)														0
1122(e)(3)														0
1122(e)(4)(A)														0
1122(e)(4)(B)														0
1122(g)(3)														0
1122(j)														0
1124														0
1124(c)(1)(A)														0
1124(c)(1)(E)														0
1124(c)(4)(A)										1				1
1125(c)(1)														0
1125(c)(1)(C)														0
1125(d)(1)														0
1128(c)(1)														0
1128(c)(2)														0
1130														0
1130(c)(1)														0
1130(c)(4)														0
1131														0
*.**														

1146(c)(2)	Rules from which Variances and Order for Abatements were Requested in 2014														
19100000000000000000000000000000000000		2014	lan	Enh	Mar	Apr	May	lun	lul	Λια	Son	Oct	Nov	Doc	Total Actions
1132q(g) 113q(g) 11	1131(d)	2014	Jan	reb	iviai	Apr	iviay	Juli	Jui	Aug	зер	OCI	NOV	Dec	
1132(9) 1132(9) 1132(9) 1132(9) 1132(9) 1132(9) 1134(9	1137(d)														
11336(8) 1134(9) 1134(	1132(d)(2)														
1152(q)0) 1154(q)0) 1154(q)0) 1154(q)0) 1154(q)0) 1154(q)0) 1154(q)0) 1154(q)0) 1155(q)0) 115(q)0) 115(q															
11546(f) 115	1133 (d)(8)														
1546(f)	1134(c)														
1134(g)   0   1134(g)(g)(g)(g)(g)(g)(g)(g)(g)(g)(g)(g)(g)(	1134(c)(1)														
1346(1)	1134(d)														
1340	1134(d)(1)														
1340	1134(d)(2)(B)(ii)														
1134(q)2) 1135(c)3) 1135(c)3) 1135(c)4) 1135(c	1134(f)														
1135G(3)B)	1134(g)(2)														
11356(3)8 11356(4) 11356(4) 11356(4) 11356(4) 11356(4) 11356(4) 11356(4) 11356(4) 11356(4) 11356(4) 11356(4) 11356(4) 11356(4) 11356(4) 11356(4) 11357(4) 1137	1135(c)(3)														
1135(G)(G)   1135(G)(H)   1135(G)(H)   1135(G)(H)   1136(G)(H)   113	1135(c)(3)(B)														
1135(c)(4) 1136(c)(4)(D) 1136(c)(1)(A)(D) 1136(c)(1)(A)(D) 1137(d)(C) C) 1137(d)(C)(C) 1137(d)(C)(C)(C)(C)(C)(C)(C)(C)(C)(C)(C)(C)(C)	1135(c)(3)(C)														
1135(p)(1)(A)(D)	1135(c)(4)														
1136	1135(c)(4)(D)														
1136(c)(1)(A)(i)  1145(c)(1)  1145(c)(2)  1145(c)(2)  1145(c)(2)  1145(c)(2)  1146(c)(2)  1 1 1  1146(c)(2)  1 1 1  1146(d)(8)  1 1  1146(d)(8)  1 1  1146(1)(8)  1 1 1  1146(1)(9)  1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1															
1137(d)(2)  1145(c)(1)  1145(c)(2)  1145(b)(1)(E)  1146(b)(1)(E)  1146(c)(2)  1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1136(c)(1)(A)(i)														
1145   0   1145(c)(2)   0   0   1145(c)(2)   0   1145(c)(2)   0   0   1145(c)(2)   0   0   1145(c)(2)   0   0   1145(c)(2)   0   0   1146(c)(2)   0   0   0   1146(c)(2)   0   0   0   0   0   0   0   0   0	1137(d)(2)														
1145c)(1) 1145c)(2) 1145(y)(2) 1145(y)(1)(E) 1146(y)(2) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1145														
1145(p)(2)  1145(p)(1)(E)  1146(p)(2)  1146(p)(2)  1 1 1 1															
1145(p)(2) 1146(p) 1146(p) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1145(c)(2)														
1145(h)(1)(E)  1146(a) 1 1 1146(c)(2)(A) 1 1 1146(c)(3) 1 1 1146.1(a)(2) 1146.1(a)(3) 1146.1(a)(3) 1146.1(a)(3) 1146.1(a)(4) 1146.1(a)(4) 1146.1(a)(5) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1145(g)(2)														
1146()(2) 1 1 1	1145(h)(1)(E)														
1146(c)(2)	1146							1							
1146(c)(2)(A)  1 14(d)(B)  1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1	1											2
1146(d)(8) 1	1146(c)(2)(A)						1								
1146.1(a)(2) 0 1146.1(a)(8) 0 1146.1(b)(3) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1146(d)(8)		1												1
1146.1(a)(2) 1146.1(a)(8)  1	1146.1														0
1146.1(a)(8)															0
1146.1(b)(3)	1146.1(a)(8)														0
1146.1(c)(1)								1							1
1146.1(c)(2)     1     1     1     3       1146.1(d)(4)     1     1     1       1146.1(d)(6)     1     1     1       1146.1(e)(1)(B)     0     0       1146.2(c)(1)     0     0       1146.2(c)(2)(A)     1     1     1       1146.2(e)(5)     1     1     2       1147.2(e)(1)     1     1     2     5       1147(c)(1)     2     1     2     5       1147(c)(10)     1     1     1     2	1146.1(c)(1)														0
1146.1(d)(4)     1     1       1146.1(d)(6)     1     1       1146.1(e)(1)(B)     0       1146.2(c)(1)     0       1146.2(c)(2)(A)     1     1       1146.2(c)(5)     1     1     2       1146.2(e)     0       1147     1     1     1       1147(c)(1)     2     1     2     5       1147(c)(10)     1     1     1     2			1	1				1							3
1146.1(d)(6)     1       1146.1(e)(1)(B)     0       1146.2     0       1146.2(c)(1)     0       1146.2(c)(2)(A)     1       1146.2(c)(5)     1       1146.2(e)     0       1147     1       1147(c)(1)     2       1147(c)(1)     2       1147(c)(1)     1       1147(c)(1)     2       1147(c)(1)     1       1147(c)(1)     2       1147(c)(1)     1       1147(c)(1)     1<	1146.1(d)(4)							1							1
1146.2     0       1146.2(c)(1)     0       1146.2(c)(2)(A)     1       1146.2(c)(5)     1       1146.2(e)     0       1147     1       1147(c)(1)     2     1     2     5       1147(c)(10)     1     1     2     1	1146.1(d)(6)							1							1
1146.2     0       1146.2(c)(1)     0       1146.2(c)(2)(A)     1       1146.2(c)(5)     1       1146.2(e)     0       1147     1       1147(c)(1)     2     1     2     5       1147(c)(10)     1     1     2     1	1146.1(e)(1)(B)														0
1146.2(c)(2)(A)     1       1146.2(c)(5)     1       1146.2(e)     0       1147     1       1147(c)(1)     2     1     2     5       1147(c)(10)     1     1     2     1	1146.2														0
1146.2(c)(2)(A)     1       1146.2(c)(5)     1       1146.2(e)     0       1147     1       1147(c)(1)     2     1     2     5       1147(c)(10)     1     1     2     1	1146.2(c)(1)														0
1146.2(c)(5)     1     1     2       1146.2(e)     0       1147     1     1     1       1147(c)(1)     2     1     2     5       1147(c)(10)     1     1     1     2	1146.2(c)(2)(A)		1												1
1146.2(e)       1147       1147(c)(1)       2     1       2     5       1147(c)(10)       1     1       2     1       1     1       2     1       2     1       3     1       4     1       4     1       5     1       6     1       7     1       8     1       9     1       1     1 <t< td=""><td>1146.2(c)(5)</td><td></td><td></td><td></td><td></td><td>1</td><td></td><td></td><td></td><td>1</td><td></td><td></td><td></td><td></td><td>2</td></t<>	1146.2(c)(5)					1				1					2
1147     1       1147(c)(1)     2     1     2     5       1147(c)(10)     1     1     2	1146.2(e)														
1147(c)(1) 2 1 2 5 1147(c)(10) 1 1 2	1147				1										
1147(c)(10)	1147(c)(1)							2	1		2				5
1147(c)(14)(B) 1	1147(c)(10)														
	1147(c)(14)(B)		1												1

	Rules from which Variances and Order for Abatements were Requested in 2014													
	2014	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
1150.1(d)(1)(C)(i)	2011	- Jun	100	- III C	7.40		- Jun	- Jui	rug	СОР		1101	200	0
1150.1(d)(4)														0
1150.1(d)(5)														0
1150.1(d)(10)								1						1
1150.1(d)(11)								1						1
1150.1(d)(12)								1						1
1150.1(d)(13)								1						1
1150.1(d)(14)								1						1
1150.1(e)(1)														0
1150.1(e)(2)														0
1150.1(e)(3)														0
1150.1(e)(1)(B)(C)														0
1150.1(e)(1)(C)														0
1151.1(e)(2)(B)(C)														0
1150.1(e)(2)(C)														0
1150.1(e)(3)(B)														0
1150.1(e)(3)(B)(C)														0
1150.1(e)(3)(C)														0
1150.1(e)(4)														0
1150.1(e)(6)(A)(I)														0
1150.1(e)(6)(A)(ii)														0
1150.1(f)(1)(A)(iii)(I)														0
1150.1(f)(1)(H)(i)														0
1151														0
1151(c)(8)														0
1151(2)														0
1151(5)														0
1151(d)(1)														0
1151(e)(1)														0
1151(e)(2)														0
1151(f)(1)														0
1153(c)(1)														0
1153(c)(1)(B)														0
1156(d)(5)(C)(i)														0
1158														0
1158(d)(2)														0
1158(d)(5)														0
1158(d)(7)														0
1158(d)(7)(A)(ii)														0
1158(d)(10)														0
1164(c)(1)(B)														0
1164(c)(2)														0
1166(c)(2)														0
1166(c)(2)(F)														0
1168														0
1168(c)(1)														0
1169(c)(13)(ii)														0
1 11 -11 1														

	Rules from which Variances and Order for Abatements were Requested in 2014													
	2014	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
1171	2014	Jan	1 60	IVIGI	ДРІ	way	Jun	Jui	Aug	Зер	Oct	7407	Dec	0
1171(c)														0
1171(c)(1)														0
1171(c)(1)(A)(i)														0
1171(c)(1)(b)(i)														0
1171(c)(4)														0
1171(c)(5)														0
1171(c)(5)(A)(i)														0
1171(c)(6)														0
1173		1	1											2
1173(c)		•	•											0
1173(d)														0
1173(e)(1)														0
1173(f)(1)(B)														0
1173(g)														0
1175														0
1175(c)(2)														0
1175(c)(4)(B)														0
1175(c)(4)(B)(i)														0
1175(c)(4)(B)(ii)														0
1175(c)(4)(B)(ii)(I)														0
1175(b)(1) (C)														0
1175(d)(4)(ii)(II)														0
1176														0
1176(e)														0
1176(e)(1)														0
1176(e)(2)														0
1176(e)(2)(A)														0
1176(e)(2)(A)(ii)														0
1176(e)(2)(B)(v)														0
1176(f)(3)														0
1177(d)(2)(D)														0
1178(d)(1)(A)(xiii)														0
1178(d)(1)(A)(xiv)														0
1178(d)(1)(B)														0
1178(d)(1)(C)														0
1178(d)(3)(C)														0
1178(d)(3)(D)														0
1178(d)(3)(E)														0
1178(d)(4)(A)(i)														0
1178(g)							1							1
1186.1														0
1186.1														0
1189(c)(3)														0
1195														0
1195(d)(1)(D)														0
1303(a)								1						1
\ "/														

Rules from which Variances and Order for Abatements were Requested in 2014														
	2014	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
1303(a)(1)	2011	- Juli	7 0.0	1	, 40,	- muy	- Jun	1	rug	ОСР		1101		2
1303(b)(1)								1						1
1401								1						1
1401(d)							1							1
1401(d)(1)(A)														0
1401(d)(1)(B)														0
1405(d)(3)(C)														0
1407(d)														0
1407(d)(1)														0
1407(d)(2)														0
1407(d)(5)								1						1
1407(f)(1)								•						0
1415(d)(3)														0
1418(d)(2)(A)														0
1420(d)(1)								1						1
1420.1(f)(3)					1			•						1
1420.1(g)(4)					'									0
1420.1(k)(13)(B)									1					1
1421(d)									<u>'</u>					0
1421(d)(1)(C)														0
1421(d)(1)(G)														0
1421(d)(3)(A)														0
1421(e)(2)(c)														0
1421(e)(1)(A)(vii)														0
1421(e)(3)(B)														0
1421(h)(1)(A)														0
1421(h)(1)(A) 1421(h)(1)(B)														0
1421(h)(1)(C)														0
1421(h)(1)(E)														0
1421(n)(1)(E) 1421(h)(3)														
1421(n)(3)														0
1421(i)(1)(C)														0
1425(d)(1)(A)														
1469 1469(c)														0
														0
1469(c)(8)														0
1469(c)(11)(A)														0
1469(c)(13)(ii)														0
1469(d)(5)														0
1469(e)(1)														0
1469(e)(7)						1								1
1469(g)(2)														0
1469(h)														0
1469(I)														0
1469(j)(4)(A)														0
1469(j)(4)(D)														0
1469(k)(3)(A)														0
1470														0

	Rules fr	om wh	ich Varia	nces and	Order for	Abateme	nts were	Request	ed in 201	4				
	2014	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
1470(c)(2)(C)(i)(I)	2014	Jan	reb	iviai	Арі	inay	Jun	Jui	Aug	Зер	Oct	NOV	Dec	0
1470(c)(2)(C)(iv)														0
1470(c)(3)(B)(ii)											1			1
1470(c)(3)(C)(iii)		2	1				3				2			8
1470(c)(4)			•					1						1
1470(c)(4)(B)					1			•						1
1470(c)(5)					•		1	1						2
1470(d)(2)(B)							3							3
1470(e)(2)(A)							3							3
2004(c)(1)							<u> </u>							0
2004(c)(1)(C)														0
2004(f)(1)		2	3	2	1		4	3	2	2	3			22
2004(f)(2)					•		•							0
2004(k)														0
2005														0
2009(b)(2)														0
2009(c)														0
2009(f)(1)														0
2009(f)(2)														0
2009.1														0
2009.1(c)														0
2009.1(f)(1)														0
2009.1(f)(2)														0
2009.1(f)(3)														0
2011														0
2011 Attachment C														0
2011(c)(2)														0
2011(c)(2)(A)										1	1			2
2011(c)(2)(B)										•	•			0
2011(c)(3)(A)										1	1			2
2011(e)(1)										1	1			2
2011(f)(3)										<u>'</u>	<u> </u>			0
2011(g)														0
2011(g)(1)														0
2011(k)										1	1			2
2011(k) Appen. A, Chap. 2, except E & Attach C										<u> </u>	· ·			0
2011(k) Appen. A, Chap. 2, Section A.3 a-c, A.5 and B. 1-4														0
and Appen. A, Chap. 2, Section C.2.a, c & d														0
2011, Table 2011-1, Appen. A, Chap. 2, Attach. C										1	1			2
2012 Chapter 2								1		<u> </u>	· ·			1
2012 Attach. C, B.2.a			1					•						1
2012 Appen. A, Attach. C, Section B.2.		1	'											1
2012 Appen. A, Attach. C, Section B.2.a. & b.														0
2012 Appen. A														0
2012 Appen. A, Chap. 2														0
2012 Appen A, Chap. 2, Sec. A			1											1
2012 Appen A. Chap. 2, Sec. A1(a)														0
2012 / pport / 1. Oriap. 2. 000. / (1(a)														

	Rules from which Variances and Order for Abatements were Requested in 2014													
	2014	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
2012 Appen A, Chap. 2, Sec. B	2014	Jan	reb	iviai	Арі	iviay	Juli	Jui	Aug	Зер	OCI	NOV	Dec	0
2012, Appen. A, Protocol 2012, Chap. 2, B.5.														0
2012, Appen A, Chap. 2, B.5.a														0
2012, Appen A, Chap. 2, B.0.a														0
2012, Appen A, Chap. 2, B.10 2012, Appen A, Chap. 2, B.11														0
2012, Appen A, Chap. 2, B.11														0
2012, Appen A, Chap. 2, B.12 2012, Appen A, Chap. 2, B.17														0
2012, Appen A, Chap.2, B.18														0
2012, Appen A, Chap.2, B.20														0
2012, Chapter 2, E.2.b.i.														0
2012, Chapter 2, E.2.b.ii.														0
2012 Appen A, Chap. 4.A.4														0
2012(B)(5)(e)								1						1
2012(c)(2)(A)										1	2			3
2012(c)(2)(B)														0
2012(c)(3)														0
2012(c)(3)(A)										1	1			2
2012(c)(3)(B)														0
2012(c)(10)														0
2012(d)(2)														0
2012(d)(2)(A)														0
2012(d)(2)(D)														0
2012(f)(2)(A)														0
2012(g)(1)										1	1			2
2012(g)(3)														0
2012(g)(7)														0
2012(g)(r) 2012(h)(3)														0
2012(h)(4)														0
														0
2012(h)(5)														
2012(h)(6)														0
2012(i)														0
2012(j)(1)														0
2012(j)(2)														0
2012, Protocol (Appen. A) Chap. 2, Part A.1.a														0
2012, Protocol (Appen. A) Chap. 2, Part B.4														0
2012, Protocol, (Appen A) Chap. 2, Part B.5.e														0
2012 Chapter 2, B.5.f														0
2012(m)										1	1			2
2012(m) Table 2012-1, and Appen. A, Chp 2, & Attachmen	t C									1	1			2
2012(m) Appen. A, Attach. C														0
2012(m) Appen. A, Chap. 2, Sections 2.A.1 a-c, e.g,														0
and B. 1-4 and Appendix A, Chapter 3, Section C.2 a, c &	d													0
2012(m) Appen. A, Chap 3, Section (A)(6)														0
2012(m) Appen. A, Chap 5, Para G, Table 5B and Att. D														0
3002														0
3002(a)														0
3002(c)		1		1			1							3
~~~(~)				•										

Rules from which Variances and Order for Abatements were Requested in 2014														
	2014	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
3002(c)(1)		4	3	2	1	<u> </u>	5	2	2	3	4			26
3002(c)(2)														0
Regulation II														0
Regulation IX														0
Regulation IX, 40 CFR Part 60, Subpart J														0
Regulation XI														0
Regulation XIII														0
H&S 39152(b)														0
H&S 41510														0
H&S 41700		1				2	1		1					5
H&S 41701							1	1		1				3
H&S 93115.6(c)(2)(C)(1)														0
H&S 42303														0
Title 13 Code of Regulations §2452														0

## **Report of October 2014 Hearing Board Cases**

Case Name and Case No.	Rules	Reason for Petition	District Position/	Type and Length of Variance	Excess Emissions
	122(1)(1)		Hearing Board Action	or Order	1100 01111111
Breitburn Operating, LP     Case No. 4358-11     (N. Sanchez)	462(d)(1)	Petitioner must upgrade truck bulk loading rack, awaiting issuance of P/C to begin construction.	Not Opposed/Granted	MFCD/EXT granted commencing 10/28/14 and continuing through 12/31/14, the FCD.	VOC: .81 lbs/day NOx: 1.51 lbs/day
2. City of Pasadena Case No. 2244-31 (M. Reichert)	203(b) 2004(f)(1) 3002(c)(1) 2012(c)(2)(A) 2012(c)(2)(C)	CEMS serving boiler is malfunctioning.	Not Opposed/Granted	Ex Parte EV granted commencing 10/21/14 and continuing through 11/5/14 or until the EV hearing currently scheduled for 10/28/14, whichever comes first.	None
3. ExxonMobil Oil Corporation Case No. 1183-487 (M. Reichert)	202(a) 203(b) 2004(f)(1) 2011(c)(2)(A) 2011(c)(3)(A) 2011(e)(1) 2011(k) 2011 [Table 2011-1 and Appendix A, Chapter 2, & Attachment C] 2012 (c)(2(A) 2012(c)(3)(A) 2012(g)(1) 2012 [Table 2012-1 and Appendix A, Chapter 2, & Attachment C] 3002(c)(1)	Boiler expected to exceed NOx limit on restart after repairs until SCR reaches proper operating temperature.	Not Opposed/Granted	EV & AOC granted commencing 10/8/14 and continuing through 10/29/14.	None
4. Hoag Memorial Hospital Presbyterian Case No. 6005-1 (K. Manwaring)	203(b) 1110.2(d)(1)(B)(ii) 3002(c)(1)	Petitioner operates three ICEs that intermittently exceed NOx and CO limits.	Not Opposed/Granted	SV granted commencing 10/22/14 and continuing through 1/20/15.	NOx & CO: TBD by 11/6/14
5. Johanson Dielectrics, Inc. Case No. 6010-1 (N. Sanchez)	203(b) 442	Catalytic oxidizer for VOC control failed.	Opposed/Denied	Ex Parte EV denied.	N/A

Case Name and Case No.	Rules	Reason for Petition	District Position/ Hearing Board Action	Type and Length of Variance or Order	Excess Emissions
6. Marine Corps Air Station Yuma, Arizona Case No. 5999-1 (K. Manwaring)	203(b)	Emergency generator has exceeded annual operating limit of 200 hours.	Not Opposed/Granted	RV granted commencing 10/22/14 and continuing through 1/10/15.	NOx: 3.61 lbs/day VOC: 3.61 lbs/day CO: 4.81 lbs/day
7. Phillips 66 Company Case No. 4900-97 (M. Lorenz)	203(b) 2004(f)(1) 3002(c)(1)	Vapor recovery compressor must be taken off line to repair leaks/corrosion in lines.	Not Opposed/Granted	SV granted commencing upon notice to be given pursuant to Condition No. 1 and shall be for 20 consecutive days in a 60-day window and shall end no later than 12/13/14.	None
8. SCAQMD vs. Barry Shy, individually and a Agent for Service of Process for all other respondents; DTLA Management, LLC Main SB, LLC aka Main SB LLC aka SB Main; SBSpring LLC aka SB Spring aka SB Tower; 5 <sup>th</sup> ST Loft LLC aka Shybary Grand Inc. aka SB Grand; Manhattan Loft, LLC aka SB Manhattan Loft LLC aka SB Manhattan; and 6 <sup>th</sup> ST Loft LLC aka SB Lofts LLC aka SB Lofts Case No. 6006-1 (M. Reichert)	203(a) 222	Respondents operate ICEs at several residential buildings that power emergency firefighting pumps without valid permits.	Not Stipulated/Issued	O/A issued commencing 10/15/14. The Hearing Board shall retain jurisdiction over this matter until 9/30/15.	N/A
9. SCAQMD vs. City of Vernon Case No. 4957-7 (N. Feldman)	1470(c)(3(C)(iii) 1470(c)(3)(B)(ii)	Respondent operating diesel ICE within 100 meters of school in violation of Rule 1470.	Stipulated/Issued	O/A issued commencing 10/29/14 and continuing through 4/14/15. The Hearing Board shall retain jurisdiction over this matter until 6/30/15.	N/A

Case Name and Case No.	Rules	Reason for Petition	District Position/ Hearing Board Action	Type and Length of Variance or Order	Excess Emissions
10. SCAQMD vs. North County Sand and Gravel, Inc. Case No. 6008-1 (K. Wiese)	203(a)	Respondent operating various pieces of portable aggregate rock crushing equipment in excess of time limit under portable equipment rules.	Stipulated/Issued	O/A issued commencing 10/29/14 and continuing through 10/29/14. The Hearing Board shall retain jurisdiction over this matter until 10/29/14.	N/A
11. SCAQMD vs. Pacific Alliance Medical Center Case No. 6007-1 (N. Feldman)	1470(c)(3)(C)(iii)	Respondent operating ICE within 100 meters of school in violation of Rule 1470.	Stipulated/Issued	O/A issued commencing 10/8/14 and continuing through 3/30/15. The Hearing Board shall retain jurisdiction over this matter until 4/30/15.	N/A

#### **Acronyms**

AOC: Alternative Operating Conditions

CEMS: Continuous Emissions Monitoring System

CO: Carbon Monoxide
EV: Emergency Variance
FCD: Final Compliance Date
ICE: Internal Combustion Engir

ICE: Internal Combustion Engine
MFCD/EXT: Modification of a Final Compliance Date and Extension of a Variance

Mod. O/A: Modification of an Order for Abatement

NOx: Oxides of Nitrogen N/A: Not Applicable O/A: Order for Abatement P/C: Permit to Construct RV: Regular Variance

SCR: Selective Catalytic Reduction

SV: Short Variance TBD: To be determined

VOC: Volatile Organic Compound



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 20

REPORT: Civil Filings and Civil Penalties Report

SYNOPSIS: This reports the monthly penalties from October 1 through

October 31, 2014, and legal actions filed by the General Counsel's Office from October 1 through October 31, 2014. An Index of District Rules is attached with the

penalty report.

COMMITTEE: Stationary Source, November 21, 2014, Reviewed

RECOMMENDED ACTION: Receive and file this report.

Kurt R. Wiese General Counsel

KRW:lc

No Civil Actions Filed

Attachments
October 2014 Penalty Report
Index of District Rules and Regulations

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

#### **October 2014 Settlement Penalty Report**

#### **Total Penalties**

 Civil Settlements:
 \$394,700.00

 SRV Settlements:
 \$204,500.00

 Miscellaneous Settlements:
 \$47,500.00

 MSPAP Settlements:
 \$27,505.00

 Hearing Board Settlements:
 \$24,500.00

Total Cash Settlements: \$698,705.00 Total SEP Value: \$0.00

Fiscal Year through October 2014 Cash Total: \$1,054,867.66
Fiscal Year through October 2014 SEP Value Only Total: \$0.00

FAC ID	COMPANY NAME	RULE NUMBER	RECLAIM ID	SETTLED DATE	ATTY INT	NOTICE NO.	TOTAL SETTLEMENT
CIVIL SE	TTLEMENTS:						
157616	ACE HARDWARE PAINT DIVISION	1113(C)(1)		10/21/2014	BTG	P57238	\$317,500.00
79201	AIRTEL CO	1146.2 1146.2		10/29/2014	NAS	P58159 P51636	\$20,000.00
62901	DOMESTIC LINEN SUPPLY CO INC	1146 1146		10/15/2014	MJR	P62452 P54848	\$12,200.00
139010	RIPON COGENERATION LLC	2012(C)(3)(A)		10/21/2014	BTG	P57816	\$5,500.00
171873	SAINT CYRIL OF JERUSALEM SCHOOL	1403		10/10/2014	RRF	P59576	\$1,500.00
161011	TACO BELL RSC	2202		10/15/2014	WBW	P50630	\$3,000.00
800288	UNIV CAL IRVINE	218, 3002(C)(1) 3002(C)(1)		10/23/2014	TRB	P59501 P59667	\$15,000.00
17956	WESTERN METAL DECORATING CO Two year civil probation and suspended penalty of \$30,000 to be paid if facility violates any District Rule or Regulation during the two year period.	2012, 3002(C)(1) 2012(E)(2)(B) 2004, 2012, 3002 2004 2004	Y	10/3/2014	TRB	P57861 P50349 P52272 P53122 P55668	\$20,000.00

TOTAL CIVIL SETTLEMENTS: \$394,700.00

FAC ID	COMPANY NAME	RULE NUMBER	RECLAIM ID	SETTLED DATE	ATTY INT	NOTICE NO.	TOTAL SETTLEMENT
SELF-RE	EPORTED SETTLEMENT:						
44873	A. C. D. INC Facility self-reported and paid settlement amount. Facility is under an Order for Abatement and shall pay \$2,500/month for ongoing operation of facility's engine beginning 12.15.14.		203	10/8/2014	KCM	SRV101	\$9,500.00
13770	CUSTOM BUILDING PRODUCTS	1	168	10/16/2014	NSF	SRV102	\$195,000.00
TOTAL S	SELF-REPORTED SETTLEMENT: \$204,500.00						
MISCELI	LANEOUS SETTLEMENT:						
178634	PERFORMANCE FOODSERVICE OF SO CAL Facility violated ARB's Regulation for the Management of Global Warming Potential Refrigerants for Stationary Sources, California Code of Regulations, Title 17, Section 95380. A settlement of \$95,000 occurred and a portion went to the SCAQMD for investigation costs.			10/22/2014		MIS155	\$47,500.00

TOTAL MISCELLANEOUS SETTLEMENT: \$47,500.00

#### **MSPAP SETTLEMENTS:**

FAC ID	COMPANY NAME	RULE NUMBER	RECLAIM ID	SETTLED DATE	ATTY INT	NOTICE NO.	TOTAL SETTLEMENT
147669	7080 HOLLYWOOD, LLC	1146.1		10/2/2014		P59367	\$1,600.00
110411	ARCO DLR, G & H GAS STATION	203(B), 461(C)(2)(B) 41960.2		10/10/2014		P62417	\$1,100.00
147798	BEVERLY HILLS UNIFIED SCHOOL DISTRICT	203 (A)		10/30/2014		P61235	\$1,100.00
173926	BPL 76 BPL GROUP INC.	203(B), 461(C)(2)(B) 41960.2		10/10/2014		P62425	\$900.00
169357	CIRCLE K STORES INC, SAMER ALI YAS	461, 41960.2		10/30/2014		P59334	\$575.00
130180	HAROLD WILLIS ENT, FOOD N FUEL #2	461(C)(2)(B) 203 (B)		10/17/2014		P59938	\$1,000.00
130180	HAROLD WILLIS ENT, FOOD N FUEL #2	461(C)(2)(B)		10/17/2014		P56848	\$300.00
149989	LINE-X OF NORTH HOLLYWOOD	109, 203 (A)		10/16/2014		P57472	\$950.00
146897	LOS ANGELES CO SHERIFF DEPARTMENT	1146.1 1415		10/2/2014		P58594	\$4,950.00
161492	LOS ANGELES DEPT OF WATER & POWER	Title 13		10/30/2014		P44876	\$100.00

FAC ID	COMPANY NAME	RULE NUMBER	RECLAIM ID	SETTLED DATE	ATTY INT	NOTICE NO.	TOTAL SETTLEMENT
162110	MEYMARIAN BROTHERS INC.	461 41960.2		10/2/2014		P61759	\$825.00
168501	NAZARIAN PETROLEUM INC	461		10/2/2014		P61753	\$500.00
160499	NIETO'S STATION	461		10/8/2014		P61495	\$450.00
142602	OLYMPIC LOFTS	203 (A)		10/21/2014		P60500	\$375.00
177218	ORANGE COAST INFINITI	203 (A) 109		10/2/2014		P58274	\$950.00
176590	SAFEPROBE INC	203 (A)		10/2/2014		P61902	\$800.00
176944	SAN BERNARDINO COUNTY, FLEET MGMT	203 (A)		10/23/2014		P52299	\$1,500.00
164420	SANTA MONICA SHELL	461 (E) (1)		10/16/2014		P62237	\$550.00
177300	SUPERIOR RECYCLING	403(D)(1)		10/23/2014		P59516	\$800.00
177571	TEAM AUTO PERFORMANCE	201 203 (A)		10/30/2014		P61704	\$800.00
164469	TOMAHAWK BUILDING LOFTS, LLC	203 (A)		10/29/2014		P60501	\$520.00

FAC ID	COMPANY NAME	RULE NUMBER	RECLAIM ID	SETTLED DATE	ATTY INT	NOTICE NO.	TOTAL SETTLEMENT
							_
77114	TUSTIN CITY OF	1470		10/3/2014		P60600	\$360.00
132404	ULTRAMAX	461(C)(1)(A)		10/2/2014		P61479	\$300.00
132404	ULTRAMAX	461		10/2/2014		P61486	\$300.00
160523	UNITED FAMILY LLC	203 (B) 461		10/15/2014		P61498	\$3,500.00
109081	US TEXTILE PRINTING INC	1130.1 109 1146 1146.2 203 (B)		10/23/2014		P62369	\$2,400.00
TOTAL M	ISPAP SETTLEMENT: \$27,505.00						
HEARING	BOARD SETTLEMENTS:						
35188	3M COMPANY Hearing Board Case No. 5970-2 Penalty for ongoing operation of the facility's equipment in noncompliance until 9.15.15.	203 3002 1147		10/7/2014	KCM	HRB2243	\$4,000.00

FAC ID	COMPANY NAME	RULE NUMBER	RECLAIM ID	SETTLED DATE	ATTY INT	NOTICE NO.	TOTAL SETTLEMENT
136173	E/M COATING SERVICES Hearing Board Case No. 6002-1 Facility agrees to pay monthly monetary penalty until permanently cease use of the VOC control system.	1124 203 1147		10/2/2014	NAS	HRB2239	\$5,000.00
136173	E/M COATING SERVICES Hearing Board Case No. 6002-1 Facility agrees to pay monthly monetary penalty until permanently cease use of the VOC control system.	1147 1124 203		10/29/2014	NAS	HRB2247	\$5,000.00
54732	INLAND VALLEY REGIONAL MEDICAL CEN Hearing Board Case No. 5982-1 \$1000/month until permanently cease use of both boilers in noncompliance with Rule.	1146.2		10/7/2014	NAS	HRB2242	\$1,000.00
54732	INLAND VALLEY REGIONAL MEDICAL CEN Hearing Board Case No. 5982-1 \$1000/month until permanently cease use of both boilers in noncompliance with Rule.	1146		10/29/2014	NAS	HRB2246	\$1,000.00
155560	LA SALLE HIGH SCHOOL Hearing Board Case No. 5990-2 Facility to pay \$1500/month when noncompliant engine is operated (September penalty).	1470 1110.2		10/10/2014	TRB	HRB2244	\$1,500.00

FAC ID	COMPANY NAME	RULE NUMBER	RECLAIM ID	SETTLED DATE	ATTY INT	NOTICE NO.	TOTAL SETTLEMENT
172002	NEW CINGULAR WIRELESS PCS, LLC Hearing Board Case No. 5991-1 Facility's electrical box powering the cellular wireless communication tower was vandalized causing an emergency generator to operate to maintain power to the facility.	1110.2 1401 203		10/2/2014	NAS	HRB2240	\$5,000.00
114910	PROVIDENCE HOLY CROSS MEDICAL CTR. Hearing Board Case No. 5701-3 Beginning 12.15.13, facility to pay \$1000/month until they permanently cease use of all 3 Detroit Diesel ICEs in noncompliance with Rule 1479.	1470		10/3/2014	NAS	HRB2241	\$1,000.00
114910	PROVIDENCE HOLY CROSS MEDICAL CTR. Hearing Board Case No. 5701-3 Beginning 12.15.13, facility to pay \$1000/month until they permanently cease use of all 3 Detroit Diesel ICEs in noncompliance with Rule 1479.	1470		10/17/2014	NAS	HRB2245	\$1,000.00

TOTAL HEARING BOARD SETTLEMENTS: \$24,500.00

# DISTRICT RULES AND REGULATIONS INDEX FOR OCTOBER 2014 PENALTY REPORTS

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

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

#### **REGULATION II - PERMITS**

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

Rule 201	Permit to Construct (Amended 1/5/90)
Rule 203	Permit to Operate (Amended 1/5/90)

Rule 218 Continuous Emission Monitoring (Amended 5/14/99)

#### **REGULATION IV - PROHIBITIONS**

Rule 403	Fugitive Dust (Amended 12/11/98) Pertains to solid particulate matter emitted from man-made activities.
Rule 461	Gasoline Transfer and Dispensing (Amended 6/15/01)

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

Rule 1110.2	Emissions from Gaseous- and Liquid-Fueled Internal Combustion Engines (Amended 11/14/97)
Rule 1113	Architectural Coatings (Amended 6/20/01)
Rule 1130	Graphic Arts (Amended 10/8/99)
Rule 1124	Aerospace Assembly and Component Manufacturing Operations (Amended 9/21/01)
Rule 1130.1	Screen Printing Operations (Amended 12/13/96)
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 1147	NOx REDUCTIONS FROM MISCELLANEOUS SOURCES (9/08)
Rule 1168	Adhesive and Sealant Applications (Amended 9/15/00)

#### **REGULATION XIV - TOXICS**

Rule 1401	New Source Review Of Toxic Air Contaminants (Amended 6/15/01)
Rule 1403	Asbestos Emissions from Demolition/Renovation Activities (Amended 4/8/94)
Rule 1415	Reduction of Refrigerant Emissions from Stationary Refrigeration and Air Conditioning Systems (Amended 10/14/94)
Rule 1470	Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines

#### REGULATION XX REGIONAL CLEAN AIR INCENTIVES MARKET (RECLAIM)

Rule 2004	Requirements (Amended 5/11/01)
Rule 2012	Requirements for Monitoring, Reporting, and Recordkeeping for Oxides of Nitrogen (NO <sub>X</sub> ) 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)

#### **CALIFORNIA HEALTH AND SAFETY CODE**

41960.2 Gasoline Vapor Recovery

#### **CODE OF FEDERAL REGULATIONS**

40 CFR Protection of the Environment

#### **CALIFORNIA CODE OF REGULATIONS**

Title 13 Mobile Sources and Fuels



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 21

REPORT: Lead Agency Projects and Environmental Documents Received by

the SCAQMD

SYNOPSIS: This report provides, for the Board's consideration, a listing of

CEQA documents received by the SCAQMD between October 1,

2014 and October 31, 2014, and those projects for which the

SCAQMD is acting as lead agency pursuant to CEQA.

COMMITTEE: Mobile Source, November 21, 2014, Reviewed

**RECOMMENDED ACTION:** 

Receive and file.

Barry R. Wallerstein, D.Env. Executive Officer

EC:LT:SN:MK:JB:AK

CEQA Document Receipt and Review Logs (Attachments A and B) – Each month, the SCAQMD receives numerous CEQA documents from other public agencies on projects that could adversely affect air quality. A listing of all documents received and reviewed during the reporting period of October 1, 2014, through October 31, 2014 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 as Attachment B.

The Intergovernmental Review function, which consists of reviewing and commenting on the adequacy of the air quality analysis in CEQA documents prepared by other lead agencies, is consistent with the Governing Board's 1997 Environmental Justice Guiding Principles and Initiative #4. Consistent with the Environmental Justice Program Enhancements for FY 2002-03 approved by the Board in September 2002, each of the attachments notes those proposed projects where the 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 submitting newspaper articles. The attachments also identify for each project the dates of the public comment period and the public hearing date, as reported at the time the CEQA document is received by the SCAQMD. Interested parties should rely on the lead agencies themselves for definitive information regarding public comment periods and hearings as these dates are occasionally modified by the lead agency.

At the January 6, 2006 Board meeting, the Board approved the Workplan for the Chairman's Clean Port Initiatives. One action item of the Chairman's Initiatives was to prepare a monthly report describing CEQA documents for projects related to goods movement and to make full use of the process to ensure the air quality impacts of such projects are thoroughly mitigated. In response to describing goods movement CEQA documents, Attachments A and B are organized to group projects of interest into the following categories: goods movement projects; schools; landfills and wastewater projects; airports; and general land use projects, etc. In response to the mitigation component, guidance information on mitigation measures were compiled into a series of tables relative to: off-road engines; on-road engines; harbor craft; ocean-going vessels; locomotives; fugitive dust; and greenhouse gases. These mitigation measure tables are on the CEQA webpages portion of the SCAQMD's website. Staff will continue compiling tables of mitigation measures for other emission sources including airport ground support equipment, etc.

As resources permit, staff focuses on reviewing and preparing comments for projects: where the SCAQMD is a responsible agency; that may have significant adverse regional air quality impacts (e.g., special event centers, landfills, goods movement, etc.); that may have localized or toxic air quality impacts (e.g., warehouse and distribution centers); where environmental justice concerns have been raised; and those projects for which a lead or responsible agency has specifically requested SCAQMD review. If the SCAQMD staff provided written comments to the lead agency as noted in the column "Comment Status", there is a link to the "SCAQMD Letter" under the Project Description. In addition, if the SCAQMD staff testified at a hearing for the proposed project, a notation is provided under the "Comment Status." If there is no notation that the SCAQMD staff testified, then staff did not provide testimony at a hearing for the proposed project.

During the period October 1, 2014 through October 31, 2014, the SCAQMD received 99 CEQA documents. Of the total of 109 documents listed in Attachments A and B:

- 31 comment letters were sent;
- 11 documents were reviewed, but no comments were made;
- 23 documents are currently under review;
- 3 documents did not require comments (e.g., public notices, plot plans, Final Environmental Impact Reports);
- 1 documents were not reviewed; and
- 40 were screened without additional review.

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/comment-letter-year-2014.

In addition, SCAQMD staff has been working on a Warehouse Truck Trip Study to better quantify trip rates associated with local warehouse and distribution projects, as truck emissions represent more than 90 percent of air quality impacts from these projects. Draft final results for the Warehouse Truck Trip Study are completed and are lower than current SCAQMD recommended truck trip rates in the California Emissions Estimator Model (CalEEMod).

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. Through the end of October, the SCAQMD certified one permit project on October 10, 2014. As noted in Attachment C, through the end of October 2014, the SCAQMD continued working on the CEQA documents for ten active projects.

Through the end of October 2014, SCAQMD staff has been responsible for preparing or having prepared CEQA documents for eleven permit application projects.

## **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

SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF	LEAD AGENCY	COMMENT
PROJECT TITLE	TROJECT BESCRIFTION	DOC.	LEND MOLINE I	STATUS
Goods Movement  LAC141003-05  Mitsubishi Cement (MCC Cement Facility) #	The proposed project consists of modifications to the existing cement import facility located at 1150 Pier F Avenue. The project would include installation of a vessel at-berth emission control system, construction of additional cement storage and truck loading silos on an adjacent lot, and upgrades to ship unloading equipment and other landside structures.  Comment Period: 10/3/2014 - 11/18/2014 Public Hearing: 10/22/2014	Draft Environmental Impact Report	Port of Long Beach	Document under review as of 10/31/14
Goods Movement  LAC141007-04  Berths 212-224 (YTI) Container Terminal Improvements Project #	The proposed project consists of improving the container-handling efficiency of the existing YTI Terminal at the Port to accommodate the projected fleet mix of larger container vessels (up to 13,000 TEUs) that are anticipated to call at the YTI Terminal through 2026. The proposed Project consists of deepening two existing berths (Berths 217–220 and Berths 214–216), which would add an additional operating berth to the YTI Terminal, extending the 100-foot gauge crane rail to Berths 217–220, adding a single operational rail track to the Terminal Island Container Transfer Facility (TICTF) on-dock rail, modifying and replacing cranes, and constructing backland improvements.  http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/feiryti212-224.pdf http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/ytifeireis103014.pdf  Comment Period: N/A  Public Hearing: 11/7/2014	Final Environmental Impact Report	Port of Los Angeles	SCAQMD staff commented 10/30/2014 SCAQMD Staff Testified 10/16/14
Goods Movement  LAC141023-08  Avalon Freight Services Relocation Project	The proposed project consists of landside and waterside improvements at Berth 95, including the construction of a 20,000 square-foot warehouse/office space in the existing parking structure at Berth 95. Waterside improvements would be made to accommodate one new barge and tug boat, and one new landing craft. The waterside improvements include the installation of approximately 22 pilings to secure three new floats as well as some minor modifications to the existing boat launch ramp.  Comment Period: 10/23/2014 - 11/22/2014 Public Hearing: N/A	Draft Negative Declaration	Port of Los Angeles	Document under review as of 10/31/14
Goods Movement  LAC141024-03 226-236 (Everport) Container Terminal Improvements Project #	The proposed project consists of the construction and operation of terminal improvements within and adjacent to the Everport Container Terminal.  http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/nopberth226-236.pdf  Comment Period: 10/24/2014 - 11/24/2014 Public Hearing: N/A	Notice of Preparation	Port of Los Angeles	SCAQMD staff commented 10/31/2014
Warehouse & Distribution Centers  SBC141003-06  Prologis	The proposed project consists of developing four warehouse distribution facilities totaling 1,529,498 square feet with building sizes that range from 160,106 to 862,035 square feet on 84 acres.  http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/feirprologis.pdf  Comment Period: N/A Public Hearing: N/A	Revised Final Environmental Impact Report	City of Moreno Valley	SCAQMD staff commented 10/10/2014

Comment letters can be accessed at: <a href="http://www.aqmd.gov/home/regulations/ceqa/commenting-agency">http://www.aqmd.gov/home/regulations/ceqa/commenting-agency</a>

<sup>\*</sup>Sorted by Land Use Type (in order of land uses most commonly associated with air quality impacts), followed by County, then date received.

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

	0010BER 1, 2011 10 0010BER 01, 2011		ī	
SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
Warehouse & Distribution Centers  SBC141024-02  Modular Logistics Center	The proposed project consists of the redevelopment of an underutilized 50.84 gross-acre property. The redevelopment process would involve the demolition and removal of existing industrial buildings and associated improvements from the subject property, grading and preparation for the redevelopment, and construction and operation of a logistics warehouse structure containing 1,109,378 square feet of building space and 26 loading bays.  Comment Period: 10/24/2014 - 12/8/2014 Public Hearing: N/A	Draft Environmental Impact Report	City of Moreno Valley	Document under review as of 10/31/14
Warehouse & Distribution Centers	The proposed project consists of constructing a new business park development totaling	Notice of	City of Santa Fe	Document
SBC141030-01 Goodman Logistics Center	approximately 1,230,585 square feet of floor area. The project will involve the construction of three new concrete tilt-up industrial warehouse buildings.	Preparation	Springs	under review as of 10/31/14
	Comment Period: 10/30/2014 - 11/28/2014 Public Hearing: N/A			
Airports	The proposed project consists of changes in aircraft flight paths and/or altitudes in certain areas,	Initial Project	U.S. Department of	
ALL141028-01 Southern California Optimization of Airspace and Procedures in the Metropolex (SoCal OAPM) Project Briefings Notifications	but would not require any ground disturbance nor increase the number of aircraft operations within the Southern California Metroplex area.	Consultation	Transportation	does not require comments
	Comment Period: N/A Public Hearing: N/A			
Industrial and Commercial	See Record LAC140815-05.	Comments to	City of Irwindale	Document
LAC141022-02 Irwindale Olive Pit	SCAQMD Staff provided comments on the DEIR on 8/15/14.  http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/september/deirolive.pdf.  The City of Baldwin Park provided SCAQMD with their comments on the Draft EIR.  Comment Period: N/A  Public Hearing: N/A	Draft EIR.		screened - No further review conducted
Industrial and Commercial	The proposed project consists of constructing a recreational zip line facility adjacent to the valley	Draft Mitigated	Mt. San Jacinto	SCAQMD
RVC141016-10  Mt. San Jacinto Winter Park Authority Valley Station Zip Line Project	station employee parking lot at the Palm Springs Aerial Tramway. The project would consist of a take-off platform, and include a hillside drop-point anchored into native rock with an elevation gain of approximately 106.7 feet and horizontal distance of approximately 500+ feet.  http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/ndvalleyzip.pdf  Comment Period: 10/22/2014 - 11/10/2014 Public Hearing: N/A	Negative Declaration	Winter Park Authority	staff commented 10/30/2014
Industrial and Commercial	The proposed project consists of a site plan review of a 20,604 square-foot addition at an existing	Initial Project	City of Beaumont	Document
SBC141014-03 Perricone Juices	juice processing facility.	Consultation		screened - No further review
	Comment Period: 10/10/2014 - 10/31/2014 Public Hearing: N/A			conducted

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

Comment letters can be accessed at: <a href="http://www.aqmd.gov/home/regulations/ceqa/commenting-agency">http://www.aqmd.gov/home/regulations/ceqa/commenting-agency</a>

,	,	TVPE OF	LEAD AGENCY	COMMENT
TROJECT DESCRIPTION	11	DOC.	LEAD AGENC I	STATUS
The managed municipal consists of the construction of a new 2	2 900 square feet industrial building	Initial Dusiant	City of Iumano	SCAOMD
to be used for manufacturing concrete, gypsum, plaster and finished material is also being proposed. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters	mineral products. Outside storage of /2014/october/nopma14117.pdf	Consultation	Valley	SCAQMD staff commented 10/30/2014
	8	T 11 15 1	G!: CT	GG 4 63 FD
	s. Building one will be 607,140			SCAQMD staff
	2014/october/warehouse14126.pdf	Consultation	vancy	commented 10/30/2014
Comment Period: N/A	Public Hearing: N/A			
		Public Notice	Department of	SCAQMD
Decree resolves claims against Archipel, Inc. and related concontamination at the site as a result of sending hazardous wa	npanies for their contributions to ste to the AAD facility.		Toxic Substances Control	staff commented 10/15/2014
Comment Period: 9/12/2014 - 10/13/2014	Public Hearing: N/A			
		Draft	City of Paramount	Document
square feet. In addition, a new "receive building" consisting	of 39,500 square feet will be gs will be 186,100 square feet.	Environmental Impact Report		under review as of 10/31/14
The proposed project consists of the Final Response Plan for	č	Response to	Department of	Document
Facility. This document consists of responses to comments.		Comments	Toxic Substances Control	screened - No further
				review conducted
Comment Period: N/A	Public Hearing: N/A			
	a segment of a petroleum pipeline	Draft	United States	Document
locations would avoid a concentration of geologic hazards lo alignment, within a deep canyon between Fisher Springs Roa proposed action would relocate the pipeline into a previously	ocated along the existing Line 63 and and the Old Ridge Route. The visiturbed pipeline corridor, along	Environmental Assessment	Department of Agriculture	reviewed - No comments sent
	The proposed project consists of the construction of a new 3 to be used for manufacturing concrete, gypsum, plaster and finished material is also being proposed.  http://www.aqmd.gov/docs/default-source/ceqa/comment-letters Comment Period: 10/21/2014 - 10/28/2014  The proposed project consists of two new industrial building square feet and building two will be 518,960 square feet. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/ Comment Period: N/A  The proposed project consists of the Second Settlement and a AAD Distribution and Dry Cleaning Services, Inc located in Decree resolves claims against Archipel, Inc. and related concontamination at the site as a result of sending hazardous wa http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/ Comment Period: 9/12/2014 - 10/13/2014  The proposed project consists of permitting the operation of proposed use will occupy a number of existing buildings that square feet. In addition, a new "receive building" consisting constructed. Total floor area of the existing and new building Comment Period: 10/2/2014 - 11/17/2014  The proposed project consists of the Final Response Plan for Facility. This document consists of responses to comments.  Comment Period: N/A  The proposed project consists of a 2.27-mile long re-route of (line 63) and approximately 2,000 linear feet of Horizontal Elocations would avoid a concentration of geologic hazards to alignment, within a deep canyon between Fisher Springs Roaproposed action would relocate the pipeline into a previously	http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/nopma14117.pdf Comment Period: 10/21/2014 - 10/28/2014 Public Hearing: N/A The proposed project consists of two new industrial buildings. Building one will be 607,140 square feet and building two will be 518,960 square feet. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/warehouse14126.pdf  Comment Period: N/A Public Hearing: N/A The proposed project consists of the Second Settlement and Consent Decree regarding the former AAD Distribution and Dry Cleaning Services, Inc located in Vernon. The proposed Consent Decree resolves claims against Archipel, Inc. and related companies for their contributions to contamination at the site as a result of sending hazardous waste to the AAD facility. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/dtscaaddry.pdf Comment Period: 9/12/2014 - 10/13/2014 Public Hearing: N/A The proposed project consists of permitting the operation of a materials recovery facility. The proposed use will occupy a number of existing buildings that have a total floor area of 146,600 square feet. In addition, a new "receive building" consisting of 39,500 square feet will be constructed. Total floor area of the existing and new buildings will be 186,100 square feet.  Comment Period: 10/2/2014 - 11/17/2014 Public Hearing: N/A The proposed project consists of the Final Response Plan for the Former Southland Steel Facility. This document consists of responses to comments.	PROJECT DESCRIPTION  TYPE OF DOC.  The proposed project consists of the construction of a new 32,800 square-foot industrial building to be used for manufacturing concrete, gypsum, plaster and mineral products. Outside storage of finished material is also being proposed.  http://www.aqmd.gov/docs/default-source/cega/comment-letters/2014/october/nopma14117.pdf  Comment Period: 10/21/2014 - 10/28/2014  The proposed project consists of two new industrial buildings. Building one will be 607,140 square feet and building two will be 518,960 square feet.  Comment Period: N/A  The proposed project consists of the Second Settlement and Consent Decree regarding the former AAD Distribution and Dry Cleaning Services, Inc located in Vernon. The proposed Consent Decree resolves claims against Archipel, Inc. and related companies for their contributions to contamination at the site as a result of sending hazardous waste to the AAD facility. http://www.aqmd.gov/docs/default-source/cega/comment-letters/2014/october/dscaaddry.pdf  Comment Period: 9/12/2014 - 10/13/2014  Public Hearing: N/A  The proposed project consists of permitting the operation of a materials recovery facility. The proposed use will occupy a number of existing buildings that have a total floor area of 146,600 square feet.  Comment Period: 10/2/2014 - 11/17/2014  Public Hearing: N/A  The proposed project consists of the Final Response Plan for the Former Southland Steel  Facility. This document consists of responses to comments.  Comment Period: N/A  Public Hearing: N/A  The proposed project consists of a 2.27-mile long re-route of a segment of a petroleum pipeline (line 63) and approximately 2,000 linear feet of Horizontal Directional Drilling. The new locations would avoid a concentration of geologic hazards located along the existing Line 63 alignment, within a deep canyon between Fisher Springs Road and the Old Ridge Route. The	The proposed project consists of the construction of a new 32,800 square-foot industrial building to be used for manufacturing concrete, gypsum, plaster and mineral products. Outside storage of finished material is also being proposed.  http://www.agnd.gov/docs/default-source/cega/comment-letters/2014/october/nopma14117.pdf Comment Period: 10/21/2014 - 10/28/2014 Public Hearing: N/A  The proposed project consists of two new industrial buildings. Building one will be 607,140 square feet and building two will be 518,960 square feet.  Comment Period: N/A  Public Hearing: N/A  The proposed project consists of permitting the operation of a materials recovery facility. The proposed use will occupy a number of existing buildings waste to the AAD facility. http://www.agnd.gov/docs/default-source/cega/comment-letters/2014/october/discaaddry.pdf  Comment Period: 9/12/2014 - 10/13/2014 Public Hearing: N/A  The proposed project consists of permitting the operation of a materials recovery facility. The proposed project consists of permitting the operation of a materials recovery facility. The proposed project consists of the Final Response Plan for the Former Southland Steel  Comment Period: 10/2/2014 - 11/17/2014 Public Hearing: N/A  The proposed project consists of the Final Response Plan for the Former Southland Steel  Comment Period: N/A  Public Hearing: N/A  The proposed project consists of a 2.27-mile long re-route of a segment of a petroleum pipeline (line 63) and approximately 2,000 linear feet of Horizontal Directional Drilling. The new locations would a concentration of geologic hazards located along the existing Line 63 alignment, within a deep canyon between Fisher Springs Road and the Old Ridge Route. The proposed consists of a great proposed action would relocate the pipeline into a previously disturbed pipeline corridor, along

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

Comment letters can be accessed at: <a href="http://www.aqmd.gov/home/regulations/ceqa/commenting-agency">http://www.aqmd.gov/home/regulations/ceqa/commenting-agency</a>

SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF	LEAD AGENCY	COMMENT
PROJECT TITLE		DOC.		STATUS
Waste and Water-related  LAC141007-08 Ascon Landfill Site	The proposed project consists of considering an inclusion of an additional truck haul route needed to address short-term traffic impacts previously analyzed in the Draft EIR.  Comment Period: 10/6/2014 - 11/21/2014 Public Hearing: 11/6/2014	Community Notice	Department of Toxic Substances Control	Document reviewed - No comments sent
Waste and Water-related	The proposed project consists of a proposed Consent Decree with the Renu Plating Company,	Community	Department of	Document
LAC141008-02 Renu Plating Company, Inc. Site, Los Angeles, California	Inc. The proposed Consent Decree resolves DTSC's claims against Lichtbachs under the Comprehensive Environmental Response, Compensation, and Liability Act. The Litchtbachs owned the Site from approximately 1980 to 1986 and were named as defendants in DTSC's lawsuit filed to recover DTSC's costs of investigating and cleaning up hazardous substances released at the Site.	Notice	Toxic Substances Control	screened - No further review conducted
Waste and Water-related	Comment Period: 10/8/2014 - 11/10/2014 Public Hearing: N/A  The proposed project consists of allowing the repair and replacement of facilities within the	Draft Mitigated	City of Pasadena	Document
LAC141009-06 CUP No. 6222, 3420, 3500, 4401 and 4500	Arroyo Seco Canyon Area that were damaged or destroyed by Station Fire-related events of 2009.	Negative Declaration	City of Lasaucila	screened - No further review conducted
	Comment Period: 10/9/2014 - 11/8/2014 Public Hearing: 11/19/2014			
Waste and Water-related  LAC141009-08  California School for the Deaf - Riverside Draft Removal Action Workplan (RAW)	The proposed project consists of the RAW clean up plan of contaminated soil at the California School for the Deaf - Riverside site. Lead, arsenic, and pesticides were found at elevated levels in soil on the Site.  http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/dtscrawschofdeafrivdoc.pdf  Comment Period: 10/9/2014 - 11/8/2014 Public Hearing: N/A	Community Notice	Department of Toxic Substances Control	SCAQMD staff commented 10/21/2014
Waste and Water-related  LAC141014-05  Santa Susana Field Laboratory Area IV	This document consists of a Class 1 Modification Request. The proposed project consists of a Class 1 permit modification for each facility to request DTSC approval of the operator transfer from Boeing to North Winds Inc. (NWI). The modification request included revised Part A forms with the name and contact information of the new operator NWI.	Other	Department of Energy	Document screened - No further review conducted
	Comment Period: N/A Public Hearing: N/A			

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

Comment letters can be accessed at: <a href="http://www.aqmd.gov/home/regulations/ceqa/commenting-agency">http://www.aqmd.gov/home/regulations/ceqa/commenting-agency</a>

SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF	LEAD AGENCY	COMMENT
PROJECT TITLE		DOC.		STATUS
Waste and Water-related  LAC141016-08  Saugus Industrial Center, Former Keysor-Century Corporation Facility - Draft Remedial Action Plan	The proposed project consists of a Draft Remedial Action Plan for the clean up of soil and groundwater at the Saugus Industrial Center, formerly known as the Keysor-Century Corporation Facility.  Comment Period: 10/15/2014 - 11/17/2014 Public Hearing: N/A	Community Notice	Department of Toxic Substances Control	Document under review as of 10/31/14 Fact Sheet
Waste and Water-related	The proposed project consists of modifying existing flood management and water conservation	Draft Mitigated	County of Los	Document
LAC141017-05 Santa Anita Stormwater Flood Management and Seismic Strengthening Project	facilities along the Santa Anita Canyon Watershed, including the Santa Anita Dam, the Santa Anita Headworks, the Wilderness Park Culbert Crossing, and the Santa Anita Debris Dam. The improvements would: 1) reduce flood risk to downstream communities; 2) enhanced sustainability of the local water supply and increased recharge to the groundwater basin by over 500 acre-feet per year; 3) improve all-weather access to the Arcadia Wilderness Park by constructing a new culvert crossing.  Comment Period: 10/17/2014 - 12/4/2014 Public Hearing: N/A	Negative Declaration	Angeles	screened - No further review conducted
Waste and Water-related	The proposed project consists of removing sediment from Devil's Gate Reservoir to restore	Response to	Los Angeles	Document
LAC141021-05 Devil's Gate Reservoir Sediment Removal and Management Project	capacity and to protect the dam and its valves to reduce the risk of flooding in the communities located downstream. This effort will include removal of approximately 2.9 million cubic yards of existing excess sediment in the reservoir in addition to any additional sediment that accumulates during construction.  Comment Period: N/A  Public Hearing: 11/12/2014	Comments	County Flood Control District	screened - No further review conducted
Waste and Water-related	The proposed project consists of soil remediation at Berths 171-173.	Notice of a	Port of Los Angeles	Document
LAC141021-11 Soil Remediation at Berths 171-173		Public Hearing		screened - No further review conducted
	Comment Period: N/A Public Hearing: 11/20/2014			
Waste and Water-related  LAC141021-12 F.E. Weymount Treatment Plant Improvement Program	The proposed project consists of upgrading existing and/or constructing new facilities at the Weymouth Plan to accommodate the plant's maximum operating capacity and update the overall facility. The project would involve rehabilitating and refurbishing aging treatment structures, upgrading systems to improve treatment processes, enhancing worker safety, reducing carbon emissions with renewable energy, improving stormwater management, and ensuring compliance with recent legislation pertaining to the State Drinking Water Act.  Comment Period: 10/21/2014 - 12/6/2014 Public Hearing: N/A	Draft Environmental Impact Report	Metropolitan Water District of Southern California	

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

Comment letters can be accessed at: <a href="http://www.aqmd.gov/home/regulations/ceqa/commenting-agency">http://www.aqmd.gov/home/regulations/ceqa/commenting-agency</a>

SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF	LEAD AGENCY	COMMENT
PROJECT TITLE		DOC.		STATUS
Waste and Water-related  LAC141022-03 Irwindale Material Recovery Facility Transfer Station	See Record LAC140808-02.  SCAQMD staff provided comments on DEIR on 8/8/14.  http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/september/deirirwinmrf.pdf The City of Baldwin Park provided SCAQMD with their comments on the Draft EIR.  Comment Period: N/A  Public Hearing: N/A	Comments to Draft EIR	City of Irwindale	Document screened - No further review conducted
Waste and Water-related	The proposed project consists of a Removal Action Workplan to clean up the groundwater at the	Community	Department of	SCAQMD
LAC141023-09 Cleanup Plan for Groundwater at the KB Gardena Building, LLC Site in Gardena	KB Gardena building site.  http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/dtscrawkbgardena.pdf  Comment Period: 10/24/2014 - 11/24/2014 Public Hearing: N/A	Notice	Toxic Substances Control	staff commented 10/31/2014
Waste and Water-related	The proposed project consists of a Class 1 permit modification to the Department of Toxic	Public Notice	Department of	Document
RVC141002-09 Semi-Annual Depth to Groundwater Measurements	Substances Control. The modification will allow for transitioning from quarterly measurements. This modification will not affect any of the current operations at the facility.		Toxic Substances	screened - No further review conducted
	Comment Period: N/A Public Hearing: N/A			
Waste and Water-related	The proposed project consists of the cleanup on the Laborde Canyon Site, also known as	Notice of	Department of	Document
RVC141030-03 Remedial Action Plan for Laborde Canyon (Lockheed Propulsion - Beaumont No. 2)	Lockheed Propulsion - Beaumont No. 2, located in Riverside County. The proposed cleanup includes remediation of contaminated soil and groundwater.	Preparation	Toxic Substances Control	under review as of 10/31/14
	Comment Period: 10/30/2014 - 12/4/2014 Public Hearing: N/A			
Waste and Water-related	The proposed project consists of modifying the landfill operation hours to allow for 24-hour per	Notice of	County of San	SCAQMD
SBC141017-02 Mid-Valley Landfill Permit Revision Project	day operations, Monday and Saturday.  http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/nopmidvalley.pdf	Preparation	Bernardino	staff commented 10/24/2014
	Comment Period: 10/17/2014 - 11/13/2014 Public Hearing: N/A			
Waste and Water-related	The proposed project consists of meeting state mandated dam seismic safely standards that	Draft Mitigated	County of San	Document
SBC141029-01 Lake Gregory Regional Park (Houston Creek), Crestline, CA 92325	require the ability to lower the water level of a reservoir by half capacity over a period of seven days. Once the project is built, the improved outlet works would be adequately maintained, easily accessible, and allow for the management of water levels as required by the State's Department of Water Resources Division of Safety of Dams.	Negative Declaration	Bernardino	reviewed - No comments sent
	Comment Period: 10/29/2014 - 12/29/2014 Public Hearing: N/A			

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

Comment letters can be accessed at: <a href="http://www.aqmd.gov/home/regulations/ceqa/commenting-agency">http://www.aqmd.gov/home/regulations/ceqa/commenting-agency</a>

SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF	LEAD AGENCY	COMMENT
PROJECT TITLE		DOC.		STATUS
Utilities  LAC141016-03  ENV-2014-2730/ 4977 W. Washington Blvd; West Adams-Baldwin Hills- Leimert	The proposed project consists of the construction, use and maintenance of a wireless telecommunication facility consisting of 12 panel antennas on a 50-foot high monopine structure and an approximately 350 square-foot at-grade equipment cabinet. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/nd4977wwashing.pdf  Comment Period: 10/16/2014 - 11/5/2014 Public Hearing: N/A	Notice of Availability of a Draft Mitigated Negative Declaration	City of Los Angeles	SCAQMD staff commented 10/30/2014
Utilities  LAC141023-05  ENV-2014-2492/ 505 S. San Pedro St.: Central City	The proposed project consists of a permit to install, use and maintain a new unmanned wireless telecommunication facility comprised of 11 panel antennas, 24 remote radio units, three GPS antennas, with supportive equipment, all on the rooftop of an existing 75-foot tall residential building.  Comment Period: 10/23/2014 - 11/12/2014 Public Hearing: N/A	Notice of Availability of a Draft Mitigated Negative Declaration	City of Los Angeles	Document under review as of 10/31/14
Transportation	The proposed project consists of improvements to a 1.75-mile segment of Carson Street between	Draft Negative	City of Carson	Document
<b>LAC141017-01</b> Project Nos. 1043, 1492 and 1493	I-405 and I-110 implementing the Carson Street Master Plan. Majority of the improvements on Carson Street will be within the public right of way including, widening of sidewalks, installing on traffic signals, installing fiber optic conduit, modifications to medians and driveways, repavement of the travel lanes, modifications to on-street parking, decorative crosswalks, addition of landscaping and irrigation waterline, and street furniture such as monuments, pedestrian and auto oriented lights and art pieces, bike racks, benches, wayfaring signs bus shelters, trash receptacles, etc.	Declaration		screened - No further review conducted
Transportation	The proposed project consists of demolition of the existing Park Avenue Bridge and construction	Draft Mitigated	City of Newport	Document
ORC141007-02 Park Avenue Bridge Replacement Project	of an improved seismically-reinforced bridge over the Grand Canal. The new bridge would include 11-foot vehicle lanes, six-foot raised sidewalks, and ADA compliant switchback ramps.	Negative Declaration	Beach	screened - No further review conducted
	Comment Period: 10/6/2014 - 11/5/2014 Public Hearing: N/A			
Transportation  RVC141010-01  Squaw Mountain Road Bridge Repair Report	The proposed project consists of repairs to lining of the channel bottom below the bridge with concrete, connecting the concrete-lined channel to the existing bridge abutment, placing 1/4-ton of rock that will be used to stablize streambed on the upstream and downstream sides of the concrete-lined portion of the channel, and installing riprap slope protection on the northwest slope. An existing asphalt access road would be extended approximately 40 feet.  Comment Period: 10/7/2014 - 11/6/2014  Public Hearing: N/A	Draft Mitigated Negative Declaration	County of Riverside	Document screened - No further review conducted

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

Comment letters can be accessed at: <a href="http://www.aqmd.gov/home/regulations/ceqa/commenting-agency">http://www.aqmd.gov/home/regulations/ceqa/commenting-agency</a>

SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF	LEAD AGENCY	COMMENT
PROJECT TITLE		DOC.		STATUS
Transportation  SBC141007-07  High Desert Corridor Project	The proposed project consists of a Strategic Multipurpose corridor that might include highway, toll way, High Speed Rail, bikeway and green energy production/transmission elements extending 63 miles between State Route 14 in Los Angeles County and San Bernardino County.	Notice of a Public Hearing	California Department of Transportation	Document screened - No further review conducted
Institutional (schools, government, etc.)	Comment Period: 10/7/2014 - 12/2/2014 Public Hearing: 12/2/2014  The proposed project would consist of the Heritage Castle Museum that would occupy a 2,690	Notice of	City of Rancho	Document
LAC141010-03 Heritage Castle Museum	square-foot portion of the existing Harden Estate gatehouse. An existing barn will be removed from the grounds. All other alterations to the structure and site are proposed to occur inside of the existing gatehouse building.	Availability of a Draft Mitigated Negative Declaration	Palos Verdes	screened - No further review conducted
	Comment Period: 10/10/2014 - 11/10/2014 Public Hearing: 10/28/2014			
Institutional (schools, government, etc.)  LAC141014-01  Mandarin and English Dual-Language Immersion Elementary School Project at Mark Twain Middle School	The proposed project consists of a new classroom building consisting of approximately 15 classrooms, a multi-purpose room, and administrative and support spaces; new food services and lunch shelter facilities; designated elementary and kindergarten play areas; designated student drop-off and parking areas; and modifications to approximately eight existing portable classrooms. <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/nopmandengsch.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/nopmandengsch.pdf</a>	Notice of Preparation	Los Angeles Unified School District	SCAQMD staff commented 10/21/2014
	Comment Period: 10/14/2014 - 11/12/2014 Public Hearing: N/A			
Institutional (schools, government, etc.)	The proposed project consists of reconfiguring lot lines of 29 existing lots to create a total of	Notice of a	County of Los	Document
LAC141021-08 Malibu Institute	seven lots over the 650-acre project site.	Public Hearing	Angeles	screened - No further review conducted
	Comment Period: N/A Public Hearing: 11/19/2014			
Institutional (schools, government, etc.)	The proposed project consists of demolishing the former Long Beach Courthouse building and	Draft	City of Long Beach	
LAC141021-13 Long Beach Courthouse Demolition Project	would entail the removal of reinforced concrete, structural steel, siding, glass, and other building materials from the project site.	Environmental Impact Report		under review as of 10/31/14
	Comment Period: 10/14/2014 - 12/1/2014 Public Hearing: N/A			

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

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PROJECT TITLE		DOC.		STATUS
Institutional (schools, government, etc.)  LAC141022-01  Los Angeles Street Civic Building  Project	The proposed project consists of reactivating the existing Parker Center Property to provide office space for City of Los Angeles employees. Three potential build alternatives are considered and are as follows: Rehabilitation with various improvements; Partial Demolition Rehabilitation, and Addition, which includes rehabilitation of majority of the building combined with an expansion of 522,255 square feet; and Demolition and Build, which includes full demolition and construction of 753,753 square feet.  Comment Period: N/A  Public Hearing: 10/28/2014	Response to Comments	City of Los Angeles	Document does not require comments
Institutional (schools, government, etc.)	The proposed project consists of constructing a three-level parking structure east of the school's	Draft	City of Santa Ana	Document
ORC141007-01  Mater Dei High School Parking Structure and School Expansion Project	existing campus and a two-story classroom building within the boundaries of the existing campus. No change to the school's existing operations would occur; however, maximum student enrollment is proposed to be increased from 2,200 students to 2,500 students. The addition of the proposed parking structure would increase the size of the campus from approximately 21 acres to 25 acres.  Comment Period: 10/6/2014 - 11/19/2014  Public Hearing: N/A	Environmental Impact Report		screened - No further review conducted
Medical Facility	The proposed project consists of the development plan approval and construction of an	Notice of a	City of Santa Fe	Document
LAC141030-02 Development Plan Approval Case No. 881 and Environmental Document	approximately 35,076 square-foot three-story Medical Office Building for outpatient uses, and appurtenant improvements, on the 2.327-acre property.	Public Hearing	Springs	does not require comments
	Comment Period: N/A Public Hearing: 11/10/2014			
Retail  LAC141002-02  ENV-2013-2369/ 12625-33 N.  Glenoaks Blvd. and 14071 W. Hubbard St; Sylmar	The proposed project consists of a new gas station in conjunction with Food 4 Less grocery store to include (1) 92 feet x 43 feet fueling canopy, (1) 173 square-foot kiosk with restroom, five gas dispensers, two underground storage tanks and associated fueling components, trash enclosure, monument sign and additional signage on fueling canopy and kiosk, and an air/water unit. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/dmndglendoaks.pdf  Comment Period: 10/2/2014 - 11/3/2014  Public Hearing: N/A	Notice of Availability of a Draft Mitigated Negative Declaration	City of Los Angeles	SCAQMD staff commented 10/10/2014
Retail	The proposed project consists of the demolition of one-story, commercial building and the	Notice of	City of Los Angeles	Document
LAC141002-03 ENV-2014-2513/ 13673-13689 West Foothill Boulevard, Sylmar	construction of a 2,240 square-foot Starbucks Coffee and a 5,500 square-foot building, for a total of 7,740 square feet.	Availability of a Draft Mitigated Negative Declaration	,	screened - No further review conducted
	Comment Period: 10/2/2014 - 11/3/2014 Public Hearing: N/A			

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

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PROJECT TITLE		DOC.		STATUS
Retail  LAC141002-07  ENV-2014-1277/ 5600, 5602 W.  Hollywood Blvd. and 1669, 1671, 1673, 1675, 1677, 1679 and 1681 N. St.  Andrews Pl.; Hollywood	The proposed project consists of the construction, use and maintenance of a boutique hotel with 80 guestrooms and 867 square feet of restaurant space. The new hotel will be six-stories, 75 feet in height and consists of 26,671 square feet of floor area on an approximately 9,514 square-foot site.  http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/dmndhollywood.pdf  Comment Period: 10/2/2014 - 11/3/2014 Public Hearing: N/A	Notice of Availability of a Draft Mitigated Negative Declaration	City of Los Angeles	SCAQMD staff commented 10/10/2014
Retail  LAC141029-02  Valencia Boulevard Gas Station	The proposed project consists of the construction of a new fueling station and 6,000 square-foot commercial building, consisting of a convenience store, restaurant, and office.	Draft Mitigated Negative Declaration	City of Santa Clarita	Document under review as of 10/31/14
	Comment Period: 10/28/2014 - 11/18/2014 Public Hearing: N/A			
Ceneral Land Use (residential, etc.)  LAC141001-04  550 N. Third Street Project	The proposed project consists of constructing a mixed-use development with 97 apartment units and 1,526 square feet of retail space in a single structure consisting of six stories over a subterranean and semi-subterranean parking structure.  Comment Period: 10/1/2014 - 10/14/2014 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of Burbank	Document reviewed - No comments sent
General Land Use (residential, etc.)	The proposed project consists of allowing the continued use and operation of an existing	Draft Mitigated	City of Los Angeles	
LAC141002-01 ENV-2011-1535-REC-1/1019-2068 South La Cienega Boulevard & 1036- 1046 Corning Street; Wilshire	synagogue and school together with the expansion of accessory school uses for the addition demolition of existing Pressmen Early Childhood Center and five residential buildings on the site and the construction of a new two-story, 21,000 square-foot building with eight classrooms with an 8,500 square-foot outdoor play area and a surface parking lot with 27 parking spaces. <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/dmndenv20111535.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/dmndenv20111535.pdf</a>	Negative Declaration		staff commented 10/9/2014
	Comment Period: 10/2/2014 - 10/22/2014 Public Hearing: N/A			
General Land Use (residential, etc.)	The proposed project consists of expanding an existing banquet hall into the adult day care	Notice of	City of Los Angeles	
LAC141002-04 ENV-2014-2360/ 6939 N. Van Nuys Blvd.; Van Nuys-North Sherman Oaks	facility and the construction of a two-story, 4,280 square-foot addition to the existing 10,476 square-foot building; resulting in a 14,756 square-foot banquet hall.	Availability of a Draft Mitigated Negative Declaration		screened - No further review conducted
	Comment Period: 10/2/2014 - 10/22/2014 Public Hearing: N/A			

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

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PROJECT TITLE		DOC.		STATUS
General Land Use (residential, etc.)  LAC141002-05  ENV-2010-3311/ 3460 N. Beverly Glen Blvd; Sherman Oaks-Studio City- Toluca Lake-Caguenga Pass	The proposed project consists of a Preliminary Parcel Map to subdivide a circular shaped property into three lots for the construction and use of the single-family homes on a 3.29 vacant site.		City of Los Angeles	Document under review as of 10/31/14
	Comment Period: 10/2/2014 - 10/22/2014 Public Hearing: N/A			
General Land Use (residential, etc.)  LAC141002-06  ENV-2014-930/ 2754 N. Rinconia Dr.; Hollywood	The proposed project consists of an addition of 4,447 square feet to an existing 1,154 squarely family dwelling on a 1/4-acre lot.	uare-foot Notice of Availability of a Draft Mitigated Negative Declaration	City of Los Angeles	Document screened - No further review conducted
	Comment Period: 10/2/2014 - 10/22/2014 Public Hearing: N/A	A		
General Land Use (residential, etc.)  LAC141003-01  El Serano Park Improvement Project	The proposed project consists of replacing the existing Clubhouse and the adjacent paved with several new recreational facilities within El Serano Recreation Center and Park. <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/nopelsereno.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/nopelsereno.pdf</a>	d area Notice of Preparation	City of Los Angeles	SCAQMD staff commented 10/10/2014
	Comment Period: 10/2/2014 - 11/3/2014 Public Hearing: N/A	A		10/10/2011
General Land Use (residential, etc.)  LAC141003-04  La Plaza Cultura Village Project	The proposed project consists of a lease agreement between the County and the La Plaza Cultura y Artes Foundation to permit the development and use of a mixed-use project. The project would establish a mixed-use, transit-oriented infill development totaling approxir 425,000 square feet, including up to 345 residential units (for lease) with 20 percent of the reserved as affordable units, together with up to 55,000 square feet of visitor-serving retaincluding, but not limited to, a restaurant, a café, other food services, and a "commissary' shared kitchen space for culinary demonstrations and use by small businesses.  Comment Period: N/A  Public Hearing: N/A	he Environmental Impact Report ne units nil " or	County of Los Angeles	Document reviewed - No comments sent
General Land Use (residential, etc.)	The proposed project consists of demolishing existing buildings and accessory structures		City of West	SCAQMD
LAC141007-06 San Bernardino Residential Town-Homes (Bella Vista Specific Plan)	project site, The proposed development would provide 135 town-home units within the 6 site. <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/dmndbellavista.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/dmndbellavista.pdf</a>	5.49-acre Negative Declaration	Covina	staff commented 10/16/2014
	Comment Period: 10/9/2014 - 10/28/2014 Public Hearing: N/A	A		
General Land Use (residential, etc.)  LAC141009-01  ENV-2014-856/ 1430 N. Eaton Terrace; Northeast Los Angeles	The proposed project consists of the construction, use and maintenance of a new 2,476 so foot single-family dwelling with an attached 237 square-foot, two-car garage.	quare-  Notice of Availability of a Draft Mitigated Negative Declaration	City of Los Angeles	Document screened - No further review conducted
	Comment Period: 10/9/2014 - 11/10/2014 Public Hearing: N/A	A		

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

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PROJECT TITLE		DOC.		STATUS
General Land Use (residential, etc.)  LAC141009-02  ENV-2014-2433/ 1531 West Sunset  Blvd.; Silver Lake-Echo Park-Elysian  Valley	The proposed project consists of expanding an existing restaurant from 685 square feet to 2,02 square feet.	Notice of Availability of a Draft Mitigated Negative Declaration	City of Los Angeles	Document screened - No further review conducted
General Land Use (residential, etc.)	Comment Period: 10/9/2014 - 10/29/2014 Public Hearing: N/A  The proposed project consists of the demolition of the existing 11,100 two-story square-foot	Notice of	City of Los Angeles	SCAOMD
LAC141009-03 ENV-2014-200/ 1550 West 8th Street; Westlake	building and the construction of a 45,770 four-story square-foot building and removal of the adjacent surface parking lot. <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/nd1550w8th.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/nd1550w8th.pdf</a> Comment Period: 10/9/2014 - 10/29/2014  Public Hearing: N/A		City of Los Aligeres	staff commented 10/30/2014
General Land Use (residential, etc.)  LAC141009-04  ENV-2014-2487/ 7734 N. Varna Ave.; Sun Valley-La Tuna Canyon	The proposed project consists of subdividing a single 24,818 square-foot lot into three lots for development of two new single-family residences.	r the Notice of Availability of a Draft Mitigated Negative Declaration	City of Los Angeles	Document screened - No further review conducted
	Comment Period: 10/9/2014 - 10/29/2014 Public Hearing: N/A	Beclaration		conducted
General Land Use (residential, etc.)  LAC141009-07  Enclave Multifamily Residence Project	The proposed project consists of development of a five-story apartment building with 71 mult family residential units on a 0.72-acre parcel.	Environmental Impact Report	City of Glendale	Document under review as of 10/31/14
General Land Use (residential, etc.)	Comment Period: 10/9/2014 - 11/7/2014 Public Hearing: N/A The proposed project consists of amending the City's CEQA procedures contained in Title 10	Notice of a	City of Redondo	Document
LAC141010-02 Redondo Beach's California Environmental Quality Act Procedures	Chapter 3.	Public Hearing	Beach	reviewed - No comments sent
	Comment Period: 10/10/2014 - 10/21/2014 Public Hearing: 10/21/20	014		
General Land Use (residential, etc.)  LAC141014-02 City Ventures La Habra Civic Center Infill Housing Project	The proposed project consists of developing approximately 5.5 acres within and adjacent to the City of La Habra Civic Center. http://www.aqm.gov/docs/default-source/ceqa/comment-letters/2014/october/nopcityventlahabra.pdf	Preparation	City of La Habra	SCAQMD staff commented 10/21/2014

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

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PROJECT TITLE		DOC.		STATUS
General Land Use (residential, etc.)  LAC141014-04  5833 Crest Road Project (PA-25-14)	The proposed project consists of the construction of four two-story, detached patio homes. The proposed homes would be approximately 3,295 square feet in floor area on a 0.51-acre site.	Notice of Availability of a Draft Mitigated Negative Declaration	City of Rolling Hills	Document reviewed - No comments sent
	Comment Period: 10/9/2014 - 11/24/2014 Public Hearing: N/A			
General Land Use (residential, etc.)  LAC141016-01  ENV-2014-1618/ 3419-3429 West 6th Street (544-550 South Kenmore Avenue); Wilshire	The proposed project consists of constructing 53 residential units within a three-story building above an existing four-story parking structure with ground floor and basement level commercial uses, for a total of seven.	Notice of Availability of a Draft Mitigated Negative Declaration	City of Los Angeles	Document screened - No further review conducted
	Comment Period: 10/16/2014 - 11/5/2014 Public Hearing: N/A			
General Land Use (residential, etc.)	The proposed project consists of a condominium conversion of an existing four-unit historic	Notice of	City of Los Angeles	
LAC141016-02 ENV-2014-2498/ 2424 South 4th Avenue; West Adams-Baldwin Hills- Leimert	building known as the Roberta Apartments and identified as Los Angeles Cultural Monument #1065.	Availability of a Draft Mitigated Negative Declaration		screened - No further review conducted
	Comment Period: 10/16/2014 - 11/5/2014 Public Hearing: N/A			
General Land Use (residential, etc.)	The proposed project consists of the construction of a mixed-use building with 27 stories of	Notice of	City of Los Angeles	
LAC141016-04 ENV-2006-7211/ 805-823 S. Catalina St. and 806-820 S. Kenmore Ave.; Wilshire	300.5 feet in height, 269 residential units, 7,500 square feet of ground/second floor retail space, and 562 parking spaces, including two subterranean levels.	Availability of a Draft Mitigated Negative Declaration		under review as of 10/31/14
	Comment Period: 10/16/2014 - 11/5/2014 Public Hearing: N/A			
General Land Use (residential, etc.) LAC141016-05	The proposed project consists of a second story single-family addition over a basement.	Notice of Availability of a	City of Los Angeles	Document reviewed -
ENV-2014-977/ 2056 N. Morgan Hill Dr.; Hollywood		Draft Mitigated Negative Declaration		No comments sent
	Comment Period: 10/16/2014 - 11/5/2014 Public Hearing: N/A			

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

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PROJECT TITLE		DOC.		STATUS
General Land Use (residential, etc.)  LAC141016-07  ENV-2014-1780/ 9309 W. Sierra Mar  Dr.; Hollywood	The proposed project consists of a remodel and a 1,007 square-foot addition to an existing single-family dwelling. The project includes the demolition of an existing garage, installation of a new elevator, and the construction of a new pool. A total of approximately 780 cubic yards will be graded as a part of the project. The project may require haul route approval.  Comment Period: 10/16/2014 - 11/5/2014  Public Hearing: N/A	Notice of Availability of a Draft Mitigated Negative Declaration	City of Los Angeles	Document screened - No further review conducted
General Land Use (residential, etc.)	The proposed project consists of a mix of multi-family and single-family development on 1.78	Draft	City of Glendale	Document
LAC141016-09 515 W. Broadway Mixed-Use Project	acres. The Project includes the development of a five-story mixed-use building with 180 multi-family residential dwelling units and 18,200 square feet of ground-floor commercial space.	Environmental Impact Report		under review as of 10/31/14
	Comment Period: 10/15/2014 - 11/14/2014 Public Hearing: N/A			
General Land Use (residential, etc.)  LAC141021-09  Gordon Mull Subdivision	The proposed project consists of grading and installing of infrastructure improvements to create 19 defined building pads to be developed with two-story single-family residences. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/nopgordon.pdf	Notice of Preparation	City of Glendora	SCAQMD staff commented 10/24/2014
	Comment Period: 10/20/2014 - 11/19/2014 Public Hearing: N/A			10,21,201
General Land Use (residential, etc.)	The proposed project consists of demolishing seven commercial and residential buildings and the	Notice of	City of Los Angeles	
LAC141023-01 ENV-2014-3003/11135-11145 West Burbank Boulevard; North Hollywood- Valley Village	construction, use and maintenance of a 38,531 square-foot, four-story, 53-foot tall, 70-room hotel.	Availability of a Draft Mitigated Negative Declaration		under review as of 10/31/14
	Comment Period: 10/23/2014 - 11/12/2014 Public Hearing: N/A			
General Land Use (residential, etc.)	The proposed project consists of a new 6,000 square-foot, two-story, single-family residence with	Notice of	City of Los Angeles	
LAC141023-02 ENV-2014-1057/ 22 N. Latimer Rd.; Brentwood-Pacific Palisades	swimming pool and spa.	Availability of a Draft Mitigated Negative Declaration		screened - No further review conducted
	Comment Period: 10/23/2014 - 11/12/2014 Public Hearing: N/A			
General Land Use (residential, etc.)	The proposed project consists of subdividing an existing 33,159 square-foot lot into three lots,	Notice of	City of Los Angeles	
LAC141023-03 ENV-2014-1751/6724 N Allott Ave.; Van Nuys-North Sherman Oaks	and the construction of one single-family dwelling.	Availability of a Draft Environmental Assessment		screened - No further review conducted
	Comment Period: 10/23/2014 - 11/12/2014 Public Hearing: N/A			

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PROJECT TITLE			DOC.		STATUS
General Land Use (residential, etc.)  LAC141023-04  ENV-2014-2443/ 841 E. 4th Pl; Central City North	The proposed project consists of restoring and converting an existing warehouse 78,600 square feet of office uses, 25,000 square feet of retail, and 20,000 square uses.	feet of restaurant A D	Notice of vailability of a Oraft Mitigated Negative Declaration	City of Los Angeles	Document under review as of 10/31/14
	Comment Period: 10/23/2014 - 11/12/2014 Public Hear	ring: N/A			
General Land Use (residential, etc.)	The proposed project consists of two development projects. The project at 31525		Notice of	City of Los Angeles	
LAC141023-06 ENV-2014-4000/ 360 S. Alameda St. and 125 Industrial St.; Central City North	Street proposes construction of a seven-story mixed use building with 360 live-w 11,575 square feet of commercial space. The project at 360 South Alameda propo of a six-story mixed-use building with 63 live/work units and 2,500 square feet of space.	oses construction D f commercial	vailability of a Oraft Mitigated Negative Declaration		under review as of 10/31/14
	Comment Period: 10/23/2014 - 11/12/2014 Public Hear	ring: N/A			
General Land Use (residential, etc.)  LAC141023-07  ENV-2014-2382/ 4422 W. Adams Boulevard, Los Angeles, CA	The proposed project consists of the construction and operation of a 4,886 square commercial coin-operated laundry mart with 18 on-site parking space on an approsquare-foot site.	oximately 12,500 Av	Notice of vailability of a braft Mitigated Negative Declaration	City of Los Angeles	Document screened - No further review conducted
	Comment Period: 10/23/2014 - 11/12/2014 Public Hear	ing: N/A			
General Land Use (residential, etc.)  LAC141024-01  Flair Spectrum Project	The proposed project consists of a mixed-use development consisting of 640,000 feet of retail and 50,000 square feet of restaurant for an outlet mall, a 250-room laresidential units on the 14.6-acre project site.	hotel, and 600 Av	Notice of vailability of a Draft Environmental Impact Report		Document under review as of 10/31/14
	Comment Period: 10/24/2014 - 12/8/2014 Public Hear				
General Land Use (residential, etc.)  LAC141024-04  Palladium Residences	The proposed project consists of a mixed-use development on an approximately 3. The project includes two development options to provide flexibility for changing conditions. Option 1, Residential, the Project would contain up to 731 residential Option 2, Residential/Hotel, the Project would provide up to 598 residential units room hotel with related hotel facilities such as a banquet and meeting area.	market E Ir s and a 250-	Draft Environmental mpact Report	City of Los Angeles	Document under review as of 10/31/14
	Comment Period: 10/23/2014 - 12/8/2014 Public Hear	Ü	Od	Clic : Dili	D (
General Land Use (residential, etc.)  ODP141008-01  CEQA Alternatives Screening Report for South Orange County Reliability Enhancement EIR	The proposed project consists of a report of the screening analysis of project alter evaluated in the Environmental Impact Report for the South Orange County Relia Enhancement project.		Other	Utilities	Document screened - No further review conducted
	Comment Period: N/A Public Hear	ing: N/A			

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

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PROJECT TITLE		DOC.		STATUS
General Land Use (residential, etc.)  ORC141001-01  Alta Vista Way Retaining Wall Project	The proposed project consists of installing a secant pile retaining wall within the street, approximately where the existing curb and gutter is situated. The existing timber retaining wall would be protected-in-place and no modifications to the retaining wall would occur. Upon completion of the proposed project, the roadway, curb, and gutter would be restored to preproject conditions.  Comment Period: 10/1/2014 - 10/30/2014 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of Laguna Beach	Document screened - No further review conducted
General Land Use (residential, etc.)  ORC141001-03  Parkside at Baker Ranch Residential	The proposed project consists of closure and reclamation of the existing surface mine, and the construction of up to 250 single and multi-family attached and detached residential units on the approximately 30-acre project site.  Comment Period: 9/10/2014 - 10/9/2014 Public Hearing: N/A	Notice of Availability of a Draft Mitigated Negative Declaration	City of Lake Forest	Document reviewed - No comments sent
General Land Use (residential, etc.)	This document consists of a Notice of Intent to consider an Addendum to certified FEIR. The	Other	California State	Document
ORC141007-10  Title Settlement and Land Exchange Agreement (Department of Water and Power Specific Plan Amendment Project)	proposed project consists of consideration of a compromise Title Settlement and Land Exchange Agreement regarding certain interests in public trust lands within the Project area prior to implementation of a proposed residential development as part of the Department of Water and Power Specific Plan Amendment Project.		Lands Commission	reviewed - No comments sent
	Comment Period: N/A Public Hearing: 10/14/2014	D : IN :	G	Б
General Land Use (residential, etc.)  ORC141031-01  The Preserve at San Juan, Orange County, California	The proposed project consists of construction of 72 single-family residences on 583.3 acres in an unincorporated portion of Orange County.  Comment Period: 10/31/2014 - 12/1/2014 Public Hearing: N/A	Revised Notice of Preparation	County of Orange	Document under review as of 10/31/14
General Land Use (residential, etc.)  RVC141007-09  Change of Zone 07849	The proposed project consists of a permit for change of zone for the proposed project site from Agriculture to Commercial Retail.	Initial Project Consultation	County of Riverside	Document screened - No further review conducted
	Comment Period: 10/7/2014 - 10/23/2014 Public Hearing: N/A			
General Land Use (residential, etc.)  RVC141021-04  Planning Application PA10-0213, Simms Tract Map (No. 36218)	The proposed project consists of a Tentative Tract Map to create seven residential lots for single-family dwelling units.	Draft Mitigated Negative Declaration	City of Temecula	Document screened - No further review conducted
	Comment Period: N/A Public Hearing: N/A	]		

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

Comment letters can be accessed at: <a href="http://www.aqmd.gov/home/regulations/ceqa/commenting-agency">http://www.aqmd.gov/home/regulations/ceqa/commenting-agency</a>

SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF	LEAD AGENCY	COMMENT
PROJECT TITLE		DOC.		STATUS
RVC141021-07 Alta Verde Linea Homes	The proposed project consists of subdividing and developing approximately 7.21 acres of land for 14 single-family residences.	Draft Environmental Impact Report	City of Palm Springs	Document screened - No further review conducted
General Land Use (residential, etc.)	Comment Period: 10/16/2014 - 11/14/2014 Public Hearing: N/A  The proposed project consists of a proposal for the land division of 17 lots totaling 277 acres	Community	City of Beaumont	Document
SBC141003-03 Tentative Parcel Map 36732	within the existing Fairway Canyon Specific Plan Area for "finance & conveyance" purposes solely. It's based on the currently approved and implemented Oak Valley SCPGA Environmental Impact Report, Specific Plan, and Underlying Tract Map 31462.	Notice	City of Beaumont	screened - No further review conducted
General Land Use (residential, etc.)	Comment Period: 9/30/2014 - 10/21/2014 Public Hearing: N/A  The proposed project consists of a subdivision of a parcel of 58,745 square feet into two lots	Draft Negative	City of Rancho	Document
SBC141009-05 Tentative Parcel Map SUBTPM19528	within the Very Low Residential District, Etiwanda Specific Plan. The project includes the construction of a circular driveway within one of the parcels that will be created by the subdivision.	Declaration	Cucamonga	reviewed - No comments sent
General Land Use (residential, etc.)	Comment Period: 10/13/2014 - 11/12/2014 Public Hearing: N/A  The proposed project consists of subdividing 17.68 acres into 84 lots for future single-family	Notice of a	City of Chino	No review
SBC141010-04 PL14-0187 (Tentative Tract Map 18957)	residential development.	Public Hearing	CRY OF CHIMO	conducted - No comments sent
	Comment Period: N/A Public Hearing: 10/20/2014			
General Land Use (residential, etc.)	The proposed project consists of the development of the Fairfield Ranch Commons, which	Draft Mitigated	City of Chino Hills	Document
SBC141010-05 Fairfield Ranch Commons	consists of 346 very high density residential apartment units on 14.73 acres and a 326,641 square-foot industrial business park on 17.37 acres.	Negative Declaration		under review as of 10/31/14
	Comment Period: 10/10/2014 - 11/10/2014 Public Hearing: N/A			
Plans and Regulations	The proposed project consists of demolishing approximately 406,261 square feet of existing	Draft	City of Whittier	Document
LAC141017-04 Lincoln Specific Plan	building associate with the former Nelles facility and existing onsite commercial use; construction of approximately 750 dwelling units, approximately 208,350 square feet of commercial land uses, and 4.6 acres of open space and off-site infrastructure improvements including roadway improvements to Whittier Boulevard, Sorensen Avenue, and the extension of Elmer Avenue onto the Project site.	Environmental Impact Report		under review as of 10/31/14
	Comment Period: 10/17/2014 - 12/1/2014 Public Hearing: N/A			

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

Comment letters can be accessed at: <a href="http://www.aqmd.gov/home/regulations/ceqa/commenting-agency">http://www.aqmd.gov/home/regulations/ceqa/commenting-agency</a>

SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF	LEAD AGENCY	COMMENT
PROJECT TITLE		DOC.		STATUS
Plans and Regulations  ORC141014-06 General Plan Amendment 00616969- PGA, and Municipal Code Amendment 00617535-PZC to Update Population Generation Factors	The proposed project consists of a General Plan Amendment and City Municipal Code amendment to update population generation characteristics for consistency with 2010 Cens population and housing figures.	Sus Draft Mitigated Negative Declaration	City of Irvine	Document screened - No further review conducted
Plans and Regulations	Comment Period: 10/14/2014 - 10/30/2014 Public Hearing: N/A The proposed project consists of a residential development, with approximately 76.5 acres	of Draft Mitigated	City of Lake	Document
RVC141017-03 Terracina Specific Plan and related General Plan Amendment No. 2012-03, Zone Change No. 2012-05, Vesting Tentative Tract Map 36557, and Vesting Tentative Tract Map 36577 for financing purposes	residential, 22 acres of open space, 22.5 acres of roadways, 1.6 acres of park, and 28.20 acres dealed slopes and basins.  Comment Period: 10/16/2014 - 11/17/2014  Public Hearing: N/A		Elsinore	screened - No further review conducted
Plans and Regulations	The proposed project consists of a Specific Plan that would allow for the development of u	p to Response to	County of Riverside	Document
RVC141021-02 Belle Terre Specific Plan Project	1,326 residential units and open space and/or recreational features.  Comment Period: N/A  Public Hearing: N/A	Comments		screened - No further review conducted
Plans and Regulations	The proposed project consists of a Specific Plan that consists of a 342.3 acre residential	Notice of a	County of Riverside	Document
RVC141021-10 Specific Plan No. 382, GPA No. 1113, GPA No. 1013, GPA No. 1014 and CZ No. 7775	community of up to 1,282 homes.	Public Hearing		screened - No further review conducted
	Comment Period: N/A Public Hearing: 11/5/	/2014		

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

Comment letters can be accessed at: <a href="http://www.aqmd.gov/home/regulations/ceqa/commenting-agency">http://www.aqmd.gov/home/regulations/ceqa/commenting-agency</a>

#### ATTACHMENT A INCOMING CEQA DOCUMENTS LOG OCTOBER 1, 2014 TO OCTOBER 31, 2014

SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF	LEAD AGENCY	COMMENT
PROJECT TITLE		DOC.		STATUS
Plans and Regulations	The proposed project consists of an update to the City of Yucaipa General Plan. The Plan involves	Notice of	City of Yucaipa	SCAQMD
SBC141001-02 Yucaipa General Plan Update	the reorganization of the Current General Plan into the following six required and one optional element: the Land Use Element; Circulation Element; Open Space and Recreation Element; Conservation Element; Safety Element; Noise Element; and Economic Development Element. Build-out of the General Plan Update would allow for up to 77,328 people, 30,077 residential units, 28,380 households, 9,581,104 square feet of non-residential uses, and 18,488 jobs. <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/nopyucaipagp.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/nopyucaipagp.pdf</a> Comment Period: 10/1/2014 - 10/31/2014  Public Hearing: N/A	Preparation		staff commented 10/8/2014

TOTAL DOCUMENTS RECEIVED AND REVIEWED THIS REPORTING PERIOD: 99

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

Comment letters can be accessed at: <a href="http://www.aqmd.gov/home/regulations/ceqa/commenting-agency">http://www.aqmd.gov/home/regulations/ceqa/commenting-agency</a>

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

SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE  Warehouse & Distribution Centers  SBC140923-04  Citrus Commerce Park	The proposed project consists of developing the Citrus Commerce Industrial Park (Near Term Development Site), a warehouse (Long Term Development Site), and a park site on a 77.56 acre site. The proposed project may include the ultimate development of four logistics warehouse buildings for a total of 2,171,449 square feet of high cube warehouse/distribution. The Near Term Development Site applications also include a Design Review Application to construct three warehouse buildings (Building 1: 634,843 square feet, Building 2: 1,1038,499 square feet, and Building 3: 209,892 square feet), and Tentative Parcel Map to merge approximately 77.57 acres into three parcels.  http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/deircitrus.pdf  Comment Period: 9/19/2014 - 11/3/2014  Public Hearing: 10/7/2014	Notice of Availability of a Draft Environmental Impact Report	City of Fontana	SCAQMD staff commented 10/31/2014
Warehouse & Distribution Centers  SBC140926-01  Auto Plaza at Fairway Warehouse	The proposed project consists of an approximately 178,980 square-foot industrial warehouse and parking, a Major Variance to allow the reduction of required parking spaces from 203 to 112 spaces on an 8.34-acre site.  http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/dmndautoplazapdf  Comment Period: 9/25/2014 - 10/14/2014 Public Hearing: N/A	Notice of Availability of a Draft Mitigated Negative Declaration	City of Colton	SCAQMD staff commented 10/1/2014
Industrial and Commercial  LAC140916-04  International Auto Crafters	The proposed project consists of constructing a new commercial building on 1.37 acres on the northeast corner of Haun Road and New Hub Drive. The 17,007 square-foot automotive body shop will be located on the western portion of the project site with the entrance facing Haun Road. The building consists of various sections of an automotive body shop and two floors of office spaces, 1,300 square feet proposed on the first floor and 950 square feet proposed on the second floor.  http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/mndautocrafterFB22E35E5E25.pdf  Comment Period: 9/16/2014 - 10/8/2014  Public Hearing: 10/8/2014	Notice of Availability of a Draft Mitigated Negative Declaration	City of Menifee	SCAQMD staff commented 10/1/2014
Waste and Water-related  LAC140917-01  Draft Cleanup Work Plan for Public Review and Comments - Exide Technologies	The proposed project consists of a draft Interim Measures Work Plan for the removal of lead contaminated soils in residential yards located in portions of Boyle Heights, East Los Angeles and Maywood. <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/dtscexide.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/dtscexide.pdf</a> Comment Period: 9/16/2014 - 10/20/2014  Public Hearing: N/A	Community Notice	Department of Toxic Substances Control	SCAQMD staff commented 10/17/2014

<sup>\*</sup>Sorted by Comment Status, followed by Land Use, then County, then date received.

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

Comment letters can be accessed at: <a href="http://www.aqmd.gov/home/regulations/ceqa/commenting-agency">http://www.aqmd.gov/home/regulations/ceqa/commenting-agency</a>

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

SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF	LEAD AGENCY	COMMENT
PROJECT TITLE		DOC.		STATUS
General Land Use (residential, etc.)  LAC140925-01  ENV-2013-1931/ 728, 732, 738, 744 and 748 N. Ganymede Dr.; Northeast Los Angeles	The proposed project consists of constructing five, single-family dwellings with an attached two-car garage on five lots. The project will require a Haul Route Permit from the Department of Building and Safety for the export of 3,145 cubic yards of dirt.  http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/dmnd732-748nganymeade.pdf  Comment Period: 9/25/2014 - 10/27/2014 Public Hearing: N/A	Notice of Availability of a Draft Mitigated Negative Declaration	City of Los Angeles	SCAQMD staff commented 10/9/2014
General Land Use (residential, etc.)  LAC140925-12  ENV-2014-1119/ 7128 N. Amigo Avenue; Reseda-West Van Nuys	The proposed project consists of a request for the development of a new 71-unit residential apartment building on an approximately 24,546 square-foot lot. The project will require the demolition of three single-family houses and two detached garage structures and the removal of trees.  http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/dmnd7128namigo.pdf  Comment Period: 9/25/2014 - 10/15/2014 Public Hearing: N/A	Notice of Availability of a Draft Mitigated Negative Declaration	City of Los Angeles	SCAQMD staff commented 10/9/2014
General Land Use (residential, etc.)	The proposed project consists of the demolition of an existing auto repair shop, restaurant, and	Draft Mitigated	City of Arcadia	SCAQMD
LAC140930-06 Arcadia 17 Residential Condominium Project at 132, 136, and 142 Las Tunas Drive	tattoo parlor to accommodate a residential-condominium development comprised of 17, three-story, townhouse-style units. <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/dmndarcadia17resid.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/dmndarcadia17resid.pdf</a> Comment Period: 9/25/2014 - 10/14/2014  Public Hearing: N/A	Negative Declaration		staff commented 10/9/2014
General Land Use (residential, etc.)	The proposed project consists of implementing a residential and open space development on an	Draft Mitigated	City of Murrieta	SCAQMD
RVC140923-03 General Plan Amendment GPA-013-159, Zone Change ZC-013-160, and Tentative Tract Map TTM-014-300 (TTM 36659)	approximate 8.87-acre site. The project would consist of a General Plan Amendment to develop a 52 single-family residential lot. <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/mndttm36659.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/mndttm36659.pdf</a>	Negative Declaration		staff commented 10/7/2014
	Comment Period: 9/17/2014 - 10/7/2014 Public Hearing: N/A			
General Land Use (residential, etc.)  RVC140925-15  Alta Verde Linea Homes	The proposed project consists of subdividing and developing 14 single-family residences on a 7.21 acre site. The 14 residential lots will range in size from 15,834 to 24,005 square feet. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/nopaltadoc.pdf	Notice of Preparation	City of Palm Springs	SCAQMD staff commented
The Code Direct Homes	Comment Period: 9/25/2014 - 10/25/2014 Public Hearing: N/A			10/1/2014

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

Comment letters can be accessed at: <a href="http://www.aqmd.gov/home/regulations/ceqa/commenting-agency">http://www.aqmd.gov/home/regulations/ceqa/commenting-agency</a>

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

SCAQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF	LEAD AGENCY	COMMENT
PROJECT TITLE				STATUS
Plans and Regulations	The proposed project consists of developing 1,200 residential dwelling units on approximately	Notice of	City of Montebello	SCAQMD
LAC140911-01	173.6 acres of the project site; 314.6 acres dedicated for Open Space with a series of pedestrian	Availability of a		staff
Montebello Hills Specific Plan	walkways and trails; a 5.5-acre public park and a 1.5-acre private community center constructed	Draft Mitigated		commented
Wollebello Hills Specific Flair	for on-site residents.	Negative		10/24/2014
	http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2014/october/deirmontebello.pdf	Declaration		
	Comment Period: 9/12/2014 - 10/27/2014 Public Hearing: 11/5/2014			

TOTAL NUMBER OF REQUESTS TO SCAQMD FOR DOCUMENT REVIEW THIS REPORTING PERIOD: 99

TOTAL NUMBER OF COMMENT LETTERS SENT OUT THIS REPORTING PERIOD: 31

TOTAL NUMBER OF DOCUMENTS REVIEWED, BUT NO COMMENTS WERE SENT: 11

TOTAL NUMBER OF DOCUMENTS CURRENTLY UNDER REVIEW: 23

TOTAL NUMBER OF DOCUMENTS THAT DID NOT REQUIRE COMMENTS: 3

TOTAL NUMBER OF DOCUMENTS THAT WERE NOT REVIEWED: 1

TOTAL NUMBER OF DOCUMENTS THAT WERE SCREENED WITHOUT ADDITIONAL REVIEW: 40

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

Comment letters can be accessed at: <a href="http://www.aqmd.gov/home/regulations/ceqa/commenting-agency">http://www.aqmd.gov/home/regulations/ceqa/commenting-agency</a>

# ATTACHMENT C ACTIVE SCAQMD LEAD AGENCY PROJECTS THROUGH OCTOBER 31, 2014

	ROUGH OCTOB			
PROJECT DESCRIPTION	PROPONENT	TYPE OF	STATUS	CONSULTANT
		DOCUMENT		
Operators of the Ultramar Wilmington Refinery are proposing to	Ultramar	Negative	Staff revised responses to the 3 comment	Environmental
construct and install a 49 MW cogeneration unit to reduce the refinery's	Wilmington	Declaration	letters received on Draft ND and	Audit, Inc.
reliance on electricity from the Los Angeles Department of Water and	Refinery		consultant is providing edited responses	,
Power and produce steam to meet internal needs. No other refinery			and finalizing the Draft ND. Responses to	
modifications are proposed.			CEQA comments made on permit notice	
			comment letter have been prepared and	
			included in the Final ND that was certified	
			on October 10, 2014.	
The Phillips 66 (formerly ConocoPhillips) Los Angeles Refinery Ultra	Phillips 66	Environmental	The Notice of Preparation was circulated	Environmental
Low Sulfur Diesel project was originally proposed to comply with	(formerly	Impact Report	for a 30-day public comment period on	Audit, Inc.
federal state and SCAQMD requirements to limit the sulfur content of	ConocoPhillips),	Imput Hoport	March 26, 2012. The comment period	110010, 11101
diesel fuels. Litigation against the CEQA document was filed.	Los Angeles		ended on April 26, 2012. The consultant	
Ultimately, the California Supreme Court concluded that the SCAQMD	Refinery		submitted the administrative Draft EIR to	
had used an inappropriate baseline and directed the SCAQMD to prepare			SCAQMD in late July 2013. SCAQMD	
an EIR, even though the project has been built and has been in operation			reviewed the Draft EIR and released for a	
since 2006. The purpose of this CEQA document is to comply with the			45-day public review and comment period	
Supreme Court's direction to prepare an EIR.			on September 30, 2014.	
The Phillips 66 Los Angeles Refinery operators are proposing to install	Phillips 66 Los	Negative	The Draft ND was released for a 30-day	Environmental
one new 615,000-barrel crude oil storage tank with a geodesic dome to	Angeles Refinery	Declaration	public review and comment period	Audit, Inc.
accommodate larger marine vessels delivering crude oil. The proposed	Carson Plant		beginning on September 10, 2013 and	,
project also includes increasing the throughput (i.e., frequency of filling			ending on October 9, 2013. Three	
and emptying tank) on two existing tanks and adding geodesic domes to			comment letters were received.	
these tanks, installing one new 14,000-barrel water draw surge tank and			SCAQMD reviewed the responses to the	
installing one new electrical power substation.			comment letters and the consultant is	
			making edits to the responses and	
			finalizing the Draft ND.	
Tesoro Refinery proposes to integrate the Tesoro Wilmington Operations	Tesoro Refining	EIR	A previous Draft ND was withdrawn in	Environmental
with the Tesoro Carson Operations (former BP Refinery). The proposed	and Marketing		order for this project to be analyzed in a	Audit, Inc.
project also includes modifications of storage tanks at both facilities, new	Company Los		new CEQA document that also addresses	
interconnecting pipelines, and new electrical connections. In addition,	Angeles Refinery		the upcoming Tesoro-BP Refinery	
Carson's Liquid Gas Rail Unloading facilities will be modified. The			Integration Project. An NOP-IS has been	
proposed project will be designed to comply with the federally mandated			prepared for the integration project and	
Tier 3 gasoline specifications and with State and local regulations			released for a 30-day public review and	
mandating emission reductions.			comment period on September 10, 2014	
			closing on October 10, 2014. 86 comment	
			letters were received.	

# ATTACHMENT C ACTIVE SCAQMD LEAD AGENCY PROJECTS THROUGH OCTOBER 31, 2014

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PROJECT DESCRIPTION	PROPONENT	TYPE OF DOCUMENT	STATUS	CONSULTANT
Operators of the KinderMorgan Lomita Terminal are proposing to deliver	KinderMorgan	To Be	The consultants are preparing emission	SABS Consulting
crude oil by expanding their rail facility.	Lomita Terminal	Determined	estimates to determine the type of CEQA document to be prepared.	and TRC
Operators of the Petro Diamond Marine Terminal are proposing to increase the number of ship calls delivering ethanol.	Petro Diamond	To Be Determined	The consultant has prepared a Draft Negative Declaration. SCAQMD staff is currently reviewing the Draft Negative Declaration to determine if it is the appropriate type of CEQA document for the project.	SABS Consulting
Quemetco is proposing an increase in daily furnace feed rate.	Quemetco	To Be Determined	Initial Study under review by SCAQMD staff.	Trinity Consultants
Chevron is proposing modifications to its Product Reliability and Optimization (PRO) Project and has applied for a change of permit conditions to reduce NOx emissions and fired duty operating conditions of the Tail Gas Unit.	Chevron	Addendum	Under staff review and edits provided to the consultant. Chevron currently conducting BACT review for equipment.	Environmental Audit, Inc.
Signal Hill Petroleum is proposing to upgrade the existing natural gas processing plant and enhance their vapor recovery system. No new combustion equipment will be installed.	Signal Hill Petroleum Gas Plant	Subsequent Mitigated Negative Declaration	The consultant has prepared an SMND and SCAQMD Staff is currently reviewing.	RBF Consulting
Exide Technologies is proposing a project to reduce toxic emissions of arsenic, benzene and 1,3-butadiene to comply with SCAQMD Rules and Regulations.	Exide Technologies	Mitigated Negative Declaration	SCAQMD Staff has prepared a Draft MND that was released for a 30-day public review and comment period on October 16, 2014.	Environ
Breitburn Operating LP is proposing to upgrade their fluid handling systems to facilitate an increase in the amount of produced water that can be treated at the site in Sante Fe Springs.	Breitburn Operating LP	Environmental Impact Report	Staff is reviewing an NOP/IS prepared by the consultant.	Environ



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 22

REPORT: Rule and Control Measure Forecast

SYNOPSIS: This report highlights SCAQMD rulemaking activities and public

workshops potentially scheduled for the year 2015. (No Committee

Review)

COMMITTEE: No Committee Review

RECOMMENDED ACTION:

Receive and file.

Barry R. Wallerstein, D.Env. Executive Officer

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The SCAQMD is required by state law to publish a list of all rules potentially scheduled for consideration during the coming year. The Rule and Control Measure Forecast is expanded for this purpose.

In 2015, staff plans to work on at least 34 rulemaking activities. Such activities will include control measures from the 2012 AQMP as well as two remaining control measures from the 2007 AQMP. Regarding the 2012 AQMP, the primary focus is NOx RECLAIM, which was initiated in 2013, and staff anticipates bringing the staff proposal for Board consideration in the first quarter of 2015. In addition, staff also expects significant efforts on air toxic rulemaking in 2015 to implement the Office of Environmental Health Hazard Assessment's (OEHHA's) upcoming risk assessment methodology revisions. As part of the Clean Communities Plan (CCP) implementation, staff anticipates the completion of several new/amended rules intended to address toxic air contaminants from fugitive sources. Furthermore, staff will continue to work on three rules addressing odors from oil and gas production operations, animal rendering facilities, and kitchen grease processing facilities.

Below is a list of all rulemaking activity scheduled for the year 2015. The last four columns refer to the type of rule adoption or amendment. A more detailed description of the proposed rule adoption or amendment is located in the Attachments (A through D) under the type of rule adoption or amendment (i.e. AQMP, Toxics, Other and Climate Change).

California Environmental Quality Act shall be referred to as "CEQA."

Socioeconomic Analysis shall be referred to as "Socio."

February		AQMP	Toxics	Other	Climate Change
1420.1	Emission Standards for Lead and Other Toxic Air Contaminants from Large Lead-Acid Battery Recycling Facilities		V		
March					
Reg. IX	Standards of Performance for New Stationary Sources			√	
Reg. X	National Emission Standards for Hazardous Air Pollutants			$\sqrt{}$	
1304.2	Greenfield or Existing Electrical Generating Facility Fee for Use of Offsets for Load Serving Entities			V	
1304.3	Greenfield or Existing Electrical Generating Facility Fee for Use of Offsets for Municipalities			V	
1420.2	Emissions Standard for Lead from Medium Sources		$\sqrt{}$		
Reg. XX	Regional Clean Air Incentives Market (RECLAIM) (CMB-01)	√			

<sup>\*</sup>An asterisk indicates that the rulemaking is a potentially significant hearing.

<sup>+</sup>This proposed rule will reduce criteria air contaminants and assist toward attainment of ambient air quality standards.

<sup>&</sup>lt;sup>1</sup>Subject to Board approval

April		AQMP	Toxics	Other	Climate Change
415	Odors from Animal Rendering			√	
416	Odors from Kitchen Grease Processing			√	
1148.1	Oil and Gas Production Wells				
1401	New Source Review of Toxic Air Contaminants		√		
2202	On-Road Motor Vehicle Mitigation Options			√	
4001	Backstop to Ensure AQMP Emission Reduction Targets Are Met at Commercial Marine Ports (IND-01)	V			
May					
219	Equipment Not Requiring a Written Permit Pursuant to Regulation II			$\sqrt{}$	
Reg. III	Fees			√	
1156	Further Reductions of Particulate Emissions from Cement Manufacturing Facilities		$\sqrt{}$		
1166	Volatile Organic Compound Emissions From Decontamination of Soil			V	
1188	VOC Reductions from Vacuum Trucks (FUG-01)	V			
June					
1420	Emissions Standard for Lead		√		
2301	Control of Emissions from New or Redevelopment Projects (EGM-01)	V			
July					
1123	Refinery Process Turnarounds (MCS-03)	$\sqrt{}$			
1171	Solvent Cleaning Operations (CTS-02)	√			
1430.1	Control of Toxic Air Contaminants from Grinding Operations at		√		

Forging Facilities		

September		AQMP	Toxics	Other	Climate Change
1106	Marine Coating Operations			$\checkmark$	
1106.1	Pleasure Craft Coating Operations			$\sqrt{}$	
October					
1110.2	Emissions from Gaseous and Liquid-Fueled Engines			$\sqrt{}$	
1161	VOC Reductions from Mold Release Agents (CTS-03)	V			
November					
1113	Architectural Coatings (CTS-01)	$\sqrt{}$			
1177	Liquefied Petroleum Gas Transfer and Dispensing (FUG-02)	$\sqrt{}$			
1402	Control of Toxic Air Contaminants from Existing Sources		$\sqrt{}$		
1450	Control of Methylene Chloride Emissions		$\sqrt{}$		
December					
1136	Wood Products Coatings (CTS-02)			$\checkmark$	
1430	Control of Toxic Air Contaminants from Metal Forging, Shredding, Grinding and Other Metal Processing Operations		V		

## **2015 TO-BE DETERMINED**

TBD		AQMP	Toxics	Other	Climate Change
219	Equipment Not Requiring a Written Permit Pursuant to Regulation II			V	
222	Filing Requirements for Specific Emission Sources Not Requiring a Written Permit Pursuant to Regulation I			V	
224	Incentives for Super-Compliant Technologies			$\sqrt{}$	
1107	Coating of Metal Parts and Products (CTS-02)			$\sqrt{}$	
1118	Control of Emissions from Refinery Flares			$\sqrt{}$	$\sqrt{}$
1147	NOx Reductions from Miscellaneous Sources			$\sqrt{}$	
1168	Adhesive and Sealant Applications (CTS-02)	$\sqrt{}$			
1190 Series	Fleet Vehicle Requirements			$\sqrt{}$	
Reg. XIII	New Source Review				
1403	Asbestos Emissions from Demolition/Renovation Activities		$\sqrt{}$		
1411	Recovery of Recycling of Refrigerants from Motor Vehicle Air Conditioners		$\checkmark$		
1902	Transportation Conformity - Preamble			$\sqrt{}$	
2511	Credit Generation Program for Locomotive Head End Power Unit Engines			V	
2512	Credit Generation Program for Ocean-Going Vessels at Berth			V	
Reg. XXVII	Climate Change				V

## **2015 TO-BE DETERMINED**

TBD	(continued)	AQMP	Toxics	Other	Climate Change
Reg. IV, IX, X, XI, XIV, XX XXX and XXXV Rules	Various rule amendments may be needed to meet the requirements of state and federal laws, implement OEHHA revised risk assessment guidance, address variance issues/technology-forcing limits, to abate a substantial endangerment to	√	V	√	V
	a substantial endangerment to public health or welfare, or to seek additional reductions to meet the SIP short-term measure commitment. The associated rule development or amendments include, but are not limited to, SCAQMD existing rules listed in Table 1 and new or amended rules to implement the 2012 AQMP measures in Table 2. The CCP has been updated to include new measures to address toxic emissions in the basin. The CCP includes a variety of measures that will reduce exposure to air toxics from stationary, mobile, and area sources (Table 3). Rule amendments may include updates				
	to provide consistency with CARB Statewide Air Toxic Control Measures.				

#### **AQMP Rule Activity Schedule**

This attachment lists those control measures that are being developed into rules or rule amendments for Governing Board consideration that are designed to implement the amendments to the 2012 Air Quality Management Plan.

March	
Reg. XX	Regional Clean Air Incentives Market (RECLAIM) (CMB-01) [Projected Emission Reduction: 3-5 TPD] Proposed amendments to Regulation XX will seek to implement a minimum contingency measure CMB-01 of the 2012 AQMP and possibly Phase II of the control measure if the technology assessment can be completed within the allotted time for this rulemaking.  Joe Cassmassi 909.396.3155 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
April	The California of the Californ
4001	Backstop to Ensure AQMP Emission Reduction Targets Are Met at Commercial Marine Ports (IND-01)  [Projected Emission Reduction: TBD]  If triggered, the proposed rule will address cost-effective NOx, SOx, and PM2.5 emission reduction strategies from port-related sources to ensure emission reductions claimed or emission targets assumed in the 2012  AQMP for the 24-hour PM2.5 standard are maintained.  Randall Pasek 909.396.2251 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
May	
1188	VOC Reductions from Vacuum Trucks (FUG-01) [Projected Emission Reduction: TBD] 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.  Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
June	
2301	Control of Emissions from New or Redevelopment Projects (EGM-01)  [Projected Emission Reduction: Committed to reduce 0.5 tons per day of VOC, 0.8 tons per day of NOx, and 0.5 tons per day of PM2.5 in 2023.]  The proposed rule will implement AQMP Control Measure EGM-01 — Emission Reductions from New or Redevelopment Projects. Proposed Rule 2301 will consider the co-benefits of VOC, NOx, and PM 2.5 emission reductions from the 2012 Regional Transportation Plan/Sustainable Communities Strategy and San Joaquin Valley Air Pollution Control District's Rule 9510 to meet the "all feasible measure" requirement  Carol Gomez 909.396.3264 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155

## **AQMP Rule Activity Schedule (continued)**

July	
1123	Refinery Process Turnarounds (MCS-03) [Projected Emission Reduction: N/A] Proposed amendments, if needed, will implement Control Measure MSC-03 of the 2007 AQMP by establishing procedures that better quantify emission impacts from start-up, shutdown or turnaround activities.
1171	Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155  Solvent Cleaning Operations (CTS-02)
	[Projected Emission Reduction: Some VOC]  The proposed amendments will review existing exemptions and include clarifications that may arise due to compliance verification activities or manufacturer and public input, including the sales prohibition clause.  Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
October	~
1161	VOC Reductions from Mold Release Agents (CTS-03) [Projected Emission Reduction: TBD] The proposed rule will establish requirements for mold release products used in composite, fiberglass, metal and plastic manufacturing, and concrete stamping operations.  Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
November	
1113	Architectural Coatings (CTS-01) [Projected Emission Reduction: N/A] Potential amendments may include a backstop provision to address additional potential VOC emission reductions from the small container exemption, high volume categories, and increased fees in Rule 314. Additional clarifications will also be considered to address ongoing compliance issues.  Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
1177	Liquefied Petroleum Gas Transfer and Dispensing (FUG-02) [Projected Emission Reduction: N/A] Potential amendments may be proposed to include additional sources of emissions from the dispensing and transfer of LPG. Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
1168	Adhesive and Sealant Applications (CTS-02)  [Projected Emission Reduction: N/A]  Amendments to Rule 1168 will partially implement CTS-02 and reflect improvements in adhesive and sealants technology, as well as remove outdated provisions and include minor clarifications.  Naveen Berry 909.396.236 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155

## **AQMP Rule Activity Schedule (continued)**

To-Be Determined	
Reg. IV, IX, X, XI, XIV, XIV, XX, XXX AND XXXV Rules	Various rule amendments may be needed to meet the requirements of state and federal laws, implement OEHHA revised risk assessment guidance, address variance issues/ technology-forcing limits, to abate a substantial endangerment to public health or welfare, or to seek additional reductions to meet the SIP short-term measure commitments and/or long-term emission reduction commitments. The associated rule development or amendments include, but are not limited to, SCAQMD existing rules listed in Table 1 and new or amended rules to implement the 2012 AQMP measures in Table 2.

#### **Toxics Rule Activity Schedule**

This attachment lists those rules or rule amendments for Governing Board consideration that are designed to implement the Air Toxics Control Plan.

Emission Standards for Lead and Other Toxic Air Contaminants from Large Lead-Acid Battery Recycling Facilities [Projected Emission Reduction: TBD] The proposed amendment will reduce arsenic, benzene, and 1,3-butadiene emissions from large lead-acid battery recycling facilities.
Susan Nakamura 909.396.3105 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
Emissions Standard for Lead from Medium Sources [Projected Emission Reduction: TBD] In October 2008, U.S. EPA lowered the National Ambient Air Quality Standard (NAAQS) for lead from 1.5 to 0.15 ug/m3. Proposed Rule 1420.2 will establish requirements for medium lead emitting sources to ensure compliance with the lead NAAQS.  Susan Nakamura 909.396.3105 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
New Source Review of Toxic Air Contaminants [Projected Emission Reduction: TBD] The Office of Environmental Health Hazard Assessment (OEHHA) is updating its Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. The proposed amendment will address revisions to OEHHA's updated guidance.  Susan Nakamura 909.396.3105 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
Further Reductions of Particulate Emissions from Cement Manufacturing Facilities [Projected Emission Reduction: N/A] As part of the 2009 amendments to Rule 1156, cement manufacturing facilities were required to establish and maintain a monitoring network to ensure that the surrounding areas were not exposed to unhealthful levels of hexavalent chromium emanating from the facilities. Since establishing the monitoring networks, no exceedances of the standard established in the amended rule has occurred. Pursuant to the adoption resolution, the proposed rule amendments will address the conditions by which the existing monitoring requirements could be reduced, particularly as they pertain to partial or full facility shutdown and any change in ownership and land use.  Philip Fine 909.396.2239 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155

## **Toxics Rule Activity Schedule (continued)**

June	
1420	Emissions Standard for Lead [Projected Emission Reduction: TBD] In October 2008, U.S. EPA lowered the National Ambient Air Quality Standard (NAAQS) for lead from 1.5 to 0.15 ug/m3. Proposed Rule 1420.2 will establish requirements for smaller lead emitting sources that are not covered under Rules 1420.1 and Rule 1420.2 to ensure compliance with the lead NAAQS.  Susan Nakamura 909.396.3105 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
July	Shinter Francisco Control Cont
1430.1	Control of Toxic Air Contaminants from Grinding Operations at Forging Facilities [Projected Emission Reduction: TBD] Proposed Rule 1430.1 will establish emission reduction requirements to control toxic emissions from grinding operations at forging facilities.  Susan Nakamura 909.396.3105 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
November	
1402	Control of Toxic Air Contaminants from Existing Sources [Projected Emission Reduction: TBD] Amendments to Rule 1402 will address new or revised toxic air contaminants that have been approved by OEHHA. Susan Nakamura 909.396.3105 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
1450	Control of Methylene Chloride Emissions [Projected Emission Reduction: N/A] Proposed Rule 1450 will establish requirements to control methylene chloride from furniture stripping operations and other sources.  Susan Nakamura 909.396.3105 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
December	
1430	Control of Toxic Air Contaminants from Metal Forging, Shredding, Grinding and Other Metal Processing Operations [Projected Emission Reduction: TBD] Proposed Rule 1430 will establish emission reduction requirements to control toxic emissions from grinding operations.  Susan Nakamura 909.396.3105 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155

## **Toxics Rule Activity Schedule (continued)**

## **To-Be Determined 2015**

T. D.	
To-Be	
Determined	
1403	Asbestos Emissions from Demolition/Renovation Activities
	[Projected Emission Reduction: N/A]
	Amendments to Rule 1403 will include specific requirements when
	conducting asbestos emitting demolition/renovation activities at schools,
	daycares, and possibly establishments that have sensitive populations.
	Amendments may include other provisions to improve the
	implementation of the rule.
	Susan Nakamura 909.396.3105 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
1411	Recovery of Recycling of Refrigerants from Motor Vehicle Air
	Conditioners
	[Projected Emission Reduction: TBD]
	The proposed amendments to Rule 1411 will align with existing Clean
	Air Act requirements to minimize the release of refrigerants during the
	servicing of motor vehicle air conditioning, incorporate other
	clarifications and enhance enforceability.
	Philip Fine 909.396.2239 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
Reg. IV, IX,	The Clean Communities Plan has been updated to include new measures
X, XI, XIV,	to address toxic emissions in the basin. The CCP includes a variety of
XIV, XX,	measures that will reduce exposure to air toxics from stationary, mobile,
XXX AND	and area sources (Table 3). Rule amendments may include updates to
XXXV	provide consistency with CARB Statewide Air Toxic Control Measures.
Rules	provide consistency with critical statewide rin Toxic control Measures.
Kules	

#### **Other Rule Activity Schedule**

This attachment lists those rules or rule amendments for the Governing Board consideration that are designed to improve rule enforceability, SIP corrections, or implementing state or federal regulations.

March	
Reg. IX	Standards of Performance for New Stationary Sources (NSPS)
Reg. X	National Emission Standards for Hazardous Air Pollutants (NESHAPS)  [Projected Emission Reduction: N/A]  Regulation IX - Standards of Performance for New Stationary Sources and Regulation X - National Emission Standards for Hazardous Air Pollutants, incorporate by reference the corresponding federal requirements. Amendments are being proposed to incorporate the latest federal revisions.  Philip Fine 909.396.2239 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
1304.2	Greenfield or Existing Electrical Generating Facility Fee for Use of Offsets for Load Serving Entities [Projected Emission Reduction: TBD] Proposed Rule 1304.2 would provide for new, greenfield or additions at existing electrical generating facilities access to the SCAQMD's internal offset account, subject to qualifying conditions, eligibility, and the payment of a fee to invest in air quality improvement projects consistent with the AQMP. This rule is a companion provision to recently adopted Rule 1304.1 and will provide that new, proposed and other existing electrical generating facilities can compete on a level playing field with existing generating facilities with utility steam boilers, and implement the State's plan to maintain grid reliability.  Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
1304.3	Greenfield or Existing Electrical Generating Facility Fee for Use of Offsets for Municipalities [Projected Emission Reduction: TBD] Proposed Rule 1304.3 would provide for new, greenfield or additions at existing electrical generating facilities access to the SCAQMD's internal offset account, subject to qualifying conditions, eligibility, and the payment of a fee to invest in air quality improvement projects consistent with the AQMP. This rule is a companion provision to recently adopted Rule 1304.1 and will provide that new, proposed and other existing electrical generating facilities run by local municipalities to meet the reliable electric needs of their customers.  Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155

## Other Rule Activity Schedule (continued)

April	
415	Odors from Animal Rendering [Projected Emission Reduction: TBD] Proposed Rule 415 will provide protection to the public from odors created during animal rendering operations. The proposed rule will incorporate a preventative approach to odors by establishing Best Management Practices (BMP) and will consider enclosures for operations and processes that generate odors, such as receiving, cooking, processing of oils, tallow and meal, and from wastewater treatment. The proposed rule will also examine requirements for an Odor Mitigation Plan for continuing odor issues at facilities impacted by the rule.  Philip Fine 909.396.2239 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
416	Odors from Kitchen Grease Processing [Projected Emission Reduction: TBD] Proposed Rule 416 will provide protection to the public from odors created during kitchen grease processing operations. The proposed rule will establish Best Management Practices (BMP) to address odors created during delivery and processing of trap grease to affected facilities. In addition, the proposed rule will examine enclosure for wastewater treatment operations and filter cake storage. The proposed rule will also examine requirements for an Odor Mitigation Plan for continuing odor issues at facilities impacted by the rule.  Philip Fine 909.396.2239 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
1148.1	Oil and Gas Production Wells [Projected Emission Reduction: N/A] Amendments may be necessary to improve rule effectiveness in reducing emissions from production wells and associated equipment and improving housekeeping activities to minimize potential nuisance.  Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
2202	On-Road Motor Vehicle Mitigation Options [Projected Emission Reduction: N/A] The Employee Commute Reduction Program (ECRP) Guidelines to Rule 2202 will be amended to streamline the annual reporting process, and to add clarification to specific guideline sections as requested by the regulated community.  Carol Gomez 909.396.3264 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155

## Other Rule Activity Schedule (continued)

May	
219	Equipment Not Requiring a Written Permit Pursuant to Regulation II  [Projected Emission Reduction: N/A]  Amendments to Rule 219 may be proposed to exclude equipment with de minimis emissions from the requirement to obtain written permits and clarify provisions pertaining to super-compliant technologies.  Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
Reg. III	Fees [Projected Emission Reduction: N/A] Regulation III is being amended with a primary goal to increase fees, at a minimum by the Consumer Price Index. Other minor amendments may also be proposed to correct typos, eliminate out-of-date references, and improve consistency and clarity.  Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
1166	Volatile Organic Compound Emissions from Decontamination of Soil [Projected Emission Reduction: TBD]  Amendments to Rule 1166 will expand the applicability to decontamination of soils containing toxic metals. The proposed amended rule would establish additional requirements to control emissions from activities containing storing, handling, and transporting soil contaminated with toxic metals.  Susan Nakamura 909.396.3105 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
September	
1106	Marine Coating Operations
1106.1	Pleasure Craft Coating Operations [Projected Emission Reduction: N/A] The proposed amendments will include any clarifications that may arise due to the compliance verification activities or manufacturer and public input, including the sales prohibition clause.  Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
October	
1110.2	Emissions from Gaseous- and Liquid-Fueled Engines [Projected Emission Reduction: N/A] The proposed amendments to Rule 1110.2 would potentially extend the compliance date for biogas used to fuel power generators at landfills and municipal waste facilities. The amendment would result in a delay in emission reductions.  Joe Cassmassi 909.396.3155 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155

#### Other Rule Activity Schedule (continued)

## 2015

December	
1136	Wood Products Coatings
	[Projected Emission Reduction: TBD
	The proposed amendments will include any clarification that may arise
	due to compliance verification activities or manufacturer and public
	input, including the sales prohibition clause.
	Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155

## **To-Be Determined 2015**

To-Be Determined	
219	Equipment Not Requiring a Written Permit Pursuant to Regulation II  [Projected Emission Reduction: N/A]  Amendments to Rule 219 may be proposed to exclude equipment with de minimis emissions from the requirement to obtain written permits.  Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
222	Filing Requirements for Specific Emission Sources Not Requiring a Written Permit Pursuant to Regulation I  [Projected Emission Reduction: N/A]  Amendments for Rule 222 may be proposed to add additional equipment categories to the streamlined filing/registration program of Rule 222.  Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
224	Incentives for Super-Compliant Technologies  This proposed rule will outline strategies and requirements to incentivize the development, establishment and use of super-compliant technologies. It can be considered as a part of Rule 219 amendments or proposed as a separate incentive rule.  Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
1107	Coating of Metal Parts and Products [Projected Emission Reduction: N/A] Potential amendments to Rule 1107 would further reduce VOC emissions and improve rule clarity and enforceability.  Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
1118	Control of Emissions from Refinery Flares [Projected Emission Reduction: TBD]  Amendments may be necessary to address results of the additional analysis required by the adopting resolution for the last amendment.  Amendments may also be necessary to implement an AB 32 measure.  Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155

#### Other Rule Activity Schedule (continued)

## **To-Be Determined 2015**

To-Be Determined	(continued)
1147	NOx Reductions from Miscellaneous Sources [Projected Emission Reduction: N/A] Amendments may be necessary to address findings of ongoing technology assessment.  Joe Cassmassi 909.396.3155 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
1190 Series	Fleet Vehicle Requirements [Projected Emission Reduction: TBD] Amendments to Rule 1190 series fleet rules may be necessary to address remaining outstanding implementation issues and in the event the court's future action requires amendments. In addition, the current fleet rules may be expanded to achieve additional air quality and air toxic benefits.  Dean Saito 909.396.2647 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
Reg. XIII	New Source Review [Projected Emission Reduction: TBD] Amendments may be necessary to address U.S. EPA comments on SIP approvability issues and/or requirements. Amendments may also be proposed for clarity and improved enforceability.  Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
1902	Transportation Conformity [Projected Emission Reduction: TBD] Amendments to Rule 1902 may be necessary to bring the District's Transportation Conformity rule in line with current U.S. EPA requirements.  Susan Nakamura 909.396.3105 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
2511	Credit Generation Program for Locomotive Head End Power Unit Engines [Projected Emission Reduction: TBD] Develop a rule to allow generation of PM mobile source emission reduction credits from Locomotive Head End Power Unit Engines. Credits will be generated by retrofitting engines with PM controls or replacing the engines with new lower-emitting engines.  Randall Pasek 909.396.2251 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
2512	Credit Generation Program for Ocean-Going Vessels at Berth [Projected Emission Reduction: TBD] Develop a rule to allow generation of PM, NOx and SOx emission reduction credits from ocean-going vessels while at berth. Credits will be generated by controlling the emissions from auxiliary engines and boilers of ships while docked.  Randall Pasek 909.396.2251 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155

## Other Rule Activity Schedule (continued)

To-Be	(continued)
Determined	
Reg. IV, IX, X, XI, XIV, XX, XXX AND XXXV Rules	Various rule amendments may be needed to meet the requirements of state and federal laws, implement OEHHA revised risk assessment guidance, address variance issues/ technology-forcing limits, to abate a substantial endangerment to public health or welfare, or to seek additional reductions to meet the SIP short-term measure commitment. The associated rule development or amendments include, but are not limited to, SCAQMD existing rules listed in Table 1 and new or amended rules to implement the 2012 AQMP measures in Table 2. The CCP has been updated to include new measures to address toxic emissions in the basin. The CCP includes a variety of measures that will reduce exposure to air toxics from stationary, mobile, and area sources (Table 3). Rule
	amendments may include updates to provide consistency with CARB Statewide Air Toxic Control Measures.

## **Climate Change**

This attachments lists rules or rule amendments for Governing Board consideration that are designed to implement SCAQMD's Climate Change Policy or for consistency with state or federal rules.

## **To-Be Determined 2015**

To-Be Determined	
1118	Control of Emissions from Refinery Flares [Projected Emission Reduction: TBD]  Amendments may be necessary to address findings from the additional analysis required by the adopting resolution for the last amendment.  Amendments may also be necessary to implement an AB 32 measure.  Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
Reg. XXVII	Climate Change [Projected Emission Reduction: TBD] Additional protocols may be added to Rules 2701 and 2702 and amendments to existing rules may be needed to address implementation issues.  Susan Nakamura 909.396.3105 CEQA: Krause 909.396.2706 Socio: Cassmassi 909.396.3155
Reg. IV, IX, X, XI, XIV, XX, XXX and XXXV Rules	Rule developments/amendments may be needed to meet the requirements of state and federal laws related to climate change air pollutants.

#### TABLE 1 LIST OF EXISTING SCAQMD RULES FOR POTENTIAL AMENDMENTS

NUMBER RULE 401	TITLE VISIBLE EMISSIONS (Amended 11/9/01)
RULE 402	NUISANCE (Adopted 5/7/76)
RULE 403	FUGITIVE DUST (Amended 6/3/05)
RULE 403.1	SUPPLEMENTAL FUGITIVE DUST CONTROL REQUIREMENTS FOR COACHELLA VALLEY SOURCES (Amended 4/2/04)
RULE 404	PARTICULATE MATTER - CONCENTRATION (Amended 2/7/86)
RULE 405	SOLID PARTICULATE MATTER - WEIGHT (Amended 2/7/86)
RULE 406	RESERVED
RULE 407	LIQUID AND GASEOUS AIR CONTAMINANTS (Amended 4/2/82)
RULE 408	CIRCUMVENTION (Adopted 5/7/76)
RULE 409	COMBUSTION CONTAMINANTS (Amended 8/7/81)
RULE 410	ODORS FROM TRANSFER STATIONS AND MATERIAL RECOVERY FACILITIES (Adopted 10/6/06)
RULE 429	START-UP AND SHUTDOWN EXEMPTION PROVISIONS FOR OXIDES OF NITROGEN (Amended 12/21/90)
RULE 430	BREAKDOWN PROVISIONS (Amended 7/12/96)
RULE 431	SULFUR CONTENT OF FUELS (Repealed 12/2/77)
RULE 431.1	SULFUR CONTENT OF GASEOUS FUELS (Amended 6/12/98)
RULE 431.2	SULFUR CONTENT OF LIQUID FUELS (Amended 9/15/00)
RULE 431.3	SULFUR CONTENT OF FOSSIL FUELS (Adopted 5/7/76)

<u>NUMBER</u>	TITLE
RULE 432	GASOLINE SPECIFICATIONS (Rescinded 7/10/98)
RULE 433	NATURAL GAS QUALITY (Adopted 6/5/09)
RULE 441	RESEARCH OPERATIONS (Adopted 5/7/76)
RULE 442	USAGE OF SOLVENTS (Amended 12/15/00)
RULE 443	LABELING OF SOLVENTS (Adopted 5/7/76)
RULE 443.1	LABELING OF MATERIALS CONTAINING ORGANIC SOLVENTS (Adopted 12/5/86)
RULE 444	OPEN BURNING (Amended 7/12/13)
RULE 445	WOOD BURNING DEVICES (Amended 5/3/13)
RULE 461	GASOLINE TRANSFER AND DISPENSING (Amended 4/6/12)
RULE 462	ORGANIC LIQUID LOADING (Amended 5/14/99)
RULE 463	ORGANIC LIQUID STORAGE (Amended 11/4/11)
RULE 464	WASTEWATER SEPARATORS (Amended 12/7/90)
RULE 465	REFINERY VACUUM-PRODUCING DEVICES OR SYSTEMS (Amended 8/13/99)
RULE 466	PUMPS AND COMPRESSORS (Amended 10/7/83)
RULE 466.1	VALVES AND FLANGES (Amended 3/16/84)
RULE 467	PRESSURE RELIEF DEVICES (Amended 3/5/82)
RULE 468	SULFUR RECOVERY UNITS (Amended 10/8/76)
RULE 469	SULFURIC ACID UNITS (Amended 2/13/81)
RULE 470	ASPHALT AIR BLOWING (Adopted 5/7/76)
RULE 471	ASPHALT OR COAL TAR EQUIPMENT (Rescinded 9/7/79)
RULE 472	REDUCTION OF ANIMAL MATTER (Adopted 5/7/76

NUMBER RULE 473	TITLE DISPOSAL OF SOLID AND LIQUID WASTES (Adopted 5/7/76)	
RULE 474	FUEL BURNING EQUIPMENT - OXIDES OF NITROGEN (Amended 12/4/81)	
RULE 475	ELECTRIC POWER GENERATING EQUIPMENT (Amended 8/7/78)	
RULE 475.1	REDUCTION OF OXIDES OF NITROGEN (Deleted - Refer to Rule 1135.1)	
RULE 476	STEAM GENERATING EQUIPMENT (Amended 10/8/76)	
RULE 477	COKE OVENS (Amended 4/3/81)	
RULE 480	NATURAL GAS FIRED CONTROL DEVICES (Adopted 10/7/77)	
RULE 481	SPRAY COATING OPERATIONS (Amended 1/11/02)	
ADDENDUM TO REGULATION IV		
LOS ANGELES COL		
RULE 53	SULFUR COMPOUNDS - CONCENTRATION	
ORANGE COUNTY		
RULE 53	SULFUR COMPOUNDS - CONCENTRATION	
RULE 68.2	NITRIC ACID PLANTS (Rescinded)	
RIVERSIDE COUNT RULE 53	<u>FY</u> SPECIFIC AIR CONTAMINANTS	
SAN BERNARDINO COUNTY		
RULE 53 RULE 53A	SPECIFIC CONTAMINANTS SPECIFIC CONTAMINANTS	

NUMBER REGULATION IX	TITLE STANDARDS OF PERFORMANCE FOR NEW STATIONARY SOURCES
SUBPART A	GENERAL PROVISIONS
SUBPART D	STANDARDS OF PERFORMANCE FOR FOSSIL- FUEL-FIRED STEAM GENERATORS FOR WHICH CONSTRUCTION IS COMMENCED AFTER AUGUST 17, 1971
SUBPART Da	STANDARDS OF PERFORMANCE FOR ELECTRIC UTILITY STEAM GENERATING UNITS FOR WHICH CONSTRUCTION IS COMMENCED AFTER SEPT. 18, 1978
SUBPART Db	STANDARDS OF PERFORMANCE FOR INDUSTRIAL-COMMERCIAL-INSTITUTIONAL STEAM GENERATING UNITS
SUBPART Dc	STANDARDS OF PERFORMANCE FOR SMALL INDUSTRIAL COMMERCIAL-INSTITUTIONAL STEAM GENERATING UNITS
SUBPART E	STANDARDS OF PERFORMANCE FOR INCINERATORS
SUBPART Ea	STANDARDS OF PERFORMANCE FOR MUNICIPAL WASTE COMBUSTORS
SUBPART Eb	STANDARDS OF PERFORMANCE AND EMISSION GUIDELINES FOR MUNICIPAL WASTE COMBUSTORS
SUBPART Ec	STANDARDS OF PERFORMANCE FOR HOSPITAL/MEDICAL INFECTIOUS WASTE INCINERATORS
SUBPART F	STANDARDS OF PERFORMANCE FOR PORTLAND CEMENT PLANTS
SUBPART G	STANDARDS OF PERFORMANCE FOR NITRIC ACID PLANTS
SUBPART H	STANDARDS OF PERFORMANCE FOR SULFURIC ACID PLANTS
SUBPART I	STANDARDS OF PERFORMANCE FOR ASPHALTIC CONCRETE PLANTS

NUMBER REGULATION IX	TITLE STANDARDS OF PERFORMANCE FOR NEW STATIONARY SOURCES
SUBPART J	STANDARDS OF PERFORMANCE FOR PETROLEUM REFINERIES
SUBPART Ja	STANDARDS OF PERFORMANCE FOR PETROLEUM REFINERIES FOR WHICH CONSTRUCTION, RECONSTRUCTION, OR MODIFICATION COMMENCED AFTER MAY 14, 2007
SUBPART K	STANDARDS OF PERFORMANCE FOR STORAGE VESSELS FOR PETROLEUM LIQUIDS CONSTRUCTED AFTER JUNE 11, 1973, AND PRIOR TO MAY 19, 1978
SUBPART Ka	STANDARDS OF PERFORMANCE FOR STORAGE VESSELS FOR PETROLEUM LIQUIDS CONSTRUCTED AFTER MAY 18, 1978
SUBPART Kb	STANDARDS OF PERFORMANCE FOR STORAGE VESSELS FOR PETROLEUM LIQUIDS FOR WHICH CONSTRUCTION, RECONSTRUCTION, OR MODIFICATION COMMENCED AFTER JULY 23, 1983
SUBPART L	STANDARDS OF PERFORMANCE FOR SECONDARY LEAD SMELTERS
SUBPART M	STANDARDS OF PERFORMANCE FOR SECONDARY BRASS AND BRONZE PRODUCTION PLANTS
SUBPART N	STANDARDS OF PERFORMANCE FOR IRON AND STEEL PLANTS
SUBPART Na	STANDARDS OF PERFORMANCE FOR BASIC OXYGEN PROCESS FURNACES
SUBPART O	STANDARDS OF PERFORMANCE FOR SEWAGE TREATMENT PLANTS
SUBPART P	STANDARDS OF PERFORMANCE FOR PRIMARY COPPER SMELTERS

NUMBER REGULATION IX	TITLE STANDARDS OF PERFORMANCE FOR NEW STATIONARY SOURCES
SUBPART Q	STANDARDS OF PERFORMANCE FOR PRIMARY ZINC SMELTERS
SUBPART R	STANDARDS OF PERFORMANCE FOR PRIMARY LEAD SMELTERS
SUBPART S	STANDARDS OF PERFORMANCE FOR PRIMARY ALUMINUM REDUCTION PLANTS
SUBPART T	STANDARDS OF PERFORMANCE FOR THE PHOSPHATE FERTILIZER INDUSTRY: WET-PROCESS PHOSPHORIC ACID PLANTS
SUBPART U	STANDARDS OF PERFORMANCE FOR THE PHOSPHATE FERTILIZER INDUSTRY: SUPERPHOSPHORIC ACID PLANTS
SUBPART V	STANDARDS OF PERFORMANCE FOR THE PHOSPHATE FERTILIZER INDUSTRY: DIAMMONIUM PHOSPHATE PLANTS
SUBPART W	STANDARDS OF PERFORMANCE FOR THE PHOSPHATE FERTILIZER INDUSTRY: TRIPLE SUPERPHOSPHATE PLANTS
SUBPART X	STANDARDS OF PERFORMANCE FOR THE PHOSPHATE FERTILIZER INDUSTRY: GRANULAR TRIPLE SUPERPHOSPHATE STORAGE FACILITIES
SUBPART Y	STANDARDS OF PERFORMANCE FOR COAL PREPARATION PLANTS
SUBPART Z	STANDARDS OF PERFORMANCE FOR FERRO-ALLOY PRODUCTION FACILITIES
SUBPART AA	STANDARDS OF PERFORMANCE FOR STEEL PLANTS: ELECTRIC ARC FURNACES CONSTRUCTED AFTER OCT. 21, 1974, AND ON OR BEFORE AUG. 17, 1983

NUMBER REGULATION IX	TITLE STANDARDS OF PERFORMANCE FOR NEW STATIONARY SOURCES
SUBPART AAa	STANDARDS OF PERFORMANCE FOR STEEL PLANTS: ELECTRIC ARC FURNACES AND ARGON-OXYGEN DECARBURIZATION VESSELS CONSTRUCTED AFTER AUGUST 17, 1983
SUBPART BB SUBPART CC	STANDARDS OF PERFORMANCE FOR KRAFT PULP MILLS STANDARDS OF PERFORMANCE FOR GLASS MANUFACTURING PLANTS
SUBPART DD	STANDARDS OF PERFORMANCE FOR GRAIN ELEVATORS
SUBPART EE	STANDARDS OF PERFORMANCE FOR SURFACE COATING OF METAL FURNITURE
SUBPART GG	STANDARDS OF PERFORMANCE FOR STATIONARY GAS TURBINES
SUBPART HH	STANDARDS OF PERFORMANCE FOR LIME MANUFACTURING PLANTS
SUBPART KK	STANDARDS OF PERFORMANCE FOR LEAD-ACID BATTERY MANUFACTURING PLANTS
SUBPART LL	STANDARDS OF PERFORMANCE FOR METALLIC MINERAL PROCESSING PLANTS
SUBPART MM	STANDARDS OF PERFORMANCE FOR AUTOMOBILE AND LIGHT-DUTY TRUCK SURFACE COATING OPERATIONS
SUBPART NN	STANDARDS OF PERFORMANCE FOR PHOSPHATE ROCK PLANTS
SUBPART PP	STANDARDS OF PERFORMANCE FOR AMMONIUM SULFATE MANUFACTURE
SUBPART QQ	STANDARDS OF PERFORMANCE FOR THE GRAPHIC ARTS INDUSTRY: PUBLICATION ROTOGRAVURE PRINTING

NUMBER REGULATION IX	TITLE STANDARDS OF PERFORMANCE FOR NEW STATIONARY SOURCES
SUBPART RR	STANDARDS OF PERFORMANCE FOR PRESSURE
	SENSITIVE TAPE AND LABEL SURFACE COATING
	OPERATIONS
SUBPART SS	STANDARDS OF PERFORMANCE FOR INDUSTRIAL
	SURFACE COATING: LARGE APPLIANCES
SUBPART TT	STANDARDS OF PERFORMANCE FOR METAL COIL
	SURFACE COATING
SUBPART UU	STANDARDS OF PERFORMANCE FOR ASPHALT
	PROCESSING AND ASPHALT ROOFING MANUFACTURE
SUBPART VV	STANDARDS OF PERFORMANCE FOR EQUIPMENT LEAKS
	OF VOC IN THE SYNTHETIC ORGANIC CHEMICALS
	MANUFACTURING INDUSTRY
SUBPART VVa	STANDARDS OF PEFORMANCE FOR EQUIPMENT LEAKS
	OF VOC IN THE SYNTHETIC ORGANIC CHEMICALS MANUFACTURING INDUSTRY FOR WHICH
	CONSTRUCTION, RECONSTRUCTION, OR
	MODIFICATION COMMENCED AFTER NOVEMBER 7, 2006
SUBPART WW	STANDARDS OF PERFORMANCE FOR THE BEVERAGE
	CAN SURFACE COATING INDUSTRY
SUBPART AAA	STANDARDS OF PERFORMANCE FOR NEW RESIDENTIAL
	WOOD HEATERS
SUBPART BBB	STANDARDS OF PERFORMANCE FOR THE RUBBER TIRE
	MANUFACTURING INDUSTRY
SUBPART DDD	STANDARDS OF PERFORMANCE FOR VOLATILE
	ORGANIC COMPOUND (VOC) EMISSIONS FROM THE POLYMER MANUFACTURING INDUSTRY
	FOL I MIEW MAINOUS CLOKING INDOSTRI

NUMBER REGULATION IX	TITLE STANDARDS OF PERFORMANCE FOR NEW STATIONARY SOURCES
SUBPART FFF	STANDARDS OF PERFORMANCE FOR FLEXIBLE VINYL AND URETHANE COATING AND PRINTING
SUBPART GGG	STANDARDS OF PERFORMANCE FOR EQUIPMENT LEAKS OF VOC IN PETROLEUM REFINERIES
SUBPART GGGa	STANDARDS OF PERFORMANCE FOR EQUIPMENT LEAKS OF VOC IN PETROLEUM REFINERIES FOR WHICH CONSTRUCTION, RECONSTRUCTION, OR MODIFICATION COMMENCED AFTER NOVEMBER 7, 2006
SUBPART HHH	STANDARDS OF PERFORMANCE FOR SYNTHETIC FIBER PRODUCTION FACILITIES
SUBPART III	STANDARDS OF PERFORMANCE FOR VOLATILE ORGANIC COMPOUND (VOC) EMISSIONS FROM THE SYNTHETIC ORGANIC CHEMICAL MANUFACTURING INDUSTRY (SOCMI) AIR OXIDATION UNIT PROCESSES
SUBPART JJJ	STANDARDS OF PERFORMANCE FOR PETROLEUM DRY CLEANERS
SUBPART KKK	STANDARDS OF PERFORMANCE FOR EQUIPMENT LEAKS OF VOC FROM ONSHORE NATURAL GAS PROCESSING PLANTS
SUBPART LLL	STANDARDS OF PERFORMANCE FOR ONSHORE NATURAL GAS PROCESSING: $SO_2$ EMISSIONS
SUBPART NNN	STANDARDS OF PERFORMANCE FOR VOLATILE ORGANIC COMPOUND (VOC) EMISSIONS FROM SYNTHETIC ORGANIC CHEMICAL MANUFACTURING INDUSTRY (SOCMI) AIR OXIDATION UNIT PROCESSES
SUBPART OOO	STANDARDS OF PERFORMANCE FOR NONMETALLIC MINERAL PROCESSING PLANTS
SUBPART PPP	STANDARDS OF PERFORMANCE FOR WOOL FIBERGLASS INSULATION MANUFACTURING PLANTS

NUMBER REGULATION IX	TITLE STANDARDS OF PERFORMANCE FOR NEW STATIONARY SOURCES
SUBPART QQQ	STANDARDS OF PERFORMANCE FOR VOC EMISSIONS FROM PETROLEUM REFINERY WASTEWATER SYSTEMS
SUBPART RRR	STANDARDS OF PERFORMANCE FOR VOLATILE ORGANIC COMPOUND (VOC) EMISSIONS FROM THE SYNTHETIC ORGANIC CHEMICAL MANUFACTURING INDUSTRY (SOCMI) REACTOR PROCESSES
SUBPART SSS	STANDARDS OF PERFORMANCE FOR THE MAGNETIC TAPE MANUFACTURING INDUSTRY
SUBPART TTT	STANDARDS OF PERFORMANCE FOR INDUSTRIAL SURFACE COATING PLASTIC PARTS FOR BUSINESS MACHINES
SUBPART UUU	STANDARDS OF PERFORMANCE FOR CALCINERS AND DRYERS IN MINERAL INDUSTRIES
SUBPART VVV	STANDARDS OF PERFORMANCE FOR POLYMERIC COATING OF SUPPORTING SUBSTRATES
SUBPART WWW	STANDARDS OF PERFORMANCE FOR MUNICIPAL SOLID WASTE LANDFILLS
SUBPART AAAA	STANDARDS OF PERFORMANCE FOR NEW SMALL MUNICIPAL WASTE COMBUSTION UNITS
SUBPART CCCC	STANDARDS OF PERFORMANCE FOR COMMERCIAL AND INDUSTRIAL SOLID WASTE INCINERATION UNITS
SUBPART EEEE	STANDARDS OF PERFORMANCE FOR OTHER SOLID WASTE INCINERATION UNITS
SUBPART IIII	STANDARDS OF PERFORMANCE FOR STATIONARY COMPRESSION IGNITION INTERNAL COMBUSTION ENGINES
SUBPART JJJJ	STANDARDS OF PERFORMANCE FOR STATIONARY SPARK IGNITION INTERNAL COMBUSTION ENGINES
SUBPART KKKK	STANDARDS OF PERFORMANCE FOR STATIONARY COMBUSTION TURBINES

NUMBER REGULATION X	TITLE NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS
SUBPART A	GENERAL PROVISIONS
SUBPART B	(RESERVED)
SUBPART BB	NATIONAL EMISSION STANDARD FOR BENZENE EMISSIONS FROM BENZENE TRANSFER OPERATIONS
SUBPART C	NATIONAL EMISSION STANDARD FOR BERYLLIUM
SUBPART D	NATIONAL EMISSION STANDARD FOR BERYLLIUM ROCKET MOTOR FIRING
SUBPART E	NATIONAL EMISSION STANDARD FOR MERCURY
SUBPART F	NATIONAL EMISSION STANDARD FOR VINYL CHLORIDE
SUBPART FF	NATIONAL EMISSION STANDARD FOR BENZENE WASTE OPERATIONS
SUBPART J	NATIONAL EMISSION STANDARD FOR EQUIPMENT LEAKS (FUGITIVE EMISSION SOURCES) FOR BENZENE
SUBPART L	NATIONAL EMISSION STANDARDS FOR BENZENE EMISSIONS FROM MALEIC ANHYDRIDE PLANTS, ETHYLBENZENE/STYRENE PLANTS, BENZENE STORAGE VESSELS, BENZENE EQUIPMENT LEAKS, AND COKE BY-PRODUCT RECOVERY PLANTS
SUBPART M	NATIONAL EMISSION STANDARD FOR ASBESTOS
SUBPART N	NATIONAL EMISSION STANDARD FOR INORGANIC ARSENIC EMISSIONS FROM GLASS MANUFACTURING PLANTS
SUBPART O	NATIONAL EMISSION STANDARD FOR INORGANIC ARSENIC EMISSIONS FROM PRIMARY COPPER SMELTERS
SUBPART P	NATIONAL EMISSION STANDARD FOR INORGANIC ARSENIC EMISSIONS FROM ARSENIC TRIOXIDE AND METALLIC ARSENIC PRODUCTION FACILITIES
SUBPART V	NATIONAL EMISSION STANDARD FOR EQUIPMENT LEAKS (FUGITIVE EMISSION SOURCES)
SUBPART Y	NATIONAL EMISSION STANDARD FOR BENZENE STORAGE VESSELS

NUMBER RULE 1101 10/7/77)	TITLE SECONDARY LEAD SMELTERS/SULFUR OXIDES (Adopted
RULE 1102	DRY CLEANERS USING SOLVENT OTHER THAN PERCHLOROETHYLENE (Amended 11/17/00)
RULE 1102.1	PERCHLOROETHYLENE DRY CLEANING SYSTEMS (Repealed 12/9/94) (See Rule 1421)
RULE 1103	PHARMACEUTICALS AND COSMETICS MANUFACTURING OPERATIONS (Amended 3/12/99)
RULE 1104	WOOD FLAT STOCK COATING OPERATIONS (Amended 8/13/99)
RULE 1105	FLUID CATALYTIC CRACKING UNITS - OXIDES OF SULFUR (Amended 9/1/84)
RULE 1105.1	REDUCTION OF PM10 AND AMMONIA EMISSIONS FROM FLUID CATALYTIC CRACKING UNITS (Adopted 11/7/03)
RULE 1106	MARINE COATING OPERATIONS (Amended 1/13/95)
RULE 1106.1	PLEASURE CRAFT COATING OPERATIONS (Amended 2/12/99)
RULE 1107	COATING OF METAL PARTS AND PRODUCTS (Amended 1/6/06)
RULE 1108	CUTBACK ASPHALT (Amended 2/1/85)
RULE 1108.1	EMULSIFIED ASPHALT (Amended 11/4/83)
RULE 1109	EMISSIONS OF OXIDES OF NITROGEN FROM BOILERS AND PROCESS HEATERS IN PETROLEUM REFINERIES (Amended 8/5/88)
RULE 1110	EMISSIONS FROM STATIONARY INTERNAL COMBUSTION ENGINES (DEMONSTRATION) (Repealed 11/14/97)
RULE 1110.1	EMISSIONS FROM STATIONARY INTERNAL COMBUSTION ENGINES (Rescinded 6/3/05)
RULE 1110.2	EMISSIONS FROM GASEOUS- AND LIQUID-FUELED ENGINES (Amended 9/7/12)
RULE 1111	REDUCTION OF NOx EMISSIONS FROM NATURAL-GAS-FIRED, FAN-TYPE CENTRAL FURNACES (Amended 9/5/14)

NUMBER RULE 1112	TITLE EMISSIONS OF OXIDES OF NITROGEN FROM CEMENT KILNS (Amended 6/6/86)
RULE 1112.1	EMISSIONS OF PARTICULATE MATTER AND CARBON MONOXIDE FROM CEMENT KILNS (Amended 12/4/09)
RULE 1113	ARCHITECTURAL COATINGS (Amended 9/6/13)
RULE 1114	PETROLEUM REFINERY COKING OPERATIONS (Adopted 5/3/13)
RULE 1115	MOTOR VEHICLE ASSEMBLY LINE COATING OPERATIONS (Amended 5/12/95)
RULE 1116.1	LIGHTERING VESSEL OPERATIONS - SULFUR CONTENT OF BUNKER FUEL (Adopted 10/20/78)
RULE 1117	EMISSIONS OF OXIDES OF NITROGEN FROM GLASS MELTING FURNACES (Amended 1/6/84)
RULE 1118	CONTROL OF EMISSIONS FROM REFINERY FLARES (Amended 11/4/05)
RULE 1119	PETROLEUM COKE CALCINING OPERATIONS - OXIDES OF SULFUR (Adopted 3/2/79)
RULE 1120	ASPHALT PAVEMENT HEATERS (Adopted 8/4/78)
RULE 1121	CONTROL OF NITROGEN OXIDES FROM RESIDENTIAL TYPE, NATURAL GAS-FIRED WATER HEATERS (Amended 9/3/04)
RULE 1122	SOLVENT DEGREASERS (Amended 5/1/09)
RULE 1123	REFINERY PROCESS TURNAROUNDS (Amended 12/7/90)
RULE 1124	AEROSPACE ASSEMBLY AND COMPONENT MANUFACTURING OPERATIONS (Amended 9/21/01)
RULE 1125	METAL CONTAINER, CLOSURE, AND COIL COATING OPERATIONS (Amended 3/7/08)
RULE 1126	MAGNET WIRE COATING OPERATIONS (Amended 1/13/95)
RULE 1127	EMISSION REDUCTIONS FROM LIVESTOCK WASTE (Adopted 8/6/04)
RULE 1128	PAPER, FABRIC, AND FILM COATING OPERATIONS (Amended 3/8/96)

NUMBER RULE 1129	TITLE AEROSOL COATINGS (Rescinded 3/8/96)
RULE 1130	GRAPHIC ARTS (Amended 5/2/14)
RULE 1130.1	SCREEN PRINTING OPERATIONS (Amended 12/13/96)
RULE 1131	FOOD PRODUCT MANUFACTURING AND PROCESSING OPERATIONS (Amended 6/6/03)
RULE 1132	FURTHER CONTROL OF VOC EMISSIONS FROM HIGH EMITTING SPRAY BOOTH FACILITIES (Amended 5/5/06)
RULE 1133	COMPOSTING AND RELATED OPERATIONS - GENERAL ADMINISTRATIVE REQUIREMENTS (Adopted 1/10/03)
RULE 1133.1	CHIPPING AND GRINDING ACTIVITIES (Amended 7/8/11)
RULE 1133.2	EMISSION REDUCTIONS FROM CO-COMPOSTING OPERATIONS (Adopted 1/10/03)
RULE 1133.3	EMISSION REDUCTIONS FROM GREENWASTE COMPOSTING OPERATIONS (Adopted 7/8/11)
RULE 1134	EMISSIONS OF OXIDES OF NITROGEN FROM STATIONARY GAS TURBINES (Amended 8/8/97)
RULE 1135	EMISSIONS OF OXIDES OF NITROGEN FROM ELECTRIC POWER GENERATING SYSTEMS (Amended 7/19/91) )
RULE 1135.1	CONTROLLING EMISSIONS OF OXIDES OF NITROGEN FROM ELECTRIC POWER GENERATING EQUIPMENT (Rescinded 3/10/82)
RULE 1136	WOOD PRODUCTS COATINGS (Amended 6/14/96)
RULE 1137	PM10 EMISSION REDUCTIONS FROM WOODWORKING OPERATIONS (Adopted 2/1/02)
RULE 1138	CONTROL OF EMISSIONS FROM RESTAURANT OPERATIONS (Adopted 11/14/97)
RULE 1140	ABRASIVE BLASTING (Amended 8/2/85)
RULE 1141	CONTROL OF VOLATILE ORGANIC COMPOUND EMISSIONS FROM RESIN MANUFACTURING (Amended 11/17/00)
RULE 1141.1	COATINGS AND INK MANUFACTURING (Amended 11/17/00)

RULE 1141.2	SURFACTANT MANUFACTURING (Amended 1/11/02)
RULE 1142	MARINE TANK VESSEL OPERATIONS (Adopted 7/19/91)
RULE 1143	CONSUMER PAINT THINNERS & MULTI-PURPOSE SOLVENTS (Amended 12/3/10)
RULE 1144	METALWORKING FLUIDS AND DIRECT-CONTACT LUBRICANTS (Amended 7/9/10)
RULE 1145	PLASTIC, RUBBER, AND GLASS COATINGS (Amended 12/4/09)
RULE 1146	EMISSIONS OF OXIDES OF NITROGEN FROM INDUSTRIAL, INSTITUTIONAL AND COMMERCIAL BOILERS, STEAM GENERATORS, AND PROCESS HEATERS (Amended 9/5/08)
RULE 1146.1	EMISSIONS OF OXIDES OF NITROGEN FROM SMALL INDUSTRIAL, INSTITUTIONAL, AND COMMERCIAL BOILERS, STEAM GENERATORS, AND PROCESS HEATERS (Amended 9/5/08)
RULE 1146.2	EMISSIONS OF OXIDES OF NITROGEN FROM LARGE WATER HEATERS AND SMALL BOILERS (Amended 5/5/06)
RULE 1147	NOx REDUCTIONS FROM MISCELLANEOUS SOURCES (Amended 9/9/11)
RULE 1148	THERMALLY ENHANCED OIL RECOVERY WELLS (Adopted 11/5/82)
RULE 1148.1	OIL AND GAS PRODUCTION WELLS (Adopted 3/5/04)
RULE 1148.2	NOTIFICATION AND REPORTING REQUIREMENTS FOR OIL AND GAS WELLS AND CHEMICAL SUPPLIERS (Adopted 4/5/13)
RULE 1149	STORAGE TANK CLEANING AND DEGASSING (Amended 5/2/08)
RULE 1150	EXCAVATION OF LANDFILL SITES (Adopted 10/15/82)
RULE 1150.1	CONTROL OF GASEOUS EMISSIONS FROM MUNICIPAL SOLID WASTE LANDFILLS (Amended 4/1/11)
RULE 1150.2	CONTROL OF GASEOUS EMISSIONS FROM INACTIVE LANDFILLS (Rescinded 4/10/98)

NUMBER RULE 1151	TITLE MOTOR VEHICLE AND MOBILE EQUIPMENT NON- ASSEMBLY LINE COATING OPERATIONS (Amended 9/5/14)
RULE 1153	COMMERCIAL BAKERY OVENS (Amended 1/13/95)
RULE 1153.1	EMISSIONS OF OXIDES OF NITROGEN FROM COMMERCIAL FOOD OVENS (Adopted 11/7/14)
RULE 1155	PARTICULATE MATTER (PM) CONTROL DEVICES (Adopted 5/2/14)
RULE 1156	FURTHER REDUCTIONS OF PARTICULATE EMISSIONS FROM CEMENT MANUFACTURING FACILITIES (Amended 3/6/09)
RULE 1157	PM10 EMISSION REDUCTIONS FROM AGGREGATE AND RELATED OPERATIONS (Amended 9/8/06)
RULE 1158	STORAGE, HANDLING, AND TRANSPORT OF COKE, COAL AND SULFUR (Amended 7/11/08)
RULE 1159	NITRIC ACID UNITS - OXIDES OF NITROGEN (Adopted 12/6/85)
RULE 1162	POLYESTER RESIN OPERATIONS (Amended 7/8/05)
RULE 1163	CONTROL OF VINYL CHLORIDE EMISSIONS (Adopted 6/7/85)
RULE 1164	SEMICONDUCTOR MANUFACTURING (Amended 1/13/95)
RULE 1166	VOLATILE ORGANIC COMPOUND EMISSIONS FROM DECONTAMINATION OF SOIL (Amended 5/11/01)
RULE 1167	AIR STRIPPING OPERATIONS (Rescinded 12/2/88)
RULE 1168	ADHESIVE AND SEALANT APPLICATIONS (Amended 1/7/05)
RULE 1169	HEXAVALENT CHROMIUM - CHROME PLATING AND CHROMIC ACID ANODIZING (Repealed 10/9/98))
RULE 1170	METHANOL COMPATIBLE FUEL STORAGE AND TRANSFER (Adopted 5/6/88)
RULE 1171	SOLVENT CLEANING OPERATIONS (Amended 5/1/09)
RULE 1173	CONTROL OF VOLATILE ORGANIC COMPOUND LEAKS AND RELEASES FROM COMPONENTS AT PETROLEUM FACILITIES AND CHEMICAL PLANTS (Amended 2/6/09)

NUMBER RULE 1174	TITLE CONTROL OF VOLATILE ORGANIC COMPOUND EMISSIONS FROM THE IGNITION OF BARBECUE CHARCOAL (Adopted 10/5/90)
RULE 1175	CONTROL OF EMISSIONS FROM THE MANUFACTURE OF POLYMERIC CELLULAR (FOAM) PRODUCTS (Amended 11/5/10)
RULE 1176	VOC EMISSIONS FROM WASTEWATER SYSTEMS (Amended 9/13/96)
RULE 1177	LIQUEFIED PETROLEUM GAS TRANSFER AND DISPENSING (Adopted 6/1/12)
RULE 1178	FURTHER REDUCTIONS OF VOC EMISSIONS FROM STORAGE TANKS AT PETROLEUM FACILITIES (Amended 4/7/06)
RULE 1179	PUBLICLY OWNED TREATMENT WORKS OPERATIONS (Amended 3/6/92)
RULE 1183	OUTER CONTINENTAL SHELF (OCS) AIR REGULATIONS (Adopted 3/12/93)
RULE 1186	$PM_{10}$ EMISSIONS FROM PAVED AND UNPAVED ROADS, AND LIVESTOCK OPERATIONS (Amended 7/11/08)
RULE 1186.1	LESS-POLLUTING SWEEPERS (Amended 1/9/09)
RULE 1189	EMISSIONS FROM HYDROGEN PLANT PROCESS VENTS (Adopted 1/21/00)
RULE 1191	LIGHT- AND MEDIUM-DUTY PUBLIC FLEET VEHICLES (Adopted 6/16/00)
RULE 1192	CLEAN ON-ROAD TRANSIT BUSES (Adopted 6/16/00)
RULE 1193	CLEAN ON-ROAD RESIDENTIAL AND COMMERCIAL REFUSE COLLECTION VEHICLES (Amended 7/9/10)
RULE 1194	COMMERCIAL AIRPORT GROUND ACCESS (Amended 10/20/00)
RULE 1195	CLEAN ON-ROAD SCHOOL BUSES (Amended 5/5/06)
RULE 1196	CLEAN ON-ROAD HEAVY-DUTY PUBLIC FLEET VEHICLES (Amended 6/6/08)

NUMBER RULE 1300	TITLE STATE AMBIENT AIR QUALITY STANDARDS (Rescinded 6/28/90)
RULE 1301	GENERAL (Amended 12/7/95)
RULE 1302	DEFINITIONS (Amended 12/6/02)
RULE 1303	REQUIREMENTS (Amended 12/6/02)
RULE 1304	EXEMPTIONS (Amended 6/14/96)
RULE 1304.1	ELECTRICAL GENERATING FACILITY FEE FOR USE OF OFFSET EXEMPTION (Adopted 9/6/13)
RULE 1305	SPECIAL PERMIT PROVISIONS (Rescinded 6/28/90)
RULE 1306	EMISSION CALCULATIONS (Amended 12/6/02)
RULE 1307	EMISSION OFFSETS (Rescinded 6/28/90)
RULE 1308	ELIGIBILITY OF EMISSION OFFSETS AND BANKABLE EMISSION REDUCTIONS (Rescinded 6/28/90)
RULE 1309	EMISSION REDUCTION CREDITS AND SHORT TERM CREDITS (Amended 7/5/13)
RULE 1309.1	PRIORITY RESERVE (Amended 1/8/10)
RULE 1309.2	OFFSET BUDGET (Rescinded 2/5/10)
RULE 1310	ANALYSIS AND REPORTING (Amended 12/7/95)
RULE 1311	POWER PLANTS (Rescinded 6/28/90)
RULE 1312	RESERVED (Rescinded 6/28/90)
RULE 1313	PERMITS TO OPERATE (Amended 12/7/95)
RULE 1315	FEDERAL NEW SOURCE REVIEW TRACKING SYSTEM (Adopted 2/04/11)
RULE 1316	FEDERAL MAJOR MODIFICATIONS (Adopted 12/2/05)
RULE 1325	FEDERAL PM <sub>2.5</sub> NEW SOURCE REVIEW PROGRAM (Amended 12/5/14)

NUMBER RULE 1401	TITLE NEW SOURCE REVIEW OF TOXIC AIR CONTAMINANTS (Amended 9/10/10)
RULE 1401.1	REQUIREMENTS FOR NEW AND RELOCATED FACILITIES NEAR SCHOOLS (Adopted 11/4/05)
RULE 1402	CONTROL OF TOXIC AIR CONTAMINANTS FROM EXISTING SOURCES (Amended 3/4/05)
RULE 1403	ASBESTOS EMISSIONS FROM DEMOLITION/ RENOVATION ACTIVITIES (Amended 10/5/07)
RULE 1404	HEXAVALENT CHROMIUM EMISSIONS FROM COOLING TOWERS (Amended 4/6/90)
RULE 1405	CONTROL OF ETHYLENE OXIDE AND CHLOROFLUORO- CARBON EMISSIONS FROM STERILIZATION OR FUMIGATION PROCESSES (Amended 1/4/91)
RULE 1406	CONTROL OF DIOXIN EMISSIONS FROM MEDICAL WASTE INCINERATORS (Amended 7/8/94)
RULE 1407	CONTROL OF EMISSIONS OF ARSENIC, CADMIUM, AND NICKEL FROM NON-FERROUS METAL MELTING OPERATIONS (Adopted 7/8/94)
RULE 1410	HYDROGEN FLUORIDE STORAGE AND USE (Suspended 6/8/92)
RULE 1411	RECOVERY OR RECYCLING OF REFRIGERANTS FROM MOTOR VEHICLE AIR CONDITIONERS (Adopted 3/1/91)
RULE 1414	ASBESTOS-CONTAINING SERPENTINE MATERIAL IN SURFACING APPLICATIONS (Adopted 5/3/91)
RULE 1415	REDUCTION OF REFRIGERANT EMISSIONS FROM STATIONARY AIR CONDITIONING SYSTEMS (Amended 12/3/10)
RULE 1415.1	REDUCTION OF REFRIGERANT EMISSIONS FROM STATIONARY REFRIGERATION SYSTEMS (Adopted 12/3/10)
RULE 1418	HALON EMISSIONS FROM FIRE EXTINGUISHING EQUIPMENT (Amended 9/10/99)
RULE 1420	EMISSIONS STANDARD FOR LEAD (Adopted 9/11/92)

RULE 1420.1	EMISSION STANDARDS FOR LEAD AND OTHER TOXIC AIR CONTAMINANTS FROM LARGE LEAD-ACID BATTERY RECYCLING FACILITIES (Amended 3/7/14)
RULE 1421	CONTROL OF PERCHLOROETHYLENE EMISSIONS FROM DRY CLEANING SYSTEMS (Amended 12/6/02)
RULE 1425	FILM CLEANING AND PRINTING OPERATIONS (Adopted $3/16/01$ )
RULE 1426	EMISSIONS FROM METAL FINISHING OPERATIONS (Adopted 5/2/03)
RULE 1469	HEXAVALENT CHROMIUM EMISSIONS FROM CHROMIUM ELECTROPLATING AND CHROMIC ACID ANODIZING OPERATIONS (Amended 12/5/08)
RULE 1469.1	SPRAYING OPERATIONS USING COATINGS CONTAINING CHROMIUM (Adopted 3/4/05)
RULE 1470	REQUIREMENTS FOR STATIONARY DIESEL-FUELED INTERNAL COMBUSTION AND OTHER COMPRESSION IGNITION ENGINES (Amended 5/4/12)
RULE 1472	REQUIREMENTS FOR FACILITIES WITH MULTIPLE STATIONARY EMERGENCY STANDBY DIESEL-FUELED INTERNAL COMBUSTION ENGINES (Adopted 3/7/08)
RULE 2000	GENERAL (Amended 5/6/05)
RULE 2001	APPLICABILITY (Amended 5/6/05)
RULE 2002	ALLOCATIONS FOR OXIDES OF NITROGEN (NO <sub>X</sub> ) AND OXIDES OF SULFUR (SO <sub>X</sub> ) (Amended 11/5/10)
RULE 2004	REQUIREMENTS (Amended 4/6/07)
RULE 2005	NEW SOURCE REVIEW FOR RECLAIM (Amended 6/3/11)
RULE 2006	PERMITS (Amended 5/11/01)
RULE 2007	TRADING REQUIREMENTS (Amended 4/6/07)
RULE 2008	MOBILE SOURCE CREDITS (Adopted 10/15/93)
RULE 2009	COMPLIANCE PLAN FOR POWER PRODUCING FACILITIES (Adopted 1/7/05)
RULE 2009.1	COMPLIANCE PLANS AND FORECAST REPORTS FOR NON POWER PRODUCING FACILITIES (Adopted 5/11/01)

NUMBER RULE 2010	TITLE ADMINISTRATIVE REMEDIES AND SANCTIONS (Amended 4/6/07)
RULE 2011	REQUIREMENTS FOR MONITORING, REPORTING, AND RECORDKEEPING FOR OXIDES OF SULFUR (SO_X) EMISSIONS (Amended 5/6/05)
	APPENDIX A – PROTOCOL FOR MONITORING, REPORTING, AND RECORDKEEPING FOR OXIDES OF SULFUR (SOx) EMISSIONS (Amended 5/6/05)
RULE 2012	REQUIREMENTS FOR MONITORING, REPORTING, AND RECORDKEEPING FOR OXIDES OF NITROGEN (NO $_{\rm X}$ ) EMISSIONS (Amended 5/6/05)
	APPENDIX A – PROTOCOL FOR MONITORING, REPORTING, AND RECORDKEEPING FOR OXIDES OF NITROGEN (NOx) EMISSIONS (Amended 5/6/05)
RULE 2015	BACKSTOP PROVISIONS (Amended 6/4/04)
RULE 2020	RECLAIM RESERVE (Adopted 5/11/01)
RULE 3000	GENERAL (Amended 11/5/10)
RULE 3001	APPLICABILITY (Amended 11/5/10)
RULE 3002	REQUIREMENTS (Amended 11/5/10)
RULE 3003	APPLICATIONS (Amended 11/5/10)
RULE 3004	PERMIT TYPES AND CONTENT (Amended 12/12/97)
RULE 3005	PERMIT REVISIONS (Amended 11/5/10)
RULE 3006	PUBLIC PARTICIPATION (Amended 11/5/10)
RULE 3007	EFFECT OF PERMIT (Adopted 10/8/93)
RULE 3008	POTENTIAL TO EMIT LIMITATIONS (Amended 11/5/10)

**TABLE 2**List of 2012 AQMP Short-Term Control Measures for Potential Rulemaking

NUMBER	TITLE
BCM-03 (formerly BCM-05)	Emission Reductions from Under-Fired Charbroilers [PM2.5]
BCM-04	Further Ammonia Reductions from Livestock Waste [NH3]
CMB-02	NOx Reductions from Biogas Flares [NOx]
CTS-01	Further VOC Reductions from Architectural Coatings (R1113) [VOC]
CTS-02	Further Emission Reduction from Miscellaneous Coatings, Adhesives, Solvents and Lubricants [VOC]
FUG-02	Emission Reduction from LPG Transfer and Dispensing [VOC] – Phase II
FUG-03	Further Reductions from Fugitive VOC Emissions [VOC]
INC-01	Economic Incentive Programs to Adopt Zero and Near-Zero Technologies [NOx]
INC-02	Expedited Permitting and CEQA Preparation Facilitating the Manufacturing of Zero and Near-Zero Technologies [All Pollutants]
MCS-01	Application of All Feasible Measures Assessment [All Pollutants]
MCS-02	Further Emission Reductions from Greenwaste Processing (Chipping and Grinding Operations not associated with composting) [VOC]

## TABLE 3

### Clean Communities Plan (CPP) Measures for Potential Rulemaking

NUMBER	TITLE
Stationary-01	Lead Emissions
Stationary-02	Lead Paint for Pre-1978 Structures
Stationary-03	Identifying New Sources
Stationary-04	Alternative Assessment for Use of Acutely Hazardous Materials
Stationary-05	Indirect Sources (Diesel PM)
Nuisance-01	Nuisance Rule
Nuisance-02	Source-Specific Nuisance Rules

# 2015 MASTER CALENDAR (Revised, 12-5-14 Board Meeting)

Below is a list of all rulemaking activity scheduled for the year 2015. The last four columns refer to the type of rule adoption or amendment. A more detailed description of the proposed rule adoption or amendment is located in the Attachments (A through D) under the type of rule adoption or amendment (i.e. AQMP, Toxics, Other and Climate Change).

California Environmental Quality Act shall be referred to as "CEQA." Socioeconomic Analysis shall be referred to as "Socio."

#### 2015

February		AQMP	Toxics	Other	Climate Change
1420.1	Emission Standards for Lead and Other Toxic Air Contaminants from Large Lead-Acid Battery Recycling Facilities		√		
March					
Reg. IX	Standards of Performance for New Stationary Sources			$\sqrt{}$	
Reg. X	National Emission Standards for Hazardous Air Pollutants			√	
1304.2	Greenfield or Existing Electrical Generating Facility Fee for Use of Offsets for Load Serving Entities			$\sqrt{}$	
1304.3	Greenfield or Existing Electrical Generating Facility Fee for Use of Offsets for Municipalities			V	
1420.2	Emissions Standard for Lead from Medium Sources		$\sqrt{}$		
Reg. XX	Regional Clean Air Incentives Market (RECLAIM) (CMB-01)	√			
April					
415	Odors from Animal Rendering			V	
416	Odors from Kitchen Grease Processing			√	

<sup>\*</sup>An asterisk indicates that the rulemaking is a potentially significant hearing.

<sup>+</sup>This proposed rule will reduce criteria air contaminants and assist toward attainment of ambient air quality standards.

<sup>&</sup>lt;sup>1</sup>Subject to Board approval

## 2015

April	(continued)	AQMP	Toxics	Other	Climate Change
1148.1	Oil and Gas Production Wells			√	
1401	New Source Review of Toxic Air Contaminants		V		
2202	On-Road Motor Vehicle Mitigation Options			√	
4001	Backstop to Ensure AQMP Emission Reduction Targets Are Met at Commercial Marine Ports (IND-01)	V			
May					
219	Equipment Not Requiring a Written Permit Pursuant to Regulation II			$\sqrt{}$	
Reg. III	Fees			√	
1156	Further Reductions of Particulate Emissions from Cement Manufacturing Facilities		V		
1166	Volatile Organic Compound Emissions From Decontamination of Soil			V	
1188	VOC Reductions from Vacuum Trucks (FUG-01)	$\sqrt{}$			
June					
1420	Emissions Standard for Lead		$\sqrt{}$		
2301	Control of Emissions from New or Redevelopment Projects (EGM-01)	V			
July					
1123	Refinery Process Turnarounds (MCS-03)	$\sqrt{}$			
1171	Solvent Cleaning Operations (CTS-02)	V			
1430.1	Control of Toxic Air Contaminants from Grinding Operations at Forging Facilities		V		

## 2015

September		AQMP	Toxics	Other	Climate Change
1106	Marine Coating Operations			$\sqrt{}$	
1106.1	Pleasure Craft Coating Operations				
October					
1110.2	Emissions from Gaseous and Liquid-Fueled Engines			$\sqrt{}$	
1161	VOC Reductions from Mold Release Agents (CTS-03)	V			
November					
1113	Architectural Coatings (CTS-01)	$\sqrt{}$			
1177	Liquefied Petroleum Gas Transfer and Dispensing (FUG-02)	$\sqrt{}$			
1402	Control of Toxic Air Contaminants from Existing Sources		$\sqrt{}$		
1450	Control of Methylene Chloride Emissions		$\sqrt{}$		
December					
1136	Wood Products Coatings (CTS-02)			$\sqrt{}$	
1430	Control of Toxic Air Contaminants from Metal Forging, Shredding, Grinding and Other Metal Processing Operations		V		

### 2015 TO-BE DETERMINED

222 F F N F 224 I 1107 C F 1118 C	Equipment Not Requiring a Written Permit Pursuant to Regulation II Filing Requirements for Specific Emission Sources Not Requiring a Written Permit Pursuant to Regulation I Incentives for Super-Compliant Technologies Coating of Metal Parts and Products (CTS-02) Control of Emissions from Refinery Flares			√ √	
224 I 1107 C 1118 C	Emission Sources Not Requiring a Written Permit Pursuant to Regulation I Incentives for Super-Compliant Technologies Coating of Metal Parts and Products (CTS-02) Control of Emissions from Refinery Flares				
1107 C F 1118 C F	Technologies  Coating of Metal Parts and Products (CTS-02)  Control of Emissions from Refinery Flares			$\sqrt{}$	
1118 C	Products (CTS-02) Control of Emissions from Refinery Flares				
F	Refinery Flares			√	
1147 N					V
	NOx Reductions from Miscellaneous Sources			√	
F	Notification and Reporting  Requirements For Oil and Gas  Wells and Chemical Suppliers  √		√	V	
	Adhesive and Sealant Applications (CTS-02)	√			
1190 Series   H	Fleet Vehicle Requirements				
Reg. XIII N	New Source Review			$\sqrt{}$	
	Asbestos Emissions from Demolition/Renovation Activities		$\sqrt{}$		
F	Recovery of Recycling of Refrigerants from Motor Vehicle Air Conditioners		√		
1	Transportation Conformity - Preamble			$\sqrt{}$	
	Credit Generation Program for Locomotive Head End Power Unit Engines			V	
	Credit Generation Program for			V	
Reg. (	Ocean-Going Vessels at Berth				

<sup>\*</sup>Added at December 5 Board Meeting per request of Board Member Dr. Joseph Lyou

### **2015 TO-BE DETERMINED**

TBD	(continued)	AQMP	Toxics	Other	Climate Change
Reg. IV,	Various rule amendments may be	$\sqrt{}$	$\sqrt{}$	$\sqrt{}$	$\sqrt{}$
IX, X, XI,	needed to meet the requirements of				
XIV, XX	state and federal laws, implement				
XXX and	OEHHA revised risk assessment				
XXXV	guidance, address variance issues/				
Rules	technology-forcing limits, to abate				
	a substantial endangerment to				
	public health or welfare, or to seek				
	additional reductions to meet the				
	SIP short-term measure				
	commitment. The associated rule				
	development or amendments				
	include, but are not limited to,				
	SCAQMD existing rules listed in				
	Table 1 and new or amended rules				
	to implement the 2012 AQMP				
	measures in Table 2. The CCP has				
	been updated to include new				
	measures to address toxic				
	emissions in the basin. The CCP				
	includes a variety of measures that				
	will reduce exposure to air toxics				
	from stationary, mobile, and area				
	sources (Table 3). Rule				
	amendments may include updates				
	to provide consistency with CARB				
	Statewide Air Toxic Control				
	Measures.				



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 23

PROPOSAL: Use of Executive Officer Enforcement Discretion to Provide One-

time 90-day Extension of Submittal Deadline for 2015 Annual

**Emission Report** 

SYNOPSIS: Staff has been working on development of a new annual emission

reporting system for the past two years. The new system will allow for collection of facility emissions at the permit unit/device level. The program is ready to be implemented in 2015. Per Rule 301(e), Annual Emission Report facilities are required to submit their 2014 emission reports by the report submittal deadline of March 6, 2015. Stakeholders have requested a one-time, 90-day extension of the report submittal deadline for the first year of implementation of the

new system. The Executive Officer will use enforcement

discretion to provide the requested extension.

COMMITTEE: Stationary Source, November 21, 2014; Reviewed

**RECOMMENDED ACTION:** 

Receive and file.

Barry R. Wallerstein, D.Env. Executive Officer

EC:PF:ARG:ft

#### **Background**

Under SCAQMD's Annual Emission Reporting (AER) Program, there are approximately 2,000 facilities that are required to report their annual criteria and toxics emissions to the SCAQMD and pay emission fees in accordance with Rule 301(e) requirements. Facilities subject to the Air Toxics "Hot Spots" (AB 2588) program are also required to report their quadrennial toxics emissions inventory through the AER Program. Consolidation of the AB 2588 toxics emission inventory reporting requirement into the AER Program has improved the toxics emissions data quality and has minimized required resources for both the SCAQMD and regulated facilities.

As the need has arisen for faster submittal of emissions data to CARB and U.S. EPA, (i.e., the deadline for submitting the annual emissions data to CARB has become shorter by at least 90 days), further improving efficiency of the data collection process has become more urgent. Also, in 2011 SCAQMD received a grant from U.S. EPA to integrate greenhouse gas reporting into the AER system to assist facilities in estimating their GHG emissions reportable to state and federal agencies, as applicable. In the meantime, demand for reporting emissions data at a more detailed level is increasing in order to support rulemaking, program review, and emission reduction credits applications. Hence, development of a new AER reporting system became essential to provide a more user-friendly interface for facilities while maintaining consistency with CARB and U.S. EPA requirements.

Ecotek Consulting Inc. was contracted by SCAQMD in 2012 to develop the new reporting system. Staff then worked extensively with stakeholders to obtain feedback from pilot testing of the new system and to identify potential enhancements. This was accomplished through iterative meetings with stakeholders to review draft enhancements and provide progress reports. Additionally, staff has provided three weeks of intensive training sessions on the new system prior to implementation, to ensure a smooth transition.

The new system was available as an option to AER facilities for testing and reporting of their 2013 emissions, and 115 facilities reported their 2013 emissions using the new system. Use of the new system becomes mandatory for AER facilities to report future emissions data beginning with the 2015 Annual Emission Report.

#### **Proposal**

To facilitate a smooth transition to the new AER reporting system, stakeholders have requested a one-time, 90-day extension of this report submittal deadline for the first year of implementation of the new system. The Executive Officer will use enforcement discretion to provide the requested extension. As such, facilities would not receive an NOV for late filing unless they failed to submit their reports by June 1, 2015.

#### **Benefits to SCAQMD**

The new emissions reporting system will include added features such as enhanced quality control, improved data management, standard and ad hoc reporting, data adjustments, and augmented billing functions as well as integration of greenhouse gas emission reporting. The new system, once implemented, should provide additional efficiencies which will help reduce staff resources currently required to administer the existing system. It will also improve SCAQMD's customer service by providing a user-friendly web interface for reporting facilities.

#### **Resource Impacts**

The interest lost due to a 90-day delay in collecting emission fees would have a minimal impact on SCAQMD revenues, since large facilities (>10 TPY) would have half of their fees already paid by July 2014 and current returns on investment cue 0.75%.



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 24

PROPOSAL: Report of RFPs Scheduled for Release in December

SYNOPSIS: This report summarizes the RFPs for budgeted services over \$75,000

scheduled to be released for advertisement for the month of

December.

COMMITTEE: Administrative, November 14, 2014; Recommended for Approval

#### **RECOMMENDED ACTION:**

Approve the release of RFPs for the month of December.

Barry R. Wallerstein, D.Env. Executive Officer

MBO:lg

#### Background

At its January 8, 2010 meeting, the Board approved a revised Procurement Policy and Procedure. Under the revised policy, RFPs for budgeted items over \$75,000, which follow the Procurement Policy and Procedure, no longer require individual Board approval. However, a monthly report of all RFPs over \$75,000 is included as part of the Board agenda package and the Board may, if desired, take individual action on any item. The report provides the title and synopsis of the RFP, the budgeted funds available, and the name of the Deputy Executive Officer/Asst. Deputy Executive Officer responsible for that item. Further detail including closing dates, contact information, and detailed proposal criteria will be available online at <a href="http://www.aqmd.gov/grants-bids">http://www.aqmd.gov/grants-bids</a> following Board approval on December 5, 2014.

#### Outreach

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

Additionally, potential bidders may be notified utilizing SCAQMD's own electronic listing of certified minority vendors. Notice of the RFPs will be 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 (<a href="http://www.aqmd.gov">http://www.aqmd.gov</a>) where it can be viewed by making the selection "Grants & Bids."

#### **Proposal Evaluation**

Proposals received will be evaluated by applicable diverse panels of technically-qualified individuals familiar with the subject matter of the project or equipment and may include outside public sector or academic community expertise.

#### **Attachment**

Report of RFPs Scheduled for Release in December 2014

#### December 5, 2014 Board Meeting Report on RFPs Scheduled for Release on December 5, 2014

(For detailed information visit SCAQMD's website at <a href="http://www.aqmd.gov/grants-bids">http://www.aqmd.gov/grants-bids</a> following Board approval on December 5, 2014)

#### **STANDARDIZED SERVICES**

RFP #P2015-16 Issue Request for Proposal for Travel Agency O'KELLY/2828 Services

The SCAQMD utilizes a travel agent for business travel. This RFP is to solicit proposals from qualified travel service providers for SCAQMD's business travel. Funds for this service are included in the FY 2014-15 Budget.



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 25

PROPOSAL: Annual Audited Financial Statements for FY Ended June 30, 2014

SYNOPSIS: This agenda item transmits the annual audited financial statements of

the SCAQMD. The SCAQMD has received an unmodified opinion

(the highest obtainable) on its financial statements.

COMMITTEE: Administrative, November 14, 2014; Recommended for Approval

#### **RECOMMENDED ACTION:**

Receive and file the SCAQMD's Comprehensive Annual Financial Report (CAFR), Schedule of Expenditures of Federal Awards and Single Audit Reports for the FY ended June 30, 2014.

Barry R. Wallerstein, D.Env. Executive Officer

MBO:SJ:lg

#### **Background**

The audit of the SCAQMD financial statements, along with the Schedule of Expenditures of Federal Awards and Single Audit Reports for the Fiscal Year ended June 30, 2014, have been completed by Simpson and Simpson, CPAs. SCAQMD has received an unmodified opinion on its financial statements. An unmodified opinion is the highest obtainable, assuring interested parties that SCAQMD's financial statements present fairly the agency's financial position.

#### **Attachments**

- The Comprehensive Annual Financial Report (CAFR), which includes the Independent Auditor's Report, was previously provided to Board Members and is available for public viewing at SCAQMD's library or website at <a href="http://www.aqmd.gov/docs/default-source/finance-budgets/fy-2013-14/cafr-2014----final.pdf">http://www.aqmd.gov/docs/default-source/finance-budgets/fy-2013-14/cafr-2014----final.pdf</a>.
- OMB Circular A-133 Reports that include Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of the Financial Statements Performed in Accordance with Government Auditing Standards, Independent Auditor's Report on Compliance with Requirements Applicable to Each Major Program and on Internal Control over Compliance in Accordance with OMB Circular A-133, and Schedule of Expenditures of Federal Awards. Copies were previously provided to Board Members and are available in SCAQMD's library for public viewing.



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 26

REPORT: Annual Report on 457 Deferred Compensation Plan

SYNOPSIS: SCAQMD sponsors an IRS-approved 457 deferred compensation

program for its employees. The Annual Report addresses the Board's responsibility for monitoring the activities of the Deferred Compensation Plan Committee and ensuring the Committee carries out its fiduciary duties and responsibilities

under the Committee Charter.

COMMITTEE Administrative, November 14, 2014; Recommended for Approval

RECOMMENDED ACTION:

Receive and file.

Barry R. Wallerstein, D.Env. Executive Officer

WJ:WR

#### **Background**

SCAQMD sponsors and administers a 457 deferred compensation program for its employees. The plan is currently administered by Massachusetts Mutual Life Insurance Company (MassMutual), a retirement services, asset management and insurance firm. State law governs the fiduciary requirement for the operation and investment of 457 plans sponsored by governmental entities. The SCAQMD 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. In addition to the retirement plan administrator,

SCAQMD utilizes services of an independent, third-party consulting firm, currently Benefit Funding Services Group (BFSG), to provide services to the Plan as a fiduciary under a Registered Investment Advisor agreement.

#### **Summary of Report**

Attached is the 457 Deferred Compensation Plan Annual Report to the Board, for FY 2013-14. During this fiscal year period, the Committee reviewed the Plan funds and made several changes to consolidate funds that no longer met the Committee's investment policy criteria. In response to recent court cases surrounding fiduciary liability, the Committee reviewed and approved changes to the Investment Policy Statement as recommended by BFSG. The Committee also approved changes to the Plan Expense Reimbursement Account Policy to accurately detail the current arrangement with MassMutual as well as increase the reserve requirement from \$7,500 to \$15,000 to account for timing issues with reimbursement payments. Finally, the Committee amended the Plan Document to allow for rollovers from the OBRA Plan, allowing regular SCAQMD employees who were once part-time employees to consolidate their funds. The attached report provides information as of June 30, 2014, regarding the Plan Assets/Demographics and Plan Performance.

#### **Attachment**

457 Deferred Compensation Plan Annual Report for FY 2013-14



# ANNUAL REPORT TO THE BOARD

**REPORT PERIOD: JULY 2013 -**

**JUNE 2014** 

South Coast Air Quality Management District 457 Deferred Compensation Plan



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Meeting Minutes

# SECTION I

**EXECUTIVE SUMMARY** 

### **Executive Summary**

South Coast Air Quality Management District ("SCAQMD") sponsors and administers an eligible deferred compensation program for its employees, as covered under section 457 of the Federal Internal Revenue Code. SCAQMD's Deferred Compensation Plan ("Plan") was adopted on January 1, 1987. Employees are immediately eligible upon hire to participate in the Plan.

SCAQMD's Deferred Compensation Plan Committee ("Committee"), officially chartered in May 2008, and whose members are appointed by SCAQMD's Governing Board, meets on a regular basis to review the Plan's design, investment options, asset allocation/demographics, and to make changes as necessary. Current membership includes the Chief Financial Officer, General Counsel, the Assistant Deputy Executive Officer of Administration and Human Resources, and a Human Resources Manager.

The Plan is administered by Massachusetts Mutual Life Insurance Company ("Mass Mutual"), a retirement services, asset management and insurance firm. MassMutual took over administration after purchasing the retirement plan business of Hartford Life Insurance Company ("Hartford"). MassMutual has informed the Committee of its intent to honor the terms of the agreement entered into with Hartford by the Committee effective November 17, 2011. MassMutual has been administering 457 Plans since 1979, has \$13 billion in 457 assets under management and an S&P credit rating of AA+.

In addition to the retirement plan administrator, SCAQMD utilizes the services of Benefit Funding Services Group ("BFSG"). BFSG is an independent, third-party consulting firm that provides services to the Plan as a fiduciary under a Registered Investment Advisor agreement. Their consulting services include investment analysis, review and recommendation of investment options offered in the Plan, fiduciary compliance assistance to Committee members and annual Plan cost benchmarking. BFSG has been providing services to the Plan since 2007.

The Plan was established to provide a retirement savings program for the employees of SCAQMD and is maintained for the exclusive purpose of benefiting the Plan participants and their beneficiaries. The Plan also is intended to operate in accordance with all applicable state and federal laws and regulations.

While Plan participants are ultimately responsible for their own investment decisions, the Committee endeavors to provide an appropriate range of investment options, allowing participants to invest in accordance with their own time horizons, risk tolerance, and retirement goals.

# SECTION II

YEAR IN REVIEW

## **2013/2014 Year in Review**

Items addressed and adopted by the Committee during the year are as follows:

#### **Investment Menu**

Date	Item	Update
October 18, 2013	Fund Consolidation	Fund consolidation approved by the Committee on June 26, 2013 took effect.
July 31, 2014 (Interim Meeting)	Exchange Traded Funds	The Committee revoked its decision to include Exchange Traded Funds in the self-directed brokerage account after learning that MassMutual could not screen availability in order to comply with California Fair Political Practices.

#### Plan Compliance/Design

Date	Item	Update
October 3, 2013	Investment Policy Statement	The Committee reviewed and approved changes to the Investment Policy Statement recommended by BFSG as a result of recent court cases surrounding fiduciary liability.
October 3, 2013	Plan Expense Reimbursement Account Policy	The Committee approved changes to the Plan Expense Reimbursement Account Policy to accurately detail the current arrangement with Mass Mutual as well as increase the Reserve Requirement from \$7,500 to \$15,000 to account for timing issues with reimbursement payments.
October 3, 2013	OBRA Rollovers	The Committee amended the Plan Document to allow for rollovers from the OBRA Plan.

# SECTION III

# PLAN ASSETS / DEMOGRAPHICS

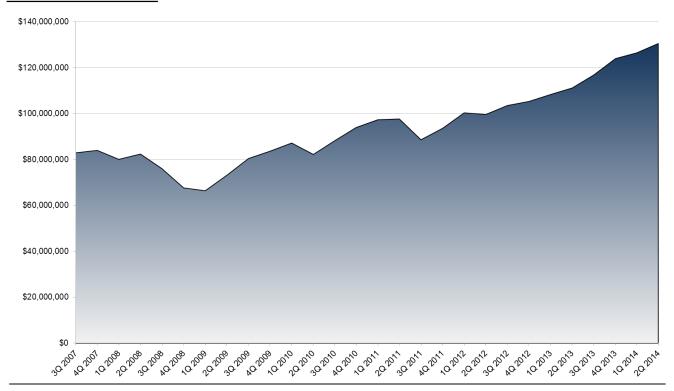
## Plan Assets / Demographics as of June 30, 2014

Investment Option	# of Balances	% of Plan Assets	Plan Assets
Hartford General Account	581	42.67%	\$55,708,720
Hartford Capital Appreciation HLS	304	11.02%	\$14,393,290
T. Rowe Price Blue Chip Growth	317	9.43%	\$12,312,649
Hartford Dividend & Growth HLS	237	3.81%	\$4,970,758
Invesco Equity & Income A	166	3.70%	\$4,826,339
Hartford Mid Cap HLS	229	3.57%	\$4,666,390
Hartford Intl Opportunities HLS	279	3.42%	\$4,467,810
MFS Utilities A	127	3.25%	\$4,239,561
PIMCO Total Return	192	3.05%	\$3,980,357
Hartford Global Health HLS	89	2.86%	\$3,733,870
SSgA S&P 500 Index	130	2.80%	\$3,662,113
Hartford Small Company HLS	185	2.04%	\$2,657,594
AllianzGI NFJ Small Cap Value Admin	165	1.38%	\$1,805,164
SSgA US Interm Gov/Credit Bond Index	87	1.12%	\$1,465,493
SSgA Dow Jones Target 2045	52	1.03%	\$1,346,377
Artisan Mid Cap Value	140	0.99%	\$1,286,088
MFS Intl New Discovery	104	0.89%	\$1,159,558
SSgA Dow Jones Target 2035	29	0.72%	\$943,722
SSgA Mid Cap Index	67	0.54%	\$703,477
Invesco Real Estate	38	0.42%	\$545,916
SSgA Russell 2000 Index	58	0.38%	\$494,035
SSgA EAFE Index	31	0.37%	\$484,871
SSgA Dow Jones Target 2025	14	0.22%	\$283,409
Neuberger Berman Socially Responsive Tr	32	0.15%	\$199,546
SSgA Dow Jones Target Today	5	0.08%	\$102,558
SSgA Dow Jones Target 2015	5	0.07%	\$87,405
American Century Capital Preservation	3	0.02%	\$32,123
Total	804	100.00%	\$130,559,192

Note: Does not include Self-Directed Brokerage Account

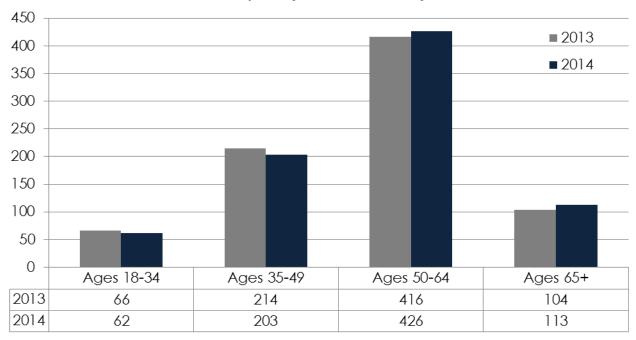
## Plan Assets / Demographics

#### **Growth of Plan Assets**



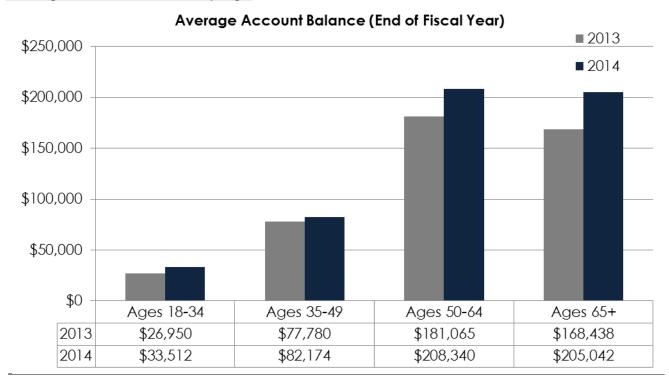
#### Plan Participants by Age

#### Participants (End of Fiscal Year)

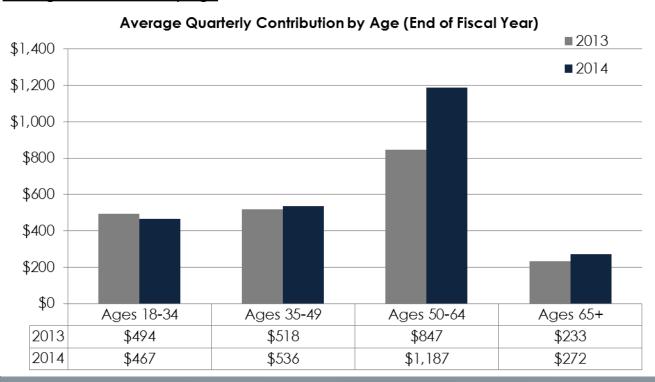


### Plan Assets / Demographics

#### Average Account Balance by Age



#### **Average Contributions by Age**



### Plan Assets / Demographics

#### Annual Net Cash Flow -YTD 2014

2014					YTD
QUARTER ENDING	March 31st	June 30th	September 30th	December 31st	Jan 1st - Dec 31st
Cash Flow					
Beginning Market Value	\$124,067,692	\$126,785,580			\$124,067,692
Employee Deferrals	\$1,596,665	\$1,803,120			\$3,399,786
Withdrawals	-\$469,858	-\$1,350,698			-\$1,820,556
Net Loan Activity	-\$44,098	-\$61,293			-\$105,391
Fees	-\$1,577	-\$1,746			-\$3,323
TOTAL DISBURSEMENTS	-\$515,533	-\$1,413,737			-\$1,929,270
NET CASH FLOW	\$1,081,132	\$389,384			\$1,470,516
Change in Value	\$1,636,756	\$3,755,863			\$5,392,619
Net Transfers	\$0	-\$48,354			-\$48,354
Ending Market Value	\$126,785,580	\$130,882,473			\$130,882,473

#### **Annual Net Cash Flow - 2013**

	2013				
QUARTER ENDING	March 31st	June 30th	September 30th	December 31st	Jan 1st - Dec 31st
Cash Flow					
Beginning Market Value	\$105,331,242	\$108,282,482	\$111,247,446	\$116,846,408	\$105,331,242
Employee Deferrals	\$1,511,854	\$1,763,039	\$1,457,911	\$1,785,485	\$6,518,289
Withdrawals	-\$3,530,843	-\$409,590	-\$911,742	-\$489,724	-\$5,341,900
Net Loan Activity	-\$18,473	\$59,936	\$15,615	-\$17,361	\$39,716
Fees	-\$1,395	-\$1,263	-\$1,382	-\$1,609	-\$5,648
TOTAL DISBURSEMENTS	-\$3,550,711	-\$350,917	-\$897,509	-\$508,694	-\$5,307,831
NET CASH FLOW	-\$2,038,857	\$1,412,122	\$560,402	\$1,276,791	\$1,210,458
Change in Value	\$4,990,097	\$1,552,842	\$5,038,560	\$5,944,493	\$17,525,992
Ending Market Value	\$108,282,482	\$111,247,446	\$116,846,408	\$124,067,692	\$124,067,692

# SECTION IV

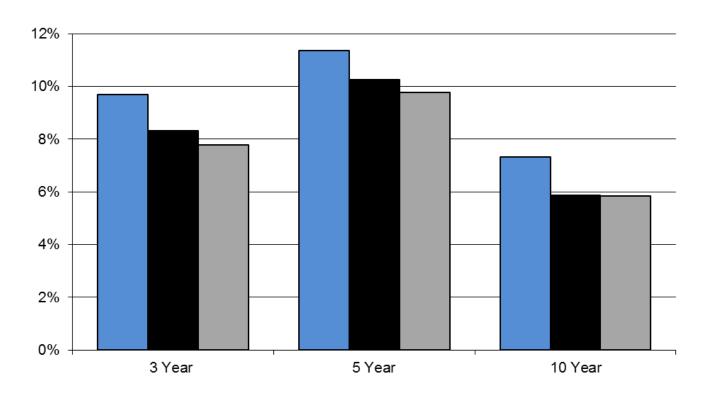
PLAN PERFORMANCE

#### Weighted Portfolio Return versus Custom Benchmark

			Annualized Returns			3 YR	3 YR	Expense
Performance as of June 30, 2014	3 Month	1 Year	3 Year	5 Year	10 Year	Std Dev	Sharpe	Ratio
SCAQMD 457 Plan	2.96%	14.69%	9.69%	11.35%	7.32%	6.72	1.41	0.73
Custom Benchmark - Index (Passive)	2.60%	12.90%	8.31%	10.26%	5.87%	N/A	N/A	N/A
Custom Benchmark - Category (Active)	2.29%	12.33%	7.77%	9.78%	5.85%	6.48	1.18	0.90

<sup>\*</sup>Custom expense ratio represents the weighted expense (based upon current allocation) of Institutional and Retirement share classes in each asset category.

#### **Annualized Returns**



■SCAQMD 457 Plan ■Custom Benchmark - Index (Passive) ■Custom Benchmark - Category (Active)

Individual Fund Ranking
(Per Investment Policy Statement Evaluation Criteria)

Investment Name
Intermediate Bond
PIMCO Total Return Instl
Hybrid / Balanced
Invesco Equity and Income A
Large Value
Hartford Dividend & Growth HLS IA
Large Blend
Hartford Capital Appreciation HLS IA
Large Growth
Neuberger Berman Socially Rspns Tr
T. Rowe Price Blue Chip Growth
Mid Cap Value
Artisan Mid Cap Value Investor
Mid Cap Growth
Hartford MidCap HLS IA
Small Cap Value
AllianzGl NFJ Small Cap Value Admin
Small Cap Growth
Hartford Small Company HLS IA
Foreign Large Equity
Hartford International Opp HLS IA
Foreign Small / Mid Equity
MFS International New Discovery A
Health Care
Hartford Global Health HLS IA
Real Estate
Invesco Real Estate R5
Utilities
MFS Utilities A
Average Rank Plan Weighted Rank (Reweighted)

Quarterly Ranking					
2Q14	1Q14	4Q13	3Q13		
15	15	10	2		
22	14	14	18		
5	6	8	9		
25	20	19	20		
53 2	52 3	47 1	46 3		
35	22	10	10		
1	7	11	11		
21	20	13	15		
11	19	18	20		
5	6	5	6		
34	43	32	34		
12	9	8	20		
19	17	13	16		
27	22	17	15		
19 14	18 13	15 11	21 16		

0%	25%	50%	75%	100%
0	utperform	Perform	Underperforr	n

# SECTION V

**APPENDIX** 

October 3, 2013

Members Present: Mr. Bill Johnson – Asst. Deputy Executive Officer/Admin and Human Resources

Mr. Michael O'Kelly – Chief Financial Officer Mr. Bill Richards – Human Resources Manager

Members Absent: Mr. Kurt Wiese – General Counsel

Committee Consultants: Mr. John Campbell – Benefit Funding Services Group (BFSG)

Mr. Darren Stewart – BFSG Mr. Robert Trenerry - MassMutual

**Call to Order:** The regular meeting of the Deferred Compensation Plan Committee was called to order by Mr. Johnson on October 3, 2013 at 2:10 pm in Conference Room CC3. It was noted a quorum was present.

#### 1. Approval of Prior Meeting Minutes

The minutes from the June 26, 2013 meeting were reviewed and unanimously approved by attending members of the Committee.

#### **Investment Agenda**

#### 2. 457 Plan Quarterly Investment Review – 2nd Quarter 2013

The Committee received and filed the 457 Plan Quarterly Investment Review dated June 30, 2013 as prepared by BFSG. Mr. Campbell provided a brief economic and market overview outlining economic growth as measured by GDP, inflation, unemployment, interest rates and market sector returns during the second quarter 2012. The Committee reviewed the performance of each investment option in the Plan relative to its respective benchmark during the quarter and annualized over a 1, 3, 5 and 10 year basis. Mr. Campbell provided the following qualitative information on the funds requiring discussion:

*PIMCO Real Return* – Per the Committee's decision at the last meeting, the fund is scheduled to be removed from the Plan on October 18, 2013 with assets and future contributions mapping to PIMCO Total Return.

American Century Government Bond - Per the Committee's decision at the last meeting, the fund is scheduled to be removed from the Plan on October 18, 2013 with assets and future contributions mapping to SSqA Intermediate Bond Index.

PIMCO Total Return – The fund underperformed during the quarter due to an overweight in Emerging Markets Debt and TIPS. Manager Bill Gross believes that historically loose monetary policy by the Federal Reserve will lead to a lengthened period of inflation. Gross has a history of being early into investments and makes large tactical investments with the portfolio. Long-term performance remains very strong.

*Putnam High Yield Advantage* - Per the Committee's decision at the last meeting, the fund is scheduled to be removed from the Plan on October 18, 2013 with assets and future contributions mapping to PIMCO Total Return.

Oakmark Equity & Income - Per the Committee's decision at the last meeting, the fund is scheduled to be removed from the Plan on October 18, 2013 with assets and future contributions mapping to Invesco Equity and Income.

Allianz NFJ Small Cap Value – The fund has underperformed in the short-term due largely to its conservative nature. Management places a heavy emphasis on dividends and historically performs better than its peers during down markets while underperforming during market rallies. Risk-adjusted

performance remains strong as management's strategy provides significantly less volatility than its peers. Long-term performance remains very strong.

As weighted on June 30, 2013, the plan outperformed passive and active benchmarks across all measured time-periods. The Plan-weighted expense ratio is 67 bps which is below the custom category average of 82 bps.

#### 3. Investment Policy Statement - Approval

Mr. Stewart distributed an Investment Policy Statement incorporating changes made by the Committee at the last meeting. The attending members of the Committee unanimously approved the adoption of the Investment Policy Statement.

#### 4. Discuss / Update Plan Expense Reimbursement Account Policy

Mr. O'Kelly distributed copies of the current PERA Policy and proposed three amendments. The first amendment would change the definition of the PERA Budget to match the revised arrangement with MassMutual. The second amendment would increase the reserve requirement from \$7,500 to \$15,000 to account for timing issues in receiving reimbursement payments. The third amendment would allocate excess money to participants pro rata based on the variable account balance as opposed to the total account balance. Mr. Trenerry informed the Committee that he was unsure whether Hartford would be able to execute the third amendment but will look into it. The attending Committee members unanimously approved the first two amendments and will revisit the third at the next meeting.

#### 5. Bank of America Payment

The attending Committee members voted unanimously to deposit the Fair Fund Distribution Payment of \$175.74 into the PERA.

#### **Administrative Agenda**

#### 6. Annual Board Report

Mr. Stewart distributed copies of the Annual Board Report to the Committee for review. The Board Report is intended to assist SCAQMD's Governing Board in monitoring the actions of the Committee which was formerly chartered in 2008. The attending Committee members made no changes to the Annual Board Report.

#### 7. Quarterly Plan Review

The Committee received and filed the Quarterly Plan Review prepared by MassMutual. Mr. Trenerry provided a review of Plan demographic data including contributions, withdrawals and loans. As of March 31, 2013, Plan Assets totaled more than \$111 million. Employee contributions continued to rise steadily and withdrawals declined significantly from the last quarter. The number of loans outstanding increased by two to 86.

#### 8. Update on the Sale of the Hartford

Rebranding efforts have continued but no major changes have been made to administration of the Plan. MassMutual intends to honor its current contract. The attending Committee members agreed to remove the item from future agendas unless a significant issue occurs.

#### 9. OBRA-DCP Specimen

The Plan currently allows rollovers from other retirement plans but does not allow rollovers from the OBRA Plan. One employee recently moved part-time to full-time and wishes to roll their OBRA money into the 457 Plan. The attending Committee members unanimously agreed to amend the Plan to allow for rollovers from the OBRA Plan.

#### 10. Other Business

Mr. Trenerry will inquire as to whether ETFs can be permitted in the brokerage account without permitting stocks. The issue will be discussed at the next Committee meeting.

#### 11. Public Comments

Mr. Johnson asked the attending members of the Public for comment but received no reply.

#### Adjournment

With no further items to address, Mr. Johnson adjourned the meeting at 4:05 pm.

#### December 17, 2013

Members Present: Mr. Bill Johnson – Asst. Deputy Executive Officer/Admin and Human Resources

Mr. Michael O'Kelly – Chief Financial Officer Mr. Bill Richards – Human Resources Manager

Mr. Kurt Wiese - General Counsel

Committee Consultants: Mr. John Campbell – Benefit Funding Services Group (BFSG)

Mr. Darren Stewart – BFSG Mr. Robert Trenerry - MassMutual

**Call to Order:** The regular meeting of the Deferred Compensation Plan Committee was called to order by Mr. Johnson on December 17, 2013 at 2:10 pm in Conference Room GA. It was noted a quorum was present.

#### 1. Approval of Prior Meeting Minutes

The minutes from the October 3, 2013 meeting were reviewed and approved by the Committee with Mr. Wiese abstaining due to his absence at the prior meeting.

#### **Investment Agenda**

#### 2. 457 Plan Quarterly Investment Review – 3rd Quarter 2013

The Committee received and filed the 457 Plan Quarterly Investment Review dated September 30, 2013 as prepared by BFSG. Mr. Campbell provided a brief economic and market overview outlining economic growth as measured by GDP, inflation, unemployment, interest rates and market sector returns during the 3rd quarter of 2013. The Committee reviewed the performance of each investment option in the Plan relative to its respective benchmark during the quarter and annualized over a 1, 3, 5 and 10 year basis. Mr. Stewart provided the following qualitative information on the funds requiring discussion:

Hartford Capital Appreciation: The fund has significantly outperformed in the short-term but slightly underperformed on a 3 year basis. The fund holds an overweight to foreign equities which have underperformed over the last few years but outperformed during the 3<sup>rd</sup> quarter as U.S. debt ceiling issues and the surprise extension of Quantitative Easing caused the U.S. Dollar to decline. Long-time manager Saul Pannell recently announced his plans to retire in the coming years. The fund's subadvisor, Wellington Management, has begun succession planning. Long-term performance remains very strong.

Allianz NFJ Small Cap Value: The fund has underperformed since the recession in 2008. Management is extremely conservative and requires holdings to pay a dividend. Dividend-paying stocks have struggled recently as a rising interest rate environment has created a substitution effect. Despite underperforming, risk-adjusted performance remains very strong and long-term performance remain strong as well.

MFS International New Discovery: The fund has underperformed during the last year due largely to an overweight to emerging markets equity. Also contributing to underperformance is a conservative positioning derived from skepticism of the recent market rally. Long-term performance remains above average.

As weighted on September 30, 2013, the Plan outperformed passive and active benchmarks across all measured time-periods. The Plan-weighted expense ratio is 67 bps which is below the custom category average of 82 bps.

#### 3. Self-Directed Brokerage Account

The Committee voted unanimously to allow participants to utilize Exchange-Traded Funds in the Self-Directed Brokerage Account provided Mr. Wiese confirms that utilization is permitted by the California Fair Political Practices Commission.

#### **Administrative Agenda**

#### 4. Quarterly Plan Review

Mr. Trenerry reviewed Plan demographics as of September 30, 2013. Assets have continued to rise due to a combination of market appreciation and strong cash flows. Contributions totaled approximately \$1.5 million for the quarter and Plan assets increased to over \$116 million. The average account balance remains very high with 797 total participants with a balance. Approximately 25% of participants are utilizing a single investment option and more than 45% are invested in the Fixed Account.

#### 5. Calendar Year 2014 Meeting Dates

The Committee unanimously approved the 2014 schedule for the Deferred Compensation Plan Committee. Meetings will be held at 2:00 on March 5<sup>th</sup>, June 25<sup>th</sup>, September 3<sup>rd</sup>, and December 3<sup>rd</sup>.

#### 6. Other Business

Mr. Johnson informed the Committee that the Governing Board was considering reconstituting the Committee.

#### 7. Public Comments

Rudy Eden, SCAQMD Lab Manager and participant in the Plan, inquired about the availability of in-plan Roth conversions. Although conversions may be permissible by law, many recordkeepers do not yet have the ability to administer them. Once MassMutual is able to administer the conversions, the Committee will address whether or not to add the provision to the Plan.

#### Adjournment

With no further items to address, Mr. Johnson adjourned the meeting at 3:55 pm.

March 12, 2014

Members Present: Mr. Bill Johnson – Asst. Deputy Executive Officer/Admin and Human Resources

Mr. Michael O'Kelly – Chief Financial Officer Mr. Bill Richards – Human Resources Manager

Members Absent: Mr. Kurt Wiese – General Counsel

Committee Consultants: Mr. John Campbell – Benefit Funding Services Group (BFSG)

Mr. Darren Stewart – BFSG Mr. Robert Trenerry - MassMutual

**Call to Order:** The regular meeting of the Deferred Compensation Plan Committee was called to order by Mr. Johnson on March 12, 2014 at 2:40 pm in Conference Room CC-3. It was noted a quorum was present.

#### 1. Approval of Prior Meeting Minutes

The minutes from the December 17, 2013 meeting were reviewed and unanimously approved by the Committee members in attendance.

#### **Administrative Agenda**

#### 2. Quarterly Plan Review

Mr. Trenerry reviewed Plan demographics as of December 31, 2013. Net cash flow for the quarter was approximately \$1.3 million and assets increased to over \$124 million. The average account balance remains very high at approximately \$155,000 and 5 new participants took out loans during the quarter. As directed by the Committee, fund consolidation occurred during the guarter.

#### **Investment Agenda**

#### 3. 457 Plan Quarterly Investment Review – 4th Quarter 2013

The Committee received and filed the 457 Plan Quarterly Investment Review dated December 31, 2013 as prepared by BFSG. Mr. Campbell provided a brief economic and market overview outlining economic growth as measured by GDP, inflation, unemployment, interest rates and market sector returns during the 4th quarter of 2013. The Committee reviewed the performance of each investment option in the Plan relative to its respective benchmark during the quarter and annualized over a 1, 3, 5 and 10 year basis. Mr. Stewart provided the following qualitative information on the funds requiring discussion:

PIMCO Total Return: In January, CEO and Co-CIO Mohamed EI-Erian resigned from his position with the company. The change has created significant controversy and bad press for PIMCO, but is not expected to have a significant impact on the fund's performance. Bill Gross has managed the fund since its inception and performance has been strong over the long term. The fund has underperformed in the short term due to an overweight in emerging markets debt and TIPS.

*Invesco Equity and Income:* The fund was recently re-categorized by Morningstar as Aggressive Allocation due to exposure to convertible bonds. Volatility as measured by Standard Deviation is approximately 30% lower than the active benchmark, but performance remains comparable.

Allianz NFJ Small Cap Value: The fund has underperformed in the short-term due to an overweight in dividend-paying companies. Management invests conservatively and risk-adjusted performance is extremely strong across all measured periods. The fund tends to outperform in down markets and underperform in up markets.

MFS International New Discovery: The fund has underperformed in the short term due largely to an overweight to emerging markets equity as well as a higher average market capitalization than its peers. Long-term performance remains above average and risk-adjusted performance is strong.

SSGA Dow Jones Target Date Funds: The funds have significantly underperformed their peer groups due to a large overweight in fixed income. The glide path used by management results in an 80% fixed income position at retirement, compared to a 40%-50% position for most of its peers. The Committee unanimously agreed to have BFSG bring an analysis of available alternatives to the next Committee meeting.

As weighted on December 31, 2013, the Plan outperformed passive and active benchmarks across all measured time-periods. The Plan-weighted expense ratio is 66 bps which is below the custom category average of 82 bps.

#### 4. Distribution to Participants of Investment Analysis

Mr. Stewart informed the Committee that its license with Morningstar enables the distribution of only 25 copies of each generated report. In order to permit distribution to the participants of the quarterly investment analysis, an additional fee of between \$19,000 and \$21,000 would apply. The Committee unanimously agreed to table the discussion for the future.

#### 5. Other Business

Mr. Johnson asked the members of the Committee if there were any other items of business but received no reply.

#### 6. Public Comments

Mr. Johnson asked the attending members of the Public for comment but received no reply.

#### **Adjournment**

With no further items to address, Mr. Johnson adjourned the meeting at 3:45 pm.

June 25, 2014

Members Present: Mr. Bill Johnson – Asst. Deputy Executive Officer/Admin and Human Resources

Mr. Bill Richards - Human Resources Manager

Mr. Kurt Wiese - General Counsel

Members Absent: Mr. Michael O'Kelly – Chief Financial Officer

Committee Consultants: Mr. John Campbell – Benefit Funding Services Group (BFSG)

Mr. Darren Stewart – BFSG Mr. Robert Trenerry - MassMutual

**Call to Order:** The regular meeting of the Deferred Compensation Plan Committee was called to order by Mr. Johnson on June 25, 2014 at 2:15 pm in Conference Room CC-3. It was noted a quorum was present.

#### 1. Approval of Prior Meeting Minutes

The minutes from the March 12, 2014 meeting were reviewed by the Committee. Mr. Wiese was unable to vote for approval due to absence at the previous meeting. Due to lack of a quorum, the minutes will be included on the next agenda for approval.

#### **Investment Agenda**

#### 2. 457 Plan Quarterly Investment Review – 1st Quarter 2014

The Committee received and filed the 457 Plan Quarterly Investment Review dated March 31, 2014 as prepared by BFSG. Mr. Campbell provided a brief economic and market overview outlining economic growth as measured by GDP, inflation, unemployment, interest rates and market sector returns during the 1st quarter of 2014. The Committee reviewed the performance of each investment option in the Plan relative to its respective benchmark during the quarter and annualized over a 1, 3, 5 and 10 year basis. Mr. Campbell provided the following qualitative information on the funds requiring discussion:

*PIMCO Total Return:* The fund has underperformed in the short term due to an underweight to corporate debt and an overweight to TIPS and emerging markets debt. Recent corporate structural changes have not significantly affected the management of the fund. Long-term performance remains strong relative to peers.

Artisan Mid Cap Value: The fund has underperformed on a 1- and 5-year basis. Management uses a conservative style that tends to underperform during market rallies and excel during market downturns. An overweight to cash and energy has led to underperformance. Long-term performance remains strong relative to peers.

Allianz NFJ Small Cap Value: The fund has underperformed in the short and intermediate term due to an overweight in conservative and dividend-paying stocks. The fund has historically underperformed during market rallies and excelled during market downturns. Risk-adjusted performance remains strong despite the underperformance on an absolute basis. Long-term performance remains strong relative to peers.

SSGA Dow Jones Target Date Funds: The funds have underperformed over most measured time periods due to a very conservative glidepath and a significant underweight to equities. The funds attempt to track the Dow Jones Target Date Index. The Committee will review available alternatives later in the meeting.

As weighted on March 31, 2014, the Plan outperformed passive and active benchmarks across all measured time periods. The Plan-weighted expense ratio is 66 bps which is below the custom category average of 91 bps.

#### 3. Fund Search: Target Date Funds

Mr. Stewart reviewed an analysis of available alternatives to the SSgA Target Date Funds. Vanguard Target Retirement Funds utilize a more aggressive glidepath which may be more appropriate given the low average retirement age. T. Rowe Price Retirement Funds utilize a more aggressive glide path as well, but also use actively managed funds for exposure to each asset class. The Committee unanimously agreed to hold a special meeting and have BFSG bring a share class analysis on the T. Rowe Price Retirement Funds.

4. Approval of Inclusion of Exchange-Traded Funds (ETFs) into SCAQMD's 457 Plan Options

The Committee unanimously agreed to allow ETFs to be utilized through the self-directed brokerage account in the Plan.

#### **Administrative Agrenda**

#### 5. Other Business

Mr. Trenerry presented MassMutual's 1st Quarter Retirement Plan Review. Approximately \$52,000 in excess reimbursement account revenue was distributed to participants in accordance with the Plan Expense Reimbursement Account Policy. During the quarter, assets increased by \$2.5 million to just under \$127 million. Net cash flow was \$1.1 million and the average account balance in the Plan increased to \$157,000.

#### 6. Public Comments

Mr. Johnson asked the attending members of the Public for comment but received no reply.

#### Adjournment

With no further items to address, Mr. Johnson adjourned the meeting at 3:45 pm.

July 31, 2014

Members Present: Mr. Bill Johnson – Asst. Deputy Executive Officer/Admin and Human Resources

Mr. Bill Richards – Human Resources Manager Mr. Michael O'Kelly – Chief Financial Officer

Mr. Kurt Wiese - General Counsel

Committee Consultants: Mr. Darren Stewart – Benefit Funding Services Growth ("BFSG")

Mr. Robert Trenerry – MassMutual (via conference call)

**Call to Order:** The interim meeting of the Deferred Compensation Plan Committee was called to order by Mr. Johnson on July 31, 2014 at 2:05 pm in Conference Room CC-3. It was noted a quorum was present.

#### 1. Approval of Prior Meeting Minutes

The Committee reviewed minutes from the March 12, 2014 and June 25, 2014 meetings. The March 12, 2014 minutes were unanimously approved with Mr. Wiese abstaining due to absence. The June 25, 2014 minutes were unanimously approved with Mr. O'Kelly abstaining due to absence.

#### **Investment Agenda**

#### 2. Replacement of SSgA Target Date Funds with T. Rowe Price Target Date Funds

BFSG presented an analysis of the T. Rowe Price Target Date Funds relating to the glidepath, asset allocation and fees. The Committee discussed the more aggressive nature of the T. Rowe Price Target Date Funds. Mr. O'Kelly motioned to not make a change from SSgA to T. Rowe Price at this time due to the significant increase in equity exposure to which many participants would be subject. The vote carried with Mr. Johnson and Mr. Wiese voting in the affirmative. Mr. Richards voted against the motion. No changes to the fund lineup will be made.

#### 3. Exchange-Traded Funds (ETFs)

At the June 25, 2014 meeting, the Committee had approved the inclusion of ETFs in the self-directed brokerage account. In accordance with the California Fair Political Practices Commission, ETFs offered cannot specifically invest in a single industry or business. The Committee learned that MassMutual would not be able to accommodate a screening procedure to ensure that ETFs in violation would not be offered. The Committee voted unanimously to rescind their decision to include ETFs as an option.

#### **Administrative Agenda**

#### 4. Other Business

Mr. Johnson asked the Committee members for any other business and received no reply.

#### 5. Public Comments

Mr. Johnson asked the attending members of the Public for comment but received no reply.

#### **Adjournment**

With no further items to address, Mr. Johnson adjourned the meeting at 2:45 pm.



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 27

PROPOSAL: Status Report on Major Projects for Information Management

Scheduled to Start During First Six Months of FY 2014-15

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 projects to be initiated by Information Management

during the first six months of FY 2014-15.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:

Receive and file.

Barry R. Wallerstein, D.Env. Executive Officer

JCM:MAH:OSM:nv

#### **Background**

Information Management (IM) provides a wide range of information systems and services in support of all SCAQMD operations. IM's primary goal is to provide automated tools and systems to implement Board-approved rules and regulations, and to improve internal efficiencies. The annual Budget specifies projects planned during the fiscal year to develop, acquire, enhance, or maintain mission-critical information systems.

#### **Summary of Report**

The attached report identifies each of the major projects/contracts or purchases that are expected to come before the Board between July 1 and December 31, 2014. Information provided for each project includes a brief project description, FY 2014-15 Budget, and the schedule associated with known major milestones (issue RFP/RFQ, execute contract, etc.).

#### Attachment

Information Management Major Projects for Period July 1 through December 31, 2014

#### **ATTACHMENT**

#### December 5, 2014 Board Meeting Information Management Major Projects for the Period of July 1 through December 31, 2014

Item	Brief Description	Budgeted Funds	Schedule of Board Actions	Status
PeopleSoft and Oracle Software Support	Purchase PeopleSoft and Oracle software support maintenance for the integrated HR/Finance system.	\$238,800	Approve Sole Source Purchase July 11, 2014	Completed
OnBase Software Support	Authorize the sole source purchase of OnBase software subscription and support for one year.	\$120,380	Approve Purchase July 11, 2014	Completed
Systems Maintenance, Enhancements and Support	Provide Maintenance, Enhancements and Support for:  • CLASS System(s) Enhancements • eGovernment Applications & Infrastructure Development • Software Version Upgrades • PeopleSoft Upgrades	\$689,500	October 3, 2014	Completed
CLASS Database Software Support	Purchase Ingres database software support and maintenance for the CLASS system for a three-year period (November 30, 2014 through November 29, 2017).	\$564,967	Approve Purchase December 5, 2014	On Schedule

Double-lined Rows - Board Agenda items current for this month

Shaded Rows - activities completed



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 29

REPORT: Administrative Committee

SYNOPSIS: The Administrative Committee met on Friday, November 14, 2014.

The Committee discussed various issues detailed in the Committee report. The next Administrative Committee meeting is scheduled

for Friday, December 12, 2014 at 10:00 a.m.

**RECOMMENDED ACTION:** 

Receive and file.

Dr. William A. Burke, Chair Administrative Committee

GC

**Attendance**: Attending the November 14, 2014 meeting were Committee Members Mayor Dennis Yates at SCAQMD headquarters and Chairman William Burke and Dr. Clark E. Parker, Sr. via videoconference. Supervisor Josie Gonzales was unable to participate.

#### **ACTION/DISCUSSION ITEMS:**

- 1. **Board Members' Concerns:** None
- 2. **Chairman's Report of Approved Travel:** Executive Officer Barry Wallerstein reported that Mayor Judith Mitchell anticipated trips to Sacramento to attend the monthly CARB Board meetings on November 19-21 and December 17-19, 2014.
- 3. **Approval of Compensation for Board Member Assistant(s)/Consultant(s):** None to report.
- 4. **Report of Approved Out-of-Country Travel:** None to report.

5. Update on AB 1318 Emission Mitigation Projects in Coachella Valley:
Director of Technology Implementation Fred Minassian was to provide an update presentation on the AB 1318 projects. However, due to the lengthy agenda, Dr. Wallerstein recommended that Mr. Minassian only present the two proposed recommendation items, which were: 1) Execute a contract with Renova Energy for solar projects in three locations at the Boys and Girls Club in an amount not to exceed \$1.2 million, comprised of \$785,881 in project funds and \$414,119 in accrued interest from the AB 1318 Fund (58); and 2) Amend the contract with Quality Interiors for additional residential weatherization projects "within 6-mile vicinity" for the increased amount of up to \$932, 848, comprised of \$742,450 in project funds and \$190,398 in accrued interest from the AB 1318 Fund (58). Dr. Burke commented that he was happy with the state of the projects and would like to hear progress updates at the Administrative Committee meeting in December.

Moved by Yates; seconded by Parker; unanimously approved.

6. **Establish Board Meeting Schedule for Calendar Year 2015:** Dr. Wallerstein advised that this item is the annual establishment of the meetings scheduled for the Governing Board in 2015.

Moved by Yates; seconded by Parker; unanimously approved.

#### 7. Annual Audited Financial Statement for FY Ended June 30, 2014:

Chief Financial Officer Michael O'Kelly provided brief background information on the audited financial statements and introduced Melba Simpson of Simpson & Simpson, the CPA firm engaged to provide an opinion on the financial statements. Ms. Simpson gave a lengthy and detailed presentation on the annual audited financial statements, noting there were no deficiencies, no material weaknesses, and no instances of noncompliance, nor were there any disagreements with management on financial accounting and reporting matters. Dr. Parker inquired whether there was any input regarding pension liability. Ms. Simpson responded that in an audit of this type of government where the agency is in a cost-sharing pension plan, the disclosures are noted in the footnotes that the cost-sharing plan is audited by other independent auditors. However, she explained that the Government Accounting Standards Board has issued new pension requirements for employers effective for FY 2014-15 where pension plans will have to change the way they account and report for liability. The major difference in the financial reporting is that governments will have to record any unfunded liability for pension plans on the face of their financial statements. Prior to the new requirements, as long as the organization paid 100% of the annually required contribution that is determined by the actuaries, there was no requirement to record the liability on the financial statements. Dr. Burke inquired about our movement to investigate a change in pension funds.

Dr. Wallerstein responded that the report is being finalized by Counsel and the Committee Members will be getting it shortly. General Counsel Kurt Wiese added that he is going to reach out to Dr. Burke and Dr. Parker to schedule another meeting with Lance Olson and his partner (outside Advisors). Dr. Burke recommended scheduling the meeting after the December Board meeting. Mayor Yates expressed the appreciation of the Governing Board to Mike O'Kelly and his staff for an outstanding audit outcome with no discrepancies found.

Moved by Yates; seconded by Parker; unanimously approved.

8. **Execute Contract for Biennial Audit of Motor Vehicle Registration:**Mr. O'Kelly reported that this item is to execute a contract with Simpson & Simpson, Certified Public Accountants, for performance of the biennial audit of Motor Vehicle Registration revenues for AB 2766. This audit is required by the Health & Safety Code for the \$4 in vehicle registration fees that the District receives and distributes to the MSRC and local government agencies.

Moved by Parker; seconded by Yates; unanimously approved.

9. **Approve Dissolution of SCAQMD Building Corporation:** Mr. O'Kelly reported that the SCAQMD Building Corporation was created in 1978 as a nonprofit under the laws of California to finance the acquisition and improvement of the SCAQMD headquarters building. The cost to maintain the Building Corporation is about \$10,000 per year. At present, it does not seem that the Board is looking to acquire or construct any other buildings; therefore, staff recommends approval of the dissolution of the Building Corporation. In the event that the Board again wanted to create an organization to finance construction of a building, there would be enough cost savings by not spending \$10,000 a year until that decision was made to establish a new corporation. If approved, it would be dissolved in accordance with the Attorney General's Guide for dissolving non-profit corporations. The dissolution would result in about \$200,000 currently held in trust with the Building Corporation coming back to the District. Dr. Burke commented that he is not going to vote on the item and recommended that the Committee send it directly to the Board for consideration. He mentioned that he and Dr. Wallerstein have had a number of abstract conversations about improvements they would like to see on the property which would necessitate this non-profit. Given Dr. Burke's comments, Dr. Wallerstein recommended that the Committee direct staff to revisit this issue a year from now. Dr. Burke remarked that would be more than appropriate.

This item is continued until next year.

10. **Approve Transfer of Monies from General Fund to Health Effects Research Fund:** Mr. O'Kelly reported that this item requests authorization to transfer \$2.8 million from the General Fund, Undesignated Fund Balance to the Health Effects Research Fund. In 2008, the Board established a Health Effects Research Fund. The Board further authorized, upon Board approval, the transfer of 20% of annual penalty settlement monies received that exceeds \$4 million to the Health Effects Research Fund. For FY 2013-14, there was \$18 million of penalty settlement monies, leaving \$14 million available in which to apply the 20%. The result is \$2.8 million to be transferred to the research fund.

Moved by Yates; seconded by Parker; unanimously approved.

11. **Report of RFPs Scheduled for Release in December:** Mr. O'Kelly advised that staff is requesting authority to issue an RFP for travel agency services.

Moved by Yates; seconded by Parker; unanimously approved.

12. **Establish Pilot Program with Commercial Electric Lawnmowers for** Government and Non-Profits within San Bernardino Clean Communities Plan Pilot Study Area: Director of Strategic Initiatives Susan Nakamura reported that this item is to approve a sole source contract with Mean Green Products, LLC to provide 21 commercial electric lawn mowers for non-profit organizations in the San Bernardino area. Funding for this project will be provided from the Targeted Air Shed Grant Program and will help to implement the Clean Communities Plan pilot programs. The total cost of the lawn mowers is an amount not to exceed \$415,838. Dr. Parker inquired why is this a sole source contract. Deputy Executive Officer Matt Miyasato responded that the Board had previously awarded funds to the same company as a result of an RFP in which they were the only vendor offering the riding-size electric lawn mowers. Staff is confident that this is the only company with this commercial technology, justifying the sole source purchase under our procurement guidelines.

Moved by Yates; seconded by Parker; unanimously approved.

13. **Issue Purchase Order for Ingres Relational Database Management System Software Support:** Assistant Deputy Executive Officer Chris Marlia reported that this item is to issue a three-year purchase order with Actian Corporation to provide continued maintenance support for the period of November 30, 2014 through November 29, 2017 for a total amount not to exceed \$564,967.

Moved by Yates; seconded by Parker; unanimously approved.

14. Recognize Revenue and Appropriate Funds for U.S. EPA PAMS Program, Amend and Award Contracts for Technical Support for U.S. EPA PAMS and Near-Roadway Programs, Issue Purchase Orders for Air Monitoring Equipment and Issue RFQ for Pure Air Generators: Assistant Deputy Executive Officer Laki Tisopulos reported that this item is to recognize and appropriate funding for the U.S. EPA PAMS Program and to amend and award contracts for technical support for the various programs. Staff is also requesting to issue purchase orders for air monitoring equipment and an RFQ for pure air generators.

Moved by Yates; seconded by Parker; unanimously approved.

15. **Annual Report on 457 Deferred Compensation Plan:** Assistant Deputy Executive Officer Bill Johnson reported that this item is an annual report to the Board on the status of the Section 457 Deferred Compensation Plan. The report addresses the Board's responsibility for monitoring the activities of the Deferred Compensation Plan Committee and ensuring the Committee carries out its fiduciary duties and responsibilities under the Committee Charter.

The report was received and filed.

16. **Execute Contract for Operation of Diamond Bar Headquarters Cafeteria:** Mr. Johnson reported that this item is to execute a three-year contract with California Dining Services for the period of January 1, 2015 through December 31, 2017, with an option to extend the contract for up to two additional years at SCAQMD's discretion.

Moved by Yates; seconded by Parker; unanimously approved.

17. **Execute Contract for Carpet Installation at Diamond Bar Headquarters:** Mr. Johnson reported that this item is to execute a contract with Signature Commercial Floor Covering for carpet installation in an amount not to exceed \$99,107.

Moved by Yates; seconded by Parker; unanimously approved.

18. **Recommend to Appoint Member to SCAQMD Local Government & Small Business Assistance Advisory Group:** Assistant Deputy Executive Officer Derrick Alatorre reported that this item is to appoint David Rothbart to serve on the Local Government & Small Business Assistance Advisory Group.

Moved by Yates; seconded by Parker; unanimously approved.

- 19. Local Government & Small Business Assistance Advisory Group Minutes for the July 18 and September 12, 2014 Meetings (written report): Attached for information only are the minutes from the July 18 and September 12, 2014 meetings of the Local Government & Small Business Assistance Advisory Group.
- 20. **Review of the December 5, 2014 Governing Board Agenda:** There were no questions regarding the December 5, 2014 Governing Board Agenda.
- 21. **Other Business:** None
- 22. **Public Comment:** None

Meeting adjourned at 11:25 a.m.

#### **Attachments**

Local Government & Small Business Assistance Advisory Group Minutes from the July 18 and September 12, 2014 Meetings



# LOCAL GOVERNMENT & SMALL BUSINESS ASSISTANCE ADVISORY GROUP FRIDAY, JULY 18, 2014 MEETING MINUTES

#### **MEMBERS PRESENT:**

Dennis Yates, Mayor, City of Chino and LGSBA Chairman
Ben Benoit, Councilman, City of Wildomar and LGSBA Vice Chairman
Felipe Aguirre
Paul Avila, P.B.A. & Associates
Geoffrey Blake, Metal Finishers of Southern California/All Metals
John Hill, Riverside County Representative
Maria Elena Kennedy, Kennedy Communications
Rita Loof, RadTech International
Mary Ann Lutz, Mayor, City of Monrovia
Kelly Moulton, Paralegal
Lupe Ramos Watson, Councilmember, City of Indio

#### **MEMBERS ABSENT:**

Todd Campbell, Clean Energy

#### **OTHERS PRESENT:**

Mark Abramowitz, Board Member Assistant (*Lyou*)
Earl Elrod, Board Member Assistant (*Yates*)
David Rothbart, Los Angeles County Sanitation District
Ruthanne Taylor Berger, Board Member Assistant (*B. Benoit*)

#### **SCAQMD STAFF:**

Derrick Alatorre, Assistant Deputy Executive Officer
Elaine-Joy Hills, AQ Inspector II
Philip Fine, Assistant Deputy Executive Officer
Jean Ospital, Health Effects Officer
Nancy Feldman, Principal Deputy District Counsel
Jeanette Short, Senior Administrative Secretary
Cher Snyder, Senior Enforcement Manager

#### Agenda Item #1 - Call to Order/Opening Remarks

Mayor Dennis Yates called the meeting to order at 11:32 a.m.

### <u>Agenda Item #2 – Approval of June 13, 2014 Meeting Minutes/Review of Follow-Up/Action Items</u>

Chair Yates called for approval of the June 13, 2014 meeting minutes. The Minutes were approved unanimously.

Action Item: Provide an Update on Rule 1147

✓ On Agenda for September

#### Agenda Item #3 – 2013 Annual Report on AB 2588 Air Toxics Hot Spots Program

Dr. Philip Fine provided a summary of the annual Air Toxics "Hot Spots" report including key accomplishments and activities for 2013.

Mr. Paul Avila asked what triggers an investigation or complaint. Dr. Fine responded that some are complaints from the public or elected officials. In addition, if a company falls under the AB 2588 program, they may be investigated by our inspectors if something in the monitoring is revealed, such as excessive or unusual emissions.

Mr. Avila asked how truck drivers in the port relate to AB 2588. Dr. Fine responded that AB 2588 program does not apply to mobile sources. Mr. Avila asked if there will be any upcoming rules regarding mobile sources. Dr. Fine stated there are many rules from the California Air Resources Board (CARB) on trucks and we are looking at the Port Backstop rule. Mayor Yates explained SCAQMD's primary responsibility is stationary sources.

### <u>Agenda Item #4 – Summary of Studies Estimating the Health Co-Benefits Related to Reductions in Traffic</u>

Dr. Jean Ospital provided an overview of recent studies estimating the potential health benefits related to active transportation.

Ms. Rita Loof asked about the last slide "Summary Findings: SF Bay Area," confirming whether air pollution improvement accounts for less than 1% of health benefits. Dr. Ospital affirmed.

Mr. Avila asked how you would compare London, San Francisco, and Los Angeles. Dr. Ospital responded that he has never done that comparison. Dr. Ospital continued to state that they were only examples and not exactly comparable in terms of what they are looking at..

#### Agenda Item #5 – New Website Launched

This item was postponed to the September meeting.

#### Agenda Item #6 - Monthly Report on Small Business Assistance Activities

No comments.

#### **Agenda Item #7 - Other Business**

Ms. Loof requested an update on the American Society for Testing and Materials (ASTM) Volatile Organic Compound (VOC) test method.

Action Item – Agendize an update on the ASTM test method

#### Agenda Item #8 - Public Comment

No comments.

#### **Adjournment**

The meeting adjourned at 11:53 a.m.



# LOCAL GOVERNMENT & SMALL BUSINESS ASSISTANCE ADVISORY GROUP FRIDAY, SEPTEMBER 12, 2014 MEETING MINUTES

#### **MEMBERS PRESENT:**

Dennis Yates, Mayor, City of Chino and LGSBA Chairman
Paul Avila, P.B.A. & Associates
Geoffrey Blake, Metal Finishers of Southern California/All Metals
John Hill, Riverside County Representative
Maria Elena Kennedy, Kennedy Communications
Rita Loof, RadTech International
Kelly Moulton, Paralegal
Lupe Ramos Watson, Councilmember, City of Indio

#### **MEMBERS ABSENT:**

Ben Benoit, Councilman, City of Wildomar and LGSBA Vice Chairman Felipe Aguirre, City of Maywood Todd Campbell, Clean Energy

#### **OTHERS PRESENT:**

Mark Abramowitz, Board Member Assistant (*Lyou*)
Earl Elrod, Board Member Assistant (*Yates*)
David Rothbart, Los Angeles County Sanitation District
Ruthanne Taylor Berger, Board Member Assistant (*B. Benoit*)

#### **SCAQMD STAFF:**

Derrick Alatorre, Assistant Deputy Executive Officer
Debra Ashby, Senior Public Information Specialist
Lara Brown, Office Assistant
Joe Cassmassi, Planning & Rules Manager
Elaine-Joy Hills, AQ Inspector II
Aaron Katzenstein, Program Supervisor
Nancy Feldman, Principal Deputy District Counsel
Roberta Lewis, Systems & Programming Supervisor
Chris Marlia, Assistant Deputy Executive Officer
Matt Miyasato, Deputy Executive Officer
Jeanette Short, Senior Administrative Secretary
Cher Snyder, Senior Enforcement Manager

#### Agenda Item #1 - Call to Order/Opening Remarks

Mayor Dennis Yates called the meeting to order at 11:32 a.m.

### <u>Agenda Item #2 – Approval of July 18, 2014 Meeting Minutes/Review of Follow-Up/Action Items</u>

Chair Yates called for approval of the July 18, 2014 meeting minutes. The Minutes were approved unanimously.

Mr. Alatorre addressed Ms. Rita Loof's request for an update on the American Society for Testing and Materials (ASTM) Volatile Organic Compound (VOC) test method and it would be agendized.

#### Action Item – Agendize an update on the ASTM test method

Mr. Alatorre informed the advisory group about the upcoming 26<sup>th</sup> Annual Clean Air Awards Ceremony being held on October 3, 2014.

#### Agenda Item #3 – Update on Greenhouse Gas-related Activities

Dr. Aaron Katzenstein provided an update on activities in support of greenhouse gas reductions and AB 32 implementation.

Ms. Rita Loof asked if, under the new definition, industrial sources would be subject to the regulations, whereas in the past, it was focused on the energy producers under the Scoping Plan. Dr. Katzenstein stated that Ms. Loof may have been referring to the new scoping plan (2015), which includes nine (9) different sectors, energy, agriculture, water, etc. with recommended actions but no set paths.

Ms. Loof asked for examples of large stationary industrial sources. Dr. Katzenstein stated refineries, power plants, chemical facilities and facilities that use a large amount of fuel.

Mr. Paul Avila inquired if all states equally share the cap and trade limits under AB 32 and Dr. Katzenstein responded, that AB 32 was applicable only to California.

Mayor Yates expressed his concern that credit proceeds would be spent elsewhere, rather than mitigating pollution within SCAQMD. He asked if there was a standard of where the money goes. Mr. Avila further asked what the cash equivalent of a credit was. Dr. Katzenstein responded that entities that participate in the cap and trade program receive allowances which are typically free. Any additional allowances needed are purchased on the auction market that the state runs. At the first auction, one allowance or one (1) metric ton was priced at \$10. The price has increased annually by 5% plus rate of inflation and at the last auction the price was at \$11.50 per allowance.

Dr. Katzenstein stated that under SB 535, cap and trade auction proceeds benefit disadvantaged communities with at least 10% invested in projects located within these communities. Mr. Avila

inquired if there are separate bureaucracies set up for this purpose and what OEHHA stood for. Ms. Loof stated it was the Office of Environmental Health Hazard Assessment and Dr. Katzenstein responded that there are separate bureaucracies and the OEEHA is tasked with identifying the disadvantaged communities.

Ms. Loof asked what the average company is spending on these allowances. Dr. Katzenstein stated that they are not releasing that information in order to protect their competitiveness in the market.

Dr. Katzenstein presented on Greenhouse Gas (GHG) credits derived from voluntary projects in California. Mr. Avila asked if a project took a few years how the program worked if they needed more credits. Dr. Katzenstein responded that the developer could view the exchange online at <a href="https://www.ghgrx.org">www.ghgrx.org</a> and find existing credits.

Ms. Kelly Moulton asked Dr. Katzenstein for examples of the expansion of energy efficiency programs. Dr. Katzenstein responded, under the state program, many of these programs fall under the California Public Utilities (CPUC) and the California Energy Commission (CEC). They are looking at putting cap and trade funds back into existing programs starting in 2015 to 2016 while looking at new programs with additional focus on disadvantaged communities under SB 535.

Mr. Avila asked if an update can be provided within a year to track where the funds are going and Dr. Katzenstein stated it was doable.

#### Agenda Item #4 – Rule 1147 – NOx Reduction from Miscellaneous Sources

Mr. Joe Cassmassi provided an update on staff's efforts to facilitate Rule 1147 implementation.

Ms. Loof asked if there will be an assessment on low nitrogen oxides (NOx) burners increasing carbon monoxide (CO) emissions, which are resulting in businesses being out of compliance with Rule 1147. Mr. Cassmassi responded that if they are out of compliance with CO emissions, they may be adjusting the burner to reach the low NOx limit and essentially making the CO go up. Ms. Loof questioned whether it is more of a retro-fit situation or, if they installed a new low NOx burner, CO will not increase. Mr. Cassmassi concurred and indicated that the installation of proper low NOx burners should not cause an increase in CO.

Mr. Blake commented that companies in the business of spray painting cars, six months prior to this rule being passed, spent a large amount of money to comply with another SCAQMD rule. Now they are shocked at having to buy a new low NOx burner to replace burners that meet this rule and there are approximately 3,000 spray booths with licenses.

Mr. Cassmassi responded that they met with association representatives, individual spray booth operators, and Toyota who has the most up-to-date spray booths in the basin, and 95% of them emit less than one pound per day. As a consequence, the rule amendment gives them additional years (about five years) before we would address compliance and give ourselves additional time

to reassess the situation; see if the burners and spray booths would be available; and given the VOC make-up of the paints changing, the size of the problem might go down with time. Mr. Cassmassi continued to say they are hoping people in the industry are keeping records to supply information but they are very aware of this situation.

Mr. Avila asked what the life expectancy of a heat treat furnaces was. Mr. Cassmassi stated about 20-25 years but that it was a vague number because people don't replace ovens or furnaces unless they have to. Mr. Blake stated that you can replace parts of the unit, for example the burner system can be upgraded, but you don't have to replace the whole unit.

Mr. Blake asked who the point of contact would be regarding this rule. Mr. Cassmassi stated it would be him.

#### Agenda Item #5 – New Website Launched

Ms. Roberta Lewis demonstrated the new redesigned SCAQMD website which was launched on May 28, 2014. Ms. Lewis pointed out where various items were on the new expanded home page website including widgets, meetings, air quality forecasts, permit information, links, current and important news.

Ms. Loof stated that there are now multiple pages to go through in order to get information. Ms. Lewis concurred noting that the website has more information.

Mr. John Hill asked about reports on the website such as the AQMP white papers to which Ms. Lewis demonstrated on how to search for them.

Mr. Avila asked about complaints and Ms. Lewis showed where to find contacts, the number to call SCAQMD's smog hotline, and where to submit a complaint on-line.

#### <u>Agenda Item #6 – Monthly Report on Small Business Assistance Activities</u> No comments.

#### Agenda Item #7 - Other Business

No comments.

#### Agenda Item #8 - Public Comment

No comments.

#### **Adjournment**

The meeting adjourned at 12:36 p.m.



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 30

REPORT: Investment Oversight Committee

SYNOPSIS: The Investment Oversight Committee met Friday, November 21,

2014 and discussed various issues detailed in the Committee report. The next Investment Oversight Committee meeting is scheduled for Friday, February 20, 2015 at 12:00 noon in Conference Room CC2.

#### RECOMMENDED ACTION:

Receive and file this report.

Michael Antonovich, Chair Investment Oversight Committee

MBO:lg

**Attendance:** Present at SCAQMD were Committee members Dr. Joseph K. Lyou, Gary Burton, Richard Dixon, and Brent Mason. Supervisor Michael Antonovich and Councilmember Michael A. Cacciotti attended by teleconference. Absent was Committee Member Dr. William Burke.

#### **Investment Committee Action Items:**

Quarterly Report of Investments: The Committee reviewed the quarterly investment report that was provided to the Governing Board. For the month of September 2014, the SCAQMD's weighted average yield on total investments of \$580,726,988.14 from all sources was .75%. The allocation by investment type was 90% in the Los Angeles County Pooled Surplus Investment Fund (PSI) and 10% in the State of California Local Agency Investment Fund (LAIF) and Special Purpose Investments (SPI). The one-year Treasury Bill rate as of September 30, 2014 was .13%. The Committee unanimously approved the quarterly report.

#### **Investment Committee Discussion Item:**

<u>Cash Flow Forecast</u>: Michael O'Kelly reported on the cash flows for the current year and projected for the next three years. SCAQMD Investment Policy limits its Special Purpose investments to 75% of the minimum amount of funds available for investment

during the Cash Flow Horizon. That limit, which includes all funds (General, MSRC, Clean Fuels), is \$133.3 million.

<u>Financial Market Update</u>: Sarah Meacham from PFM Asset Management provided the Committee with information on current investment markets, economic conditions, and the overall outlook. They presented market information on the continued steepening Treasury yield curve, the continued narrowing yield spreads between Treasuries and U.S. Agencies, the addition of supranational bonds as authorized investments for California agencies, and fixed-income market performance. Economic indicators were also presented showing strong economic growth, improving labor market, and improving consumer confidence.

<u>Calendar Year 2015 Committee Meeting Dates</u>: For CY 2015, quarterly Investment Oversight Committee meeting dates are Friday, February 20, and Friday, November 20. The normally scheduled May meeting will be moved to June, pending a polling of available dates among Committee members and approval of the date by the Committee at the February 20 meeting. The August quarterly meeting has been cancelled in conjunction with the cancellation of all SCAQMD Board and Committee meetings during the month of August 2015.

Other Business: None

**Public Comment:** None



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 31

REPORT: Legislative Committee

SYNOPSIS: The Legislative Committee held a meeting on Friday,

November 14, 2014. The next Legislative Committee meeting is scheduled for Friday, December 12, 2014 at 9 a.m. in Conference

Room CC8.

The Committee deliberated on agenda items for Board consideration and recommended the following actions:

Agenda Item	Recommendation	
Interview and Recommend Execution of Contract(s) for Legislative Representation in Sacramento, California	Authorize the Chairman to execute contracts with Gonzalez, Quintana & Hunter, LLC and Joe A. Gonsalves & Son for Legislative Representation in Sacramento, California.	

#### **RECOMMENDED ACTION:**

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

Dr. Clark E. Parker, Sr. Vice-Chair Legislative Committee

LBS:GSA:

#### Attendance [Attachment 1]

The Legislative Committee met on November 14, 2014. Committee Member Dr. Clark E. Parker, Sr. was the acting vice chair of the meeting. Dr. Parker and Supervisor Michael Antonovich, both attended via videoconference. Governing Board Chair Dr. William A. Burke, who was appointed as a member to the Committee, also participated via videoconference.

#### **Update on Federal Legislative Issues**

SCAQMD federal legislative consultant Mark Kadesh, of Kadesh & Associates, updated the Committee on key Washington D.C. issues with a focus on the Senate.

The November 4, 2014 elections strengthened Republican control of the House and made the Republicans the majority party in the upper chamber, holding at least 53 seats in the Senate. The change in Senate control will result in new Chairs presiding over Senate committees of interest to the SCAQMD, including:

- Senator Jim Inhofe (R-OK) to chair Environment and Public Works Committee.
- Senator John Thune (R-SD) to chair Commerce Committee.
- Senator Orrin Hatch of (R-UT) to chair Finance Committee.
- Senator Thad Cochran (R-MS) in line to chair Appropriations Committee.
- Senator Lisa Murkowski (R-AK) to chair Energy Committee.

In the short-term during the lame-duck session, two issues will dominate Capitol Hill. First is the vote on the controversial Keystone Pipeline. Second is whether a new Omnibus Appropriations bill will be passed to fund the government or whether another Continuing Resolution will be passed to maintain funding at last year's level.

In the longer term, the new leadership in the Senate and the House may weigh in on whether to cancel, soften, delay or, at least, express disapproval of a variety of Environmental Protection Agency rules that are scheduled to come out in the next few months, including:

- New Ozone Standard
- Toxic Ash Disposal Rule
- Cross-State Air Pollution Rule
- New Source Emission Controls for New Power Plants
- Greenhouse Gas Rule for Existing Power Plants

In the interest of time constraints, the House update which was to be provided by SCAQMD federal legislative consultant Mia O'Connell, of the Carmen Group, was tabled until the December Legislative Committee meeting.

### Interview and Recommend Approval of Contract(s) for Legislative Representation in Sacramento, California

In preparation for the interviews, the Committee members discussed the questions to be asked of the three top qualified firms and the process for their selection. They then proceeded with the interviews of: Joe A. Gonsalves & Son; Gonzalez, Quintana & Hunter, LLC; and Sloat, Higgins, Jensen & Associates.

After the interviews were concluded, the Committee Members unanimously recommended that the Governing Board authorize the execution of contracts with Gonzalez, Quintana & Hunter, LLC for \$207,000 and Joe A. Gonsalves & Son for \$143,000. [Refer to the December 5, 2014 Board Agenda item 15 for additional information on this matter.]

### **Report from SCAQMD Home Rule Advisory Group** [Attachment 3] Please refer to Attachment 2 for written report.

#### **Other Business:**

None

#### **Public Comment Period:**

No public comment.

#### **Attachments**

- 1. Attendance Record
- 2. SCAQMD Home Rule Advisory Group Report

#### **ATTACHMENT 1**

#### ATTENDANCE RECORD -November 14, 2014

#### **DISTRICT BOARD MEMBERS:**

Dr. William A. Burke (Videoconference) Supervisor Michael Antonovich (Videoconference) Dr. Clark E. Parker, Sr. (Videoconference)

#### **STAFF TO COMMITTEE:**

Lisha B. Smith, Deputy Executive Officer
Derrick Alatorre, Assistant Deputy Executive Officer/Public Advisor
Guillermo Sanchez, Senior Public Affairs Manager (teleconference)
Julie Franco, Senior Administrative Secretary

#### **DISTRICT STAFF:**

Barry R. Wallerstein, Executive Officer
Barbara Baird, Chief Deputy Counsel
Phil Fine, Assistant Deputy Executive Officer
Peter Greenwald, Sr. Policy Advisor
Chris Marlia, Assistant Deputy Executive Officer
Matt Miyasato, Deputy Executive Officer
William Wong, Principal Deputy District Counsel
Jill Whynot, Assistant Deputy Executive Officer
Marc Carrel, Program Supervisor
Philip Crabbe, Community Relations Manager
Robert Paud, Telecommunications Technician II
Jeanette Short, Senior Adminstrative Secretary
Kim White, Public Affairs Specialist
Patti Whiting, Staff Specialist

#### **OTHERS PRESENT:**

Mark Abramowitz, Governing Board Member Consultant (Lyou) Kris Flaig, City of Los Angeles, Bureau of Sanitation Anthony Gonsalves, Joe A. Gonsalves & Son

Jason Gonsalves, Joe A. Gonsalves & Son

Paul A. Gonsalves, Joe A. Gonsalves & Son

Will Gonzalez, Gonzalez, Quintana & Hunter, LLC

Dale Hunter, Sloat, Higgins, Jensen & Associates

Kelly Jensen, Sloat, Higgins, Jensen & Associates

Chris Kierig, Kadesh & Associates (teleconfernce)

Vlad Kogan Orange County/Sanitation

Rita Loof, RadTech

Debra Mendelsohn, Governing Board Assistant (Antonovich)

David Quintana, Gonzalez, Quintana & Hunter, LLC

David Rothbart, Los Angeles County Sanitation District

Andy Silva, Governing Board Assistant (Gonzales)

Susan Stark, Tesoro

Carolyn Veal-Hunter, Sloat, Higgins, Jensen & Associates

Warren Weinstein, Kadesh & Associates (teleconference)

#### ATTACHMENT 2

#### LEGISLATIVE REPORT FROM HOME RULE ADVISORY GROUP MEETING OF OCTOBER 22, 2014

HRAG members present:

Dr. Joseph Lyou, Chairman

Dr. Elaine Chang, SCAQMD

Elizabeth Adams, EPA (participated by phone)

Curt Coleman, Southern California Air Quality Alliance

Chris Gallenstein, CARB (participated by phone)

Jayne Joy, Eastern Municipal Water District (participated by phone)

Bill LaMarr, California Small Business Alliance

Rongsheng Luo, SCAG (participated by phone)

Art Montez, AMA International

Bill Quinn, CCEEB (participated by phone)

David Rothbart, Los Angeles County Sanitation Districts

Larry Rubio, Riverside Transit Agency (participated by phone)

Jessica Segovia on behalf of Enrique Chiock, Breathe L.A. (participated by phone)

Lee Wallace, So Cal Gas and SDG&E

Ron Wilkniss on behalf of Mike Wang, WSPA

AQMD Staff: Debra Ashby, Joe Cassmassi, Philip Crabbe, Shah Dabirian, Francis Goh, Aaron Katzenstein, Elaine Shen, Jill Whynot, Bill Wong, and Marilyn Traynor

Others: Mark Abramowitz (Board Consultant to Dr. Lyou); Daniel McGivney (SoCalGas/SDG&E); Noel Muyco (SoCalGas/SDG&E); (Susan Stark (Tesoro); Leila Barker (LADWP); Kris Flaig (City of Los Angeles, Bureau of Sanitation); Frank Caponi (LACSD); Rita Loof (RadTech)

#### LEGISLATIVE UPDATE

Philip Crabbe reported on the following items that were discussed at the Legislative Committee meeting on October 10, 2014:

#### **Federal**

Congress is on recess through the elections in November 2014.

Senator Barbara Boxer, Chair of the Senate Environment & Public Works (EPW) Committee, called on the U.S. House Ways & Means Committee to attempt to take up the issue of funding the Highway Trust Fund in the lame duck session. However, this is unlikely to occur. Congresswoman Janice Hahn and Congressman Ted Poe (Texas) introduced H.R. 5101 which creates a freight trust fund that would receive its revenue from a new 5% tax on all duties.

The House Transportation and Infrastructure Committee marked up a rail and Amtrak reauthorization bill. Although the bill is not expected to pass this year, the intent is to set the stage for bipartisan cooperation on legislation for next year.

During its upcoming lame duck session, Congress must address what to do with respect to funding the government. The current continuing resolution expires on November 12, 2014. A likely option is that Congress will pass omnibus appropriations bills, which would be beneficial to SCAQMD's priorities. Another possibility is that Congress could again pass a continuing resolution which would maintain current funding levels.

The upcoming elections will have a significant impact on what happens in Washington, D.C. Although Democrats currently have a 55-45 majority in the Senate, a six-seat swing could change the leadership of the Senate. Whatever the outcome, the majority next year will have a smaller seat advantage than in the current Senate. On the House side, the Republicans are expected to gain approximately 6 to 8 seats, out of 435 seats, in the November election.

The U.S. Supreme Court's recent actions have essentially given the green light for the U.S. EPA to use its discretion in setting any new proposed ozone rule. The rule is scheduled to be officially proposed by December 1, 2014, and finalized by October 1, 2015.

#### State

As part of the "National Drive Electric Week," Governor Brown signed multiple bills into law which are meant to help the electric vehicle market grow in California. Among these bills, SCAQMD supported AB 2013 (Muratsuchi). Other bills signed, regarding which SCAQMD has no position, include: AB 1721 (Linder), SB 1298 (Hernandez), and AB 2565 (Muratsuchi).

Governor Brown delivered remarks on California's global leadership in combating climate change at the United Nations Climate Summit in New York on September 23, 2014.

The Governor and other energy stakeholders have generated discussions regarding the development of a new clean energy standard in 2015. However, no proposed language exists. The concept would be to create a more flexible program with the emphasis on greenhouse gas emission reductions, by building on the renewable portfolio standard that currently applies to the electricity sector.

SCAQMD, CAPCOA, CARB, and other stakeholders have been discussing how to improve the effectiveness of the Carl Moyer Program. These discussions have been incorporated into the CARB Incentive Programs Advisory Group (IPAG).

An election update was provided on the following key races and ballot initiatives: Senate District SD 34 (Huntington Beach), Assembly District (AD) 65 (Fullerton), AD 66 (Torrance), Proposition 1 - Water Bond, and Proposition 2 - Rainy Day Fund.

#### Discussion

Kris Flaig (City of Los Angeles) had concerns with regard to SB 1298 (Hernandez) which makes the pilot projects of the Los Angeles County Metropolitan Transportation Authority's operation

of high-occupancy toll (HOT) lanes on State Highway Routes 10 and 110 permanent. Mr. Flaig thought that these express lanes should be limited to drivers of zero emission vehicles or low emission vehicles only. Dr. Lyou responded that drivers of alternative-fueled vehicles with HOV stickers will not be charged if they set their transponder to three or more occupants; further, these particular express lanes were established for congestion purposes, not for reducing air pollution. Mr. Crabbe added that other legislation will benefit zero or low emission vehicles that use express lanes.



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 32

REPORT: Mobile Source Committee

SYNOPSIS: The Mobile Source Committee met on Friday, November 21, 2014.

Following is a summary of that meeting. The next Mobile Source Committee meeting is scheduled for Friday, January 23, 2015 at

9:00 a.m.

**RECOMMENDED ACTION:** 

Receive and file.

Dr. Clark E. Parker, Sr., Chair Mobile Source Committee

EC:fmt

#### Attendance

Committee Chair Dr. Clark E. Parker, Sr., and Committee Member Supervisor Shawn Nelson attended via videoconference. Committee Members Dr. Joseph Lyou, Mayor Judith Mitchell and Mayor Pro Tem Ben Benoit attended the meeting at the SCAQMD Diamond Bar headquarters.

The following items were presented:

#### **ACTION ITEM:**

### 1) Execute Contract for Marketing and Outreach Initiative for the 2015 Lawn Mower Exchange Program

Mr. Sam Atwood, Media Relations Manager, gave a brief presentation on staff's recommendation for the award of a contract for the 2015 Lawn Mower Exchange Program. An RFP was released on October 3, 2014, to solicit proposals for outreach for the 2015 Lawn Mower Exchange Program. Two proposals were received by the RFP deadline of November 5, 2014: one from Westbound Communications and the other from Sensis. The RFP review panel reviewed the two proposals and staff is recommending award of a \$75,000 contract to Westbound Communications based on the firm's overall comprehensive approach for outreach.

Mayor Mitchell commented that the staff report indicates that 2,200 lawn mowers were exchanged in 2012 and asked if more recent figures were available. Mr. Atwood showed a graph of the number of lawn mowers exchanged for each year of the program since its inception in 2003. In most years, 4,000 mowers were exchanged except in 2010 when special funding was available to provide over 9,000 mowers for exchange. There was a dip in the number of mowers exchanged in 2012 and again in 2014 with approximately 2,800 and 2,600 sold respectively in those years.

Mayor Pro Tem Benoit asked if there was a reason for the dip this last year. Mr. Atwood responded that there are a number of possible reasons including that the market for electric mowers is saturated or at least saturated in the areas where the events are located.

Mayor Mitchell asked if different venues are being considered this year and staff responded that different venues are being researched and staff is open to any recommendations on possible venues, although 2015 venues have already been tentatively selected.

Dr. Parker asked how many people have been reached with the existing outreach campaigns. Mr. Atwood responded that he can provide a recap of this year's outreach but the emphasis has been more on the partnerships and public relations efforts, primarily because advertising in the Los Angeles market is expensive and even if the full amount of the contract were committed to advertising we still would not be assured of selling 4,000 mowers.

Dr. Lyou asked how much was spent on marketing and outreach for the 2014 program and Mr. Atwood responded that the amount was \$50,000. Mayor Mitchell asked if social media would be included in the outreach. Mr. Atwood responded that it will be an integral part of the program.

[Supervisor Nelson arrived to the videoconference site at 9:04 a.m.]

Moved by Mitchell; seconded by Benoit; and unanimously approved.

#### **INFORMATIONAL ITEMS:**

#### 2) Status of Implementation of CARB's Regulation for Marine Vessels While At-Berth

Dr. Randall Pasek, Planning & Rules Manager, provided an update on the implementation of the CARB regulation to reduce emissions from ocean-going vessels (OGV) while at-berth (commonly known as the Shore Power Regulation). The regulation was adopted by CARB in 2007 to reduce emissions form OGV while

docked by requiring certain vessels to "hook up" to landside power and turn off their auxiliary engines. The regulation also allows for use of technologies that provide equivalent emission reductions. The regulation applies to fleets that operate container, refrigerated cargo, and passenger ships and whose vessels have more than 25 annual visits at a California port except for passenger ship fleets which must comply with the regulation if their ships visit a port more than five times per year.

Vessel fleets and terminals are required to submit initial compliance plans and fleets are required to also submit annual compliance statements showing that they did comply with the regulatory requirements. The regulation requirements are phased in from 2010 to 2020 and require emission or power reductions of 10% in 2010, 25% in 2012, 50% in 2014 70% in 2017, and 80% in 2020. Fleets can choose two compliance paths – Reduced Onboard Power Generation and Equivalent Emission Reduction options. The Reduced Onboard Power Generation option requires that a fleet reduce its onboard power usage by the mandated percentage in that year as well as have the same percentage of visits where the auxiliary engines are not used. The Equivalent Emission Reduction option requires the fleet to demonstrate that the fleet's emissions have been reduced by the mandated percentage in that year. Switching between options is allowed if certain conditions are maintained to ensure required emission reductions occur.

Currently over 200 vessels have been outfitted to receive shore power and 51 fleets have submitted compliance plans for 2014. This has resulted in approximately 2,750 shore power visits out of a total of 4,400 visits statewide. In addition shore-side infrastructure has been installed at 63 berths and 23 terminals with about half of the funding being provided by California Proposition 1B funding.

With the goal of retaining and potentially enhancing the expected emission benefits of the regulation, CARB staff is considering amendments to address the operational and technical issues encountered during the implementation of the regulation as well as considering amendments to expand the compliance accountability. Issues encountered during the implementation of the regulation include the following:

- Use of equivalent technologies Regulation only allows those on the Equivalent Emissions Reduction Option to use equivalent technologies.
- Maximum Engine Operation Time per Visit Under the Reduced Onboard Power Generation Option auxiliary engines can operate only three hours while the ship is at-berth to allow for transitioning to and from landside power. However, due to circumstances beyond the fleet's control (time for customs inspection, shore-side labor to complete the hook-up, etc.), the auxiliary engines are needed and the visit will not count toward compliance.

- Compliance Reporting Period Compliance with the reductions is required each quarter. Longer compliance periods would allow for more flexibility in meeting the requirements.
- Commissioning Before a vessel can access shore power it must demonstrate that it can safely receive electricity from berth. This process can take several visits before the vessel can receive landside power and obtain credit for the visit.
- Redeployment Redeployment of ships can bring non-shore power capable ships to California. Equipping them for shore power can take many months.
- Berth Availability The fleet operator may not have control over the berth assignments and may be required to berth where shore power connections are not available.

CARB staff is also considering exploring enhancing the emission reductions from the regulation through the use of new technologies, inclusion of additional fleet types and additional ports. CARB staff is currently taking comments on potential concepts and will hold an additional public workshop in the first quarter of 2015.

SCAQMD staff has commented on the need to ensure the emission reductions are maintained and to consider deployment of additional technologies to further reduce emissions. Staff will continue to provide comments as the amendments are developed.

Staff concluded with an update on the status of at-berth emissions collection and treatment technologies. Two companies, Advanced Control Technologies Inc. (ACTI) and Clean Air Engineering-Maritime, have developed barge-based emissions collection and control systems that can be moved next to the ships while at-berth or at anchorage and attach a collection pipe to the exhaust of the auxiliary engines. The engine exhaust is piped to a cleaning system that removes over 90% of the emissions from the engines. Both systems are in CARB's verification process and should be verified in the first half of 2015 where they will be able to be used as an alternative technology to comply with the Shore Power Regulation.

Dr. Parker asked if the fleets had complied with the reduction requirements. Staff responded that they had and explained that both compliance paths had requirements in the regulation to ensure that these reductions were realized. Dr. Parker inquired as to whether these emission reductions are considered and included in SCAQMD's proposed Port Backstop Rule. Staff responded that the concept of the backstop rule was to ensure that the reductions expected by CARB's regulation and emission reductions from other port-related source emissions are achieved. The expected emission reductions are included in the 2012 AQMP and the State Implementation Plan (SIP). If the Shore Power regulation emission reductions were not achieved, the

Ports would be required to implement actions to make up for the emission reductions foregone through other methods, such as deployment of the emissions collection and control systems discussed earlier.

Dr. Parker asked what fraction of the total OGV fleet is subject to the regulation. Staff indicated that currently about 65% of the visits to the affected ports are subject to the requirements of the regulation and that fraction is expected to grow to about 90% in 2032 such that the majority of the vessels visiting will be subject to the requirements of the regulation. However, some vessel types such as tankers are not included in the regulation and staff believes that additional reductions are available if these vessel types were included in the regulation or were required to use alternative technologies such as the emissions collection and control systems.

Mayor Mitchell asked if all the vessels in the fleet had to meet the requirements of the regulation. Staff responded that it was a fleet average which gives the fleets the control flexibility. Mayor Mitchell then asked for additional clarification on the two compliance pathways. Staff explained that the Equivalent Emission Reduction Option requires that the fleets reduce their emissions by the required percentage in that year. The Reduced Onboard Power Generation Option requires the appropriate percentage reduction in onboard power as well as the same percentage of qualifying visits. This would result in emission reductions equal to percentage required in the year.

Dr. Lyou asked whether additional reductions beyond those achieved in the current regulation, that staff believes are available through implementation of new alternative technologies, would be included in the SIP; and whether SCAQMD staff was working with CARB staff to ensure these additional reductions would be realized as part of the amendment process. Staff responded that CARB would bring those additional reductions forward as part of their overall mobile source strategy in the development of the next AQMP.

Dr. Lyou inquired about the shore power system at the BP ARCO tanker berths and asked whether this technology was considered feasible and commercially available and if so, could staff work with CARB staff to require other tankers to utilize shore power as well. Staff stated that the technology is technologically feasible and commercially available, but is not required as it was judged too costly at the time of adoption of the regulation. However, staff believes there are ways to amend the regulation to incentivize the use of this technology at other tanker berths and will work with CARB staff in developing the rule language.

Dr. Lyou then inquired as to whether there were additional vessel types that could be controlled in the remaining one-third of the fleet that was not subject to the regulation. Staff responded that with the alternative technologies being developed, most or all of

the other vessels could be controlled. Dr. Lyou also asked for verification that boilers contributed about 18% of the total emissions of NOx from the OGV visiting our ports and if so, whether alternative emissions control systems that could control boiler emissions should be a high priority. Staff stated that this was correct and that currently they contribute about 10% of the total NOx emissions but would go up to the 18% he quoted as the shore power regulation became fully implemented.

Dr. Lyou then noted that fleets have proposed that CARB staff consider amendments to give them more time to hook up to landside power, to use credits between fleets on a port-wide basis, and pursue other options that could ultimately reduce the emission reductions expected from the regulation. Staff responded that the fleets had raised these issues at CARB's workshop and that CARB staff had stated several times that the emission reductions expected had to remain whole. In addition, SCAQMD staff at the workshop had stated the expected reductions at the very least must remain the same and that CARB staff should look at ways to achieve additional reductions. Dr. Lyou noted that ACTI had completed their verification required emissions tests and operating hours and was planning to submit the required verification report to CARB in a few weeks, and asked if there was anything we could do to ensure that their review moved forward as quickly as possible. Staff stated that they have been working with CARB and ACTI staff since the early stages of the development of the testing requirements and have a strong working relationship with both ACTI and CARB staff. Staff will continue to have frequent dialogues with CARB and ACTI staff to ensure the process moves smoothly.

Dr. Parker then requested that staff look at the amount of emissions created generating the electricity required by the shore power regulation to ensure that the emission reductions at the ships were not being offset or made worse by the electricity generation emissions. Staff responded that CARB staff did have estimates of energy consumption associated with the 2007 rulemaking. However, that was data from 2007 and there are actual usage data available to estimate potential emissions from the electricity generation. Staff will work with CARB staff to ensure that this information is included in their amendment process. Staff also explained that electricity generation in the Basin is much cleaner than the rest of the nation and studies done where electrical power generated in the Basin is used to reduce diesel engine emissions typically show better than a 90% emission reduction benefit.

Mayor Pro Tem Benoit asked what fraction of the berths are equipped with shore power. Staff responded that most of the berths needed to supply shore power have been equipped. In addition some ports not included in the regulation have also been equipped with shore power with funding assistance from Proposition 1B funds and should more berths require shore power infrastructure, Carl Moyer funding may be available. Staff also indicated that with the alternative control technologies soon to be available, basically all berths could be covered.

Ms. Susan Stark, representing Tesoro (formerly BP ARCO), stated that BP ARCO was interested in obtaining credits from using shore power at their tanker berths. Ms. Stark noted that the SCAQMD still has a proposed rule development on the rule forecast calendar and suggested that staff might want to consider moving forward on the rule development.

#### 3) Overview of Port of Long Beach Middle Harbor Project

Dr. Matt Miyasato, Deputy Executive Officer/Science & Technology Advancement, provided a report on the Middle Harbor Redevelopment Project at the Port of Long Beach. Dr. Miyasato added that SCAQMD staff recently toured the facilities. The nine-year, \$1.3 billion project will expand the area of the existing terminal to 305 acres, and it is planned to be a green, technologically-advanced terminal.

Dr. Parker asked about the total electricity required by the terminal and the cost and lifetime for the batteries in the electric yard hostlers. Staff did not know the specifics and committed to follow-up with the Long Beach Container Facility to get the information.

#### **WRITTEN REPORTS:**

#### 4) Rule 2202 Activity Report

The report was received as submitted.

### 5) Monthly Report on Environmental Justice Initiatives – CEQA Document Commenting Update

The report was received as submitted.

#### **OTHER BUSINESS:**

None

#### **PUBLIC COMMENT:**

None

The meeting was adjourned at 10:12 a.m.

#### **Attachment**

Attendance Roster

#### SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT MOBILE SOURCE COMMITTEE MEETING Attendance Roster- November 21, 2014

NAME	AFFILIATION	
Dr. Clark E. Parker, Sr.	SCAQMD Governing Board (via videoconference)	
Dr. Joseph Lyou	SCAQMD Governing Board	
Mayor Pro Tem Ben Benoit	SCAQMD Governing Board	
Mayor Judith Mitchell	SCAQMD Governing Board	
Supervisor Shawn Nelson	SCAQMD Governing Board (via videoconference)	
David Rothbart	Los Angeles County Sanitation Districts	
Curtis Coleman	Southern California Air Quality Alliance	
Lee Wallace	Southern California Gas/San Diego Gas & Electric	
Susan Stark	Tesoro	
Bill Pearce	Boeing	
Elaine Chang	SCAQMD Staff	
Barbara Baird	SCAQMD Staff	
Matt Miyasato	SCAQMD Staff	
Henry Hogo	SCAQMD Staff	
Peter Greenwald	SCAQMD Staff	
Fred Minassian	SCAQMD Staff	
Randall Pasek	SCAQMD Staff	
Sam Atwood	SCAQMD Staff	
Dean Saito	SCAQMD Staff	
Jillian Baker	SCAQMD Staff	



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 33

REPORT: Stationary Source Committee

SYNOPSIS: The Stationary Source Committee met Friday, November 21, 2014.

Following is a summary of that meeting.

**RECOMMENDED ACTION:** 

Receive and file.

Dennis Yates, Chair Stationary Source Committee

MN:am

#### Attendance

The meeting began at 10:30 a.m. In attendance at SCAQMD Headquarters were Mayor Dennis Yates, Mayor Judith Mitchell, Dr. Joseph Lyou and Mayor Pro Tem Ben Benoit. Absent was Supervisor Shawn Nelson.

#### **ACTION ITEM**

### 1. Issue RFP to Perform an Audit and Evaluation of Pressure Relief Devices at Refineries

Mohsen Nazemi, Deputy Executive Officer, Engineering and Compliance, began by saying that this item showed no written material on the agenda, although written material was provided to the Committee Members in advance. Barbara Baird, Chief Deputy Counsel, stated that copies were also available at the meeting for the public.

Danny Luong, Senior Enforcement Manager, presented this item. Mr. Luong started out by identifying the purposes of the Request for Proposal (RFP) as to identification of all atmospheric pressure relief devices (PRD) and comparison to the PRD inventories in the current Rule 1173 Plans, and to check for any existence of additional fuel supply lines introducing fuel downstream of the locations of RECLAIM moni-

tors. Mr. Luong then presented the current requirements for PRDs in Rule 1173, including the requirements for inventory, electronic monitoring, reporting of releases, and periodic inspection and repairs. Specifically, the release reporting requirement was for all releases of 100 lbs. of VOC or any reportable quantities as specified in 40 CFR Parts 117, 302 or 355. In addition, written reports are required within 30 days and all released emissions are included in an Annual Emission Report. Mr. Luong then showed the count of atmospheric PRDs as currently reported in the 1173 Plans, which varied from one for the Ultramar refinery to 385 for the Tesoro – Carson (formerly BP) refinery. Mr. Luong noted that, for the sake of comparison, the two Phillips 66 facilities should be counted as one, with a total of 22 atm PRDs. Mr. Nazemi, explained that the difference in the count number was due to the age of the facilities.

Next, Mr. Luong introduced Rule 2011 - Requirements for Monitoring, Reporting, and Recordkeeping for SOx emissions. RECLAIM requires Continuous Emission Monitoring Systems to measure SOx emissions from major equipment burning refinery gas. Most refineries determine SOx emissions by monitoring a combination of fuel gas and exhaust characteristics, and amount of fuel consumed. Fuel gas characteristics are measured at a fuel mix drum and may include sulfur content, heat content, fuel composition, temperature, pressure, and density. Mr. Luong also introduced Rule 2012 – Requirements for Monitoring, Reporting, and Recordkeeping for NOx emissions. RECLAIM requires Continuous Emission Monitoring Systems to measure NOx emissions from Major Sources. Fuel characteristics are also used to determine NOx mass emissions in addition to stack NOx concentration. Mr. Luong then explained that refinery fuel gas is a collection of pre-treated process off-gases, which are mixed in a fuel mix drum to provide a fuel of steady heat content. The fuel gas is distributed to combustion devices via a network of pipes. Any additional stream of fuel introduced to this network downstream of the fuel monitors will change the fuel characteristics and render emission reporting inaccurate. Mr. Luong summarized that the RFP was to seek proposals for identifying atmospheric PRDs and for verifying appropriate monitoring of RECLAIM emissions and associated cost for all or individual refineries. He anticipated that RFP solicitation, receipt of selection of contractor(s), and Board approval of contracts, if exceeding \$75,000, be completed by March 2015.

Dr. Barry Wallerstein concluded the presentation by stating that this will not be an action item, instead it will be presented to Administrative Committee as an action item.

Mayor Mitchell asked why there was such a big difference of atmospheric PRDs between different refineries. Mr. Nazemi explained that the reason was primarily due to the age of facilities. A newer facility would have been designed and built such that their PRDs would be vented to vapor recovery or a flare system, and any new process unit that is built today would be required by Rule to vent to a vapor recovery or flare. For older facilities, venting an existing atmospheric PRD to a flare is not

simple because the system has to be balanced at all times. During an upset, one has to ensure that the system can handle all the incoming exhaust to ensure safety. An existing flare system may not be able to accept exhaust from a particular process unit due to pressure differences. Mayor Mitchell asked if we have ever done this type of work before, and Dr. Wallerstein indicated SCAQMD staff has done it but we have never hired a contractor to do it.

Ms. Susan Stark, Tesoro Refinery, testified and supported the issuance of the Request for Proposal. There were no other comments from the public. No additional comments were made by Board members.

#### **INFORMATIONAL ITEMS**

### 2. Rule 1420.1 – Emissions Standards for Lead and Other Toxic Air Contaminants from Large Lead-Acid Battery Recycling Facilities

Susan Nakamura, Director of Strategic Initiatives, provided a summary of the proposed amendments. The rule proposes further reductions of the ambient lead concentration limit and lead point source emission rate, daily ambient sampling of lead and arsenic as well as other proposed requirements.

Mayor Yates noted that a lower mass emission rate of 0.003 lb/hr for point sources was being achieved at one facility. Mayor Yates commented that the proposed rule could propose a lower limit of 0.003 lb/hr. Dr. Lyou concurred and commented that we could adopt the lower limit and relax the rule if needed later on. Dr. Barry Wallerstein said that additional data might support a lower limit and that staff plans to include an adopting resolution to come back to the Board after source testing is completed. Dr. Wallerstein also stated that the rule adoption hearing would need to be delayed for the Board to consider the 0.003 stanard due to CEQA. Mayor Mitchell asked if the equipment Exide was installing would be able to meet the lower limit. Staff responded that further source testing was needed to make that determination. Mr. Nazemi reiterated that the proposed rule is reducing the ambient levels, which is monitored everyday and better measures exposure to one public compared to a one time source test, which is a snap shot.

Mr. John Hogarth, Plant Manager at Exide, stated that Exide is installing air pollution control equipment and that they should be allowed to complete installation and test the equipment prior to setting a limit. He added that ambient emissions are more reflective of fugitive emissions, not necessarily stack emissions. He continued that the limit should be feasible for their facility which has a different furnace, air flow and configuration than Quemetco's facility.

Mr. Michael Buckantz, Quemetco, advocated a 0.003 lb/hr mass emission limit and requested that the Board should be provided a choice at the Public Hearing to adopt

a more stringent standard. He further requested that staff should prepare a CEQA analysis to avoid a delay if the Board wishes to adopt the more stringent standard. Mr. Buckantz said that Quemetco supports the proposed ambient standard and daily monitoring and recommends including community monitoring paid for by the facilities.

Mr. Duncan McKee, resident, stated that he supports more stringent regulations but is concerned that the proposal may result in increased throughput at Quemetco. He said that the community does not want more batteries going to Quemetco. He also pointed out that an earlier staff report stated that wastewater emissions are regulated by Rule 1176 but through a records request he found that no monitoring or testing are being done on wastewater treatment systems.

Dr. Lyou was supportive of providing the Board an option to adopt a more stringent rule including consideration for capping facility emissions. Mayor Yates voiced his agreement with Dr. Lyou.

### 3. Rule 1148.2 – Notification and Report Requirements for Oil and Gas Wells and Chemical

Susan Nakamura presented a Status Report for Rule 1148.2. Pursuant to the adoption resolution in April 2013, staff is to report semi-annually to the Stationary Source Committee on notifications, emissions, and chemical use reporting related to Rule 1148.2. In addition to updating the Committee again in six months and providing a recommendation on future action, staff will also: continue sampling and inspections; pursue instances of non-compliance with Rule 1148.2 requirements (i.e., operators conducting oil/gas well activities, but not reporting emissions or chemical usage); and continue analysis of notification, emissions, and chemical usage data.

Mayor Yates asked, considering the potential toxic cancer risk exposure during Rule 1148.2 activities, whether staff has conducted research on the risk exposure to oil field workers as part of the Rule 1148.2 implementation. Dr. Wallerstein indicated that staff had not conducted research, but he would direct staff to look into whether any epidemiology studies have been conducted on oil field workers and report back to the Committee at our next briefing.

Dr. Lyou inquired about whether staff was seeing any potential rule requirements from the staff's implementation of Rule 1148.2. Ms. Nakamura indicated that there are some Best Management Practices (BMPs) along with addressing some high hydrocarbon measurements from Rule 1148.2 activities that staff is evaluating. Ms. Nakamura indicated that staff will update the Committee in May 2015, at which time the staff will make recommendations to the Committee Members on potential future rule making.

Dr. Lyou requested that SCAQMD staff work closely with other regulatory agencies to ensure that hazardous materials transportation safety issues are properly addressed, especially when materials such as Hydrogen Fluoride are involved.

4. Use of Executive Officer Enforcement Discretion to Provide a One-time, 90-day Extension of the Submittal Deadline for the 2015 Annual Emission Report Dr. Elaine Chang, Deputy Executive Officer, Planning, Rule Development & Area Sources, informed the Committee of staff's proposed action to use the Executive Officer's enforcement discretion to allow a one-time, 90-day extension of the report submittal deadline for the first year of implementation of the new Annual Emission Reporting system as requested by stakeholders to facilitate a smooth transition to the new reporting system. The extended filing deadline is June 1, 2015.

Representatives from the Western States Petroleum Association, California Council for Environmental & Economic Balance, Southern California Air Quality Alliance and Southern California Alliance of Publicly-owned Treatment Works expressed their support for staff's proposed action.

#### WRITTEN REPORTS

All written reports were acknowledged by the Committee.

#### **PUBLIC COMMENTS**

There were no public comments. Mayor Yates announced that the next Stationary Source Committee meeting is scheduled for January 23, 2015 and adjourned the meeting at 11:40 a.m.

#### **Attachments**

Attendance Roster

#### SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT STATIONARY SOURCE COMMITTEE November 21, 2014 ATTENDANCE ROSTER (Voluntary)

NAME	AFFILIATION	
Mayor Dennis Yates	SCAQMD Governing Board	
Mayor Pro Tem Benoit	SCAQMD Governing Board	
Mayor Judith Mitchell	SCAQMD Governing Board	
Dr. Joseph Lyou	SCAQMD Governing Board	
Dr. Barry Wallerstein	SCAQMD Staff	
Mohsen Nazemi	SCAQMD Staff	
Elaine Chang	SCAQMD Staff	
Barbara Baird	SCAQMD Staff	
Kurt Wiese	SCAQMD Staff	
Tina Cox	SCAQMD Staff	
Danny Luong	SCAQMD Staff	
Bill Pearce	Boeing	
Susan Stark	Tesoro	
Vlad Kogan	Orange County Sanitation District	
Duncan McKee	Community	
Rita Loof	RadTech International	



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 34

REPORT: Technology Committee

SYNOPSIS: The Technology Committee met on November 21, 2014. Major

topics included Technology Advancement items reflected in the regular Board Agenda for the December Board meeting. A summary of these topics with the Committee's comments is provided. The next Technology Committee meeting will be on

January 23, 2015.

**RECOMMENDED ACTION:** 

Receive and file.

John J. Benoit Technology Committee Chair

MMM:pmk

**Attendance:** Supervisor John J. Benoit participated by videoconference. Mayor Judith Mitchell and Mayor Dennis Yates were in attendance at SCAQMD headquarters. Mayor Miguel Pulido was absent due to a conflict with his schedule.

#### **DECEMBER BOARD AGENDA ITEMS**

1. Recognize and Transfer Revenue and Execute Contracts to Develop and Demonstrate Fuel Cell and Plug-In Hybrid Heavy-Duty Trucks

On August 21, 2014, DOE notified SCAQMD of a \$9,725,000 award to develop and demonstrate zero emission drayage trucks under the Zero Emission Cargo Transportation II Program. Other partners are providing additional funds totaling \$4,783,979 to cost-share this project. This action is to recognize revenue upon receipt in the amount of \$14,508,979 into the Advanced Technology Goods Movement Fund (61). This action is to also transfer \$7,183,979 from the Clean Fuels Fund (31), which includes SCAQMD's cost-share of \$2,400,000 and \$4,783,979 as a temporary loan, to the Advanced Technology Goods Movement Fund (61) and to execute contracts for the development and demonstration of zero emission drayage trucks.

Supervisor Benoit asked about the remaining \$275,000 from the \$10 Million solicitation. Staff responded it is being paid directly to NREL for data collection.

Moved by Yates; seconded by Benoit; unanimously approved.

# 2. Renew SCAQMD's Membership in CaFCP for Calendar Year 2015, Provide Office Space for CaFCP, and Receive and File California Fuel Cell Partnership Executive Board Meeting Agenda and Quarterly Updates

The SCAQMD has been a member of the California Fuel Cell Partnership (CaFCP) since March 2000. This action is to renew SCAQMD's membership in the CaFCP in an amount not to exceed \$87,800 for calendar year 2015 and cofund 50 percent of the CaFCP Regional Coordinator position located at SCAQMD, in addition to office space and utilities, in an amount not to exceed \$50,000 from the Clean Fuels Fund (31). Further actions are to continue providing in-kind office space and utilities for CaFCP employees in 2015 in an effort to educate the public and increase CaFCP's presence in Southern California. Finally, this action is to receive and file the CaFCP Executive Board Meeting Agenda and Quarterly Updates.

Moved by Yates; seconded by Mitchell; unanimously approved.

### 3. Recognize, Transfer and Appropriate Funds, and Execute Contracts to Implement Enhanced Fleet Modernization Program

On July 11, 2014, the Board approved release of an RFP to implement the AB 118 Enhanced Fleet Modernization Program (EFMP). The program focuses on providing greater incentives to eligible low- and middle-income owners of older vehicles to scrap their existing vehicle and receive a voucher to either help acquire a newer vehicle or cover the cost for transit passes or participation in car-sharing programs. Six proposals were received by the closing date of the RFP. These actions are to: 1) recognize upon receipt up to \$2.4 million for implementation of the EFMP and authorize Executive Officer to accept grant terms and conditions; 2) execute contracts in an amount not to exceed \$625,000 from the HEROS II Special Revenue Fund (56); 3) transfer and appropriate \$70,000 from the HEROS II Special Revenue Fund (56) to Science & Technology Advancement's FY 2014-15 or FY 2015-16 Budget to assist in implementing the EFMP; and 4) authorize the Executive Officer to approve vouchers to qualified program participants up to \$3,330,000.

Mayor Yates asked whether the replacement vehicle has to be a new vehicle. Staff indicated that it can also be an eight year old or newer vehicle. In addition, many of the advanced technology vehicles are coming off of their lease period and will be available in the used car market. Mayor Mitchell indicated that there is anticipation that there will be a secondary market for these cleaner vehicles. Mayor Yates

commented that the participants are lower income residents who may not be able to afford the advanced technology vehicles. Mayor Mitchell indicated that many of the people live in multi-unit dwelling and may not have access to charging. A higher fuel efficient vehicle such as a conventional hybrid may be more affordable and the voucher amounts will help with the cost of these vehicles.

Mayor Yates asked where we will find people to participate in the program. Staff indicated that the focus of the proposed funding is to determine what outreach approaches will be effective in encouraging participation. Each of the four proposed awardees provided unique approaches to outreach low-income residents and outreaching residents living in disadvantaged communities. Mayor Yates asked if there will be a website. Staff indicated that there will be.

Mayor Mitchell asked if there is a requirement to have 25% of the funding go to disadvantaged communities since the funding comes from the Greenhouse Gas Reduction Fund. Staff indicated that all of the funding will go to residents living in disadvantaged communities. Supervisor Benoit commented that he indicated to staff that there needs to be a resource where potential participants can determine quickly if they live in a disadvantaged community. Staff will be developing such a resource as part of the program.

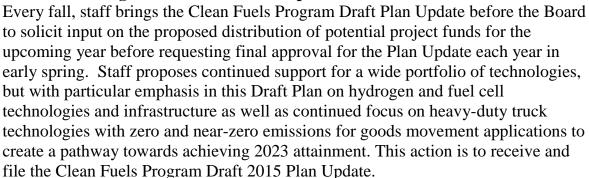
Moved by Yates; seconded by Mitchell; unanimously approved.

# 4. Issue RFP to Upgrade, Operate and Maintain Fast-Fill CNG Fueling Station at SCAQMD Headquarters, Amend Contract and Transfer and Appropriate Funds

The SCAQMD has owned and operated a fast-fill public access CNG fueling station at Headquarters since January 2003, contracting out maintenance and management functions of the station to an outside contractor. At this time, to ensure continued reliable CNG dispensing capability to meet current and anticipated future needs of SCAQMD's natural gas fleet and the public, the station equipment requires upgrades. Additionally, staff proposes an independent contractor own, operate and maintain the station. This action is to issue an RFP to solicit competitive bids for an independent contractor to lease SCAQMD property and to own, upgrade, operate and maintain the station. In addition, this action is to amend a contract with Trillium CNG to add \$50,000 from the Fast-Fill CNG Fueling Station Enterprise Fund (71) to continue the maintenance and management of SCAQMD's existing fast-fill CNG fueling station until a new contractor is under contract.

Moved by Yates; seconded by Benoit; unanimously approved.

#### 5. Clean Fuels Program Draft 2015 Plan Update



This was a receive and file item.

#### 6. Other Business

### Reclassify Director Position to Assistant Deputy Executive Officer Position in Science and Technology Advancement

The Executive Officer is proposing to reclassify the Designated Deputy position of Director of Technology Advancement to an Assistant Deputy Executive Officer classification to reflect the expanded duties and responsibilities for the position within the Office of Science and Technology Advancement. This action will result in an annual cost increase of approximately \$10,000. Sufficient funding for this annual cost increase exists in the FY 2014-15 Budget.

Moved by Yates; seconded by Mitchell; unanimously approved.

Any member of the committee, or its staff, on his or her own initiative or in response to questions posed by the public, may ask a question for clarification; may make a brief announcement or report on his or her own activities, provide a reference to staff regarding factual information, request staff to report back at a subsequent meeting concerning any matter, or may take action to direct staff to place a matter of business on a future agenda. (Govt Code Section 54954.2)

#### 7. Public Comment Period

There was no public comment.

**Next Meeting: January 23, 2015** 

#### **Attachment**

Attendance

#### Attachment A – Attendance

Supervisor John J. Benoit	
Mayor Judith Mitchell	SCAQMD Governing Board
Mayor Dennis Yates	SCAQMD Governing Board
Mark Abramowitz	Board Consultant (Lyou)
Buford Crites	Board Consultant (JBenoit)
Bob Ulloa	Board Consultant (Yates)
Chung Liu	Board Consultant (Mitchell)
John Olvera, Principal Deputy District Counsel	SCAQMD
Matt Miyasato, STA	SCAQMD
Henry Hogo, STA	SCAQMD
Fred Minassian, STA	SCAQMD
Dean Saito, STA	SCAQMD
Phil Barroca, STA	SCAQMD
Lori Berard, STA	SCAQMD
Brian Choe, STA	SCAQMD
Drue Hargis, STA	SCAQMD
Lisa Mirisola, STA	SCAQMD
Bill Johnson, AHR	SCAQMD
Nancy Cole, FIN	SCAQMD
Sam Atwood, Media	SCAQMD
Robert Paud, IM	SCAQMD
Penny Shaw Cedillo, STA	SCAQMD
Danielle Robinson	ARB
Susan Stark	Tesoro
Oscar Abarca	TSC-Top Shelf Consulting



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 35

REPORT: Mobile Source Air Pollution Reduction Review Committee

SYNOPSIS: Below is a summary of key issues addressed at the MSRC's meeting

on November 20, 2014. The next meeting is scheduled for Thursday,

January 15, 2015, at 2:00 p.m., in Conference Room CC8.

**RECOMMENDED ACTION:** 

Receive and file.

Michael D. Antonovich SCAQMD Representative on MSRC

MM:HH:AP

#### **Meeting Minutes Approved**

The MSRC unanimously approved the minutes from its September 18 and October 16, 2014 meetings. Those approved minutes are attached for your information (*Attachments 1 and 2, respectively*).

#### **Adoption of 2015 Meeting Schedule**

The MSRC adopted its 2015 meeting schedule (*Attachment 3*). The MSRC will continue to meet on the third Thursday of every month at 2:00 p.m. Its Technical Advisory Committee will continue to meet on the first Thursday of every month at 1:30 p.m., except for the months of January and December which have been moved to the second Thursday because of holiday conflicts. Both meetings are usually conducted in Room CC8.

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

As part of the FYs 2012-14 Work Program, the MSRC allocated \$2.0 million for the implementation of an Alternative Fuel School Bus Incentives Program. The MSRC previously deemed BusWest qualified for Program participation and authorized them to offer buy-down incentives to qualifying school districts or private providers of pupil transportation. The MSRC approved an initial award to BusWest in January 2014, and in subsequent actions the MSRC approved contract value increases to incentivize additional buses ordered. In November, the MSRC approved a new request from BusWest for an additional \$31,000 to incentivize a full-sized CNG school bus ordered by Banning

Unified School District as part of the FYs 2012-14 AB 2766 Discretionary Fund Work Program. This award will be considered by the SCAQMD Board at its December 5, 2014 meeting.

#### Alternative Fuel Infrastructure Program

As part of the FYs 2012-14 Work Program, the MSRC allocated \$7.5 million for the implementation of new and expanded CNG and LNG refueling stations and modification of maintenance facilities to accommodate gaseous-fueled vehicles. A Program Announcement, #PA2014-05, was developed and released on September 6, 2013, with an open application period commencing October 8, 2013 and closing September 26, 2014. The MSRC previously considered fifteen applications and awarded a total of \$1,903,000 for those projects; one award for \$175,000 was subsequently declined. Fifteen additional applications were received by the deadline. Evaluations have been completed for twelve of these applications; evaluations are still underway for the remaining three applications and they will be considered by the MSRC in the near future. The MSRC approved twelve contract awards totaling \$2,049,954 as part of the FYs 2012-14 AB 2766 Discretionary Fund Work Program.

These awards will be considered by the SCAQMD Board at its December 5, 2014 meeting.

#### **Major Event Center Transportation Program**

As part of the FYs 2012-14 Work Program, the MSRC allocated \$4.0 million for event center transportation programs and released a Program Announcement to solicit projects for traffic-impacted centers. In September 2013 and September 2014 the MSRC subsequently allocated an additional \$27,450 and \$54,087, respectively, to the Program, bringing the total Program allocation to \$4,081,537. To date, \$3,630,740 has already been awarded. The Program Announcement closed as of September 30, 2014. Two additional applications were received prior to the deadline. The MSRC considered and unanimously approved an award of \$239,645 to Orange County Transportation Authority (OCTA) to implement special Metrolink service for the 2015 Angels season. The service would be provided in support of 48 Angels home games with two dedicated trains powered by Tier-2 rated engines or better that would run along Metrolink's Orange County Line corridor from Oceanside in the south and Los Angeles Union Station in the north to the terminus at Anaheim Station. In addition, limited service would be provided on Metrolink's Inland Empire-Orange County line from Riverside Downtown to Orange, followed by a transfer at Orange to Anaheim, for 13 Friday games. OCTA would contribute at least \$241,400 in co-funding.

Also in response to the Major Event Center Transportation Program Announcement, the MSRC considered and unanimously approved an award of \$83,960 to Southern California Regional Rail Authority (SCRRA) to implement special Metrolink service for the 2015 NASCAR Sprint Cup Series event to be held in March 2015. The service would provide, free of charge to end users, dedicated Metrolink service on the final day of the event, using locomotives powered by Tier 2-rated engines or better, on three rail lines: 1)

from Oceanside; 2) from Oxnard; and 3) from Lancaster. The majority of stops would be located in SCAQMD's jurisdiction. The Auto Club Speedway and SCRRA would collectively contribute no less than \$260,000 in co-funding towards service implementation, advertising and marketing purchases.

These awards will be considered by the SCAQMD Board at its December 5, 2014 meeting.

#### FYs 2014-16 Enhanced Fleet Modernization Program

The Enhanced Fleet Modernization Program (EFMP) is a vehicle retirement and replacement program authorized by the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 (AB 118). The program focuses on providing greater incentives to eligible low- and middle-income owners of older vehicles to scrap their existing vehicle and receive a voucher either to help acquire a newer vehicle or cover the cost for transit passes or participation in carsharing programs. The first year of the EFMP is a pilot demonstration program to determine effective ways to encourage low- and moderate-income consumers to participate in the program. As such, the SCAQMD issued an RFP to solicit proposals in July 2014. Six proposals were received at the close of the RFP submittal period. The proposals were evaluated and scored by a three member review panel that included the MSRC Technical Advisor. Five of the proposals met the minimum technical score for further consideration. Given the diverse and unique approaches for outreach and marketing, the proposal review panel recommended that consideration be given to fund the five technically qualified proposals. One of the applicants was not interested in splitting the available funding. Therefore, four of the qualified proposals are being recommended for funding.

As the SCAQMD Board will be considering the implementation of the EFMP in a separate item at its December 5, 2014 meeting, SCAQMD staff initiated discussions with MSRC staff regarding potential partnership. Given the flexibility of the use of the voucher for a replacement vehicle, transit passes, or car-sharing program, the EFMP is consistent with the MSRC's goals and objectives to reduce motor vehicle emissions. SCAQMD staff would be responsible for program administration. The MSRC considered this partnership opportunity and approved an allocation totaling \$800,000 towards the EFMP as the first element of the FYs 2014-16 AB 2766 Discretionary Fund Work Program. \$200,000 is to be awarded to one of the four recommended proposals, with the remaining \$600,000 to support vehicle replacement, transit and car-sharing vouchers.

At its December 5, 2014, the SCAQMD Board will consider partnering with the MSRC on implementing the AB118 Enhanced Fleet Modernization Program (EFMP) and the allocation of \$800,000 towards the EFMP, as the first element of the FYs 2014-16 AB 2766 Discretionary Fund Work Program.

#### FYs 2014-16 Work Program

On September 18, 2014, the MSRC conducted its annual offsite retreat with its Technical Advisory Committee to brainstorm its upcoming FY 2014-16 AB 2766 Discretionary Fund Work Program, for which approximately \$45 million is available for projects. Discussions continued at the October 16 and November 20 MSRC meetings to determine parameters and priorities stemming from the MSRC-hosted mini-workshops and input from the CEC, CARB, and SCAQMD. MSRC staff will work with the MSRC's Technical Advisory Committee to establish and convene subcommittees to begin crafting elements of the Work Program and will return to the MSRC at its January 15, 2015 meeting with their recommendations.

#### **Received and Approved Final Reports**

The MSRC received and unanimously approved two final report summaries this month as follows:

- 1. Southern California Regional Rail Authority, Contract #MS14047, which provided \$49,203 to Implement Special Metrolink Service to Auto Club Speedway; and
- 2. Nationwide Environmental Services, Contract #MS10006, which provided \$94,887 for the purchase of 3 sweepers equipped with advanced natural gas engines.

#### **Contract Modification Requests**

The MSRC considered three contract modification requests and took the following unanimous actions:

- 1. For Griffith Company, Contract #MS11092, which provides \$390,521 for a "Showcase II" off-road vehicle retrofit demonstration program, approval of an 18-month contract term extension;
- 2. For City of San Fernando, Contract #ML14062 (proposed), which provides \$500,000 to install a new CNG station, approval to substitute the expansion of their existing CNG station for the installation of a new station, with an associated \$112,909 award value reduction;
- 3. For Ware Disposal Co., Inc., Contract #MS12034, which provides \$133,070 for the purchase of 8 medium-heavy-duty vehicles; approval of a 24-month contract term extension; and
- 4. For Mineral LLC, Contract #MS11001, which provides \$111,827 to design, host and maintain the MSRC website; approval to issue a task order up to \$3,750 to upgrade the MSRC's website to enhance the functionality of the service with the creation of a new mailing list for meeting changes.

#### **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 November 2014 is attached (*Attachment4*) for your information.

#### **Attachments**

Attachment 1 – Approved September 18, 2014 Meeting Minutes

Attachment 2 – Approved October 16, 2014 Meeting Minutes

Attachment 3 – Adopted 2015 Meeting Schedule

Attachment 4 - November 2014 Contracts Administrator's Report



# SPECIAL JOINT RETREAT MEETING BETWEEN THE MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE AND ITS TECHNICAL ADVISORY COMMITTEE THURSDAY, SEPTEMBER 18, 2014 MEETING MINUTES

21865 Copley Drive, Diamond, Bar, CA 91765- Conference Room CC-8

#### **MEMBERS PRESENT:**

(Chair) Greg Pettis, representing RCTC (Vice Chair) Larry McCallon, representing SANBAG April McKay (Alt.), representing LA County MTA Steve Veres, representing LA County MTA Greg Winterbottom, representing OCTA Earl Withycombe, representing CARB

#### MSRC MEMBERS ABSENT:

Michael Antonovich, representing SCAQMD Ron Roberts, representing SCAG

#### **MSRC-TAC MEMBERS PRESENT:**

(MSRC-TAC Chair) Gretchen Hardison, representing City of Los Angeles DWP (Vice-Chair) Tanya Love, representing RCTC

Stacy Alameida, rep. Los Angeles County Metropolitan Transportation Authority Paula Carvajal, representing Regional Rideshare Agency

Eliza Echevarria (Alt.), representing RCTC

Linda Johnson (Alt.), representing Cities of Orange County

Rongsheng Luo (Alt.), representing SCAG

Kelly Lynn, representing San Bernardino Associated Governments

Jonathan Nadler, representing SCAG

Dean Saito, representing SCAQMD

Andy Silva, representing San Bernardino County Board of Supervisors

Rick Teebay (Alt.), representing Los Angeles County Board of Supervisors

Eddie Washington, representing Los Angeles County Board of Supervisors

Sue Zuhlke, representing Orange County Transportation Authority

#### **OTHERS PRESENT:**

Ruben Aronin, Better World Group Lauren Dunlap, Southern California Gas Sam Emmersen, Better World Group Wendy James, Better World Group Beth Junis, LADWP Wilford Melton, CalTrans John O'Dell, Edmunds.com Tim Olson, California Energy Commission Ric Teano, OCTA Levi Tillemann-Dick, New America Craig Tranby, LADWP

#### **SCAQMD STAFF & CONTRACTORS**

Ray Gorski, MSRC Technical Advisor-Contractor
Drue Hargis, Acting Senior Public Information Specialist
John Kampa, Financial Analyst
Matt MacKenzie, MSRC Contracts Assistant
Ana Ponce, MSRC Administrative Liaison
Cynthia Ravenstein, MSRC Contracts Administrator
Veera Tyagi, Sr. Deputy District Counsel
Rachel Valenzuela, MSRC Contracts Assistant

#### **CALL TO ORDER**

- Call to Order
   MSRC Vice-Chair Larry McCallon called the meeting to order at 11:37 a.m., as a
   Committee of the Whole, due to lack of a quorum. MSRC Vice Chair McCallon
   asked for a roll call to record the members present: MSRC Vice Chair
   Larry McCallon; MSRC Member Greg Winterbottom; and MSRC Alternate
   April McKay were present at the commencement of the meeting.
- Opening Comments
  There were no opening comments.

#### PUBLIC COMMENT PERIOD

Public comments were allowed during the discussion of each agenda item. No comments were made on non-agenda items.

## CONSENT CALENDAR (Items 1 through 5) Receive and Approve Items Agenda Item #1 – Minutes of the June 19 and August 21, 2014 MSRC Meetings

The minutes of the June 19, 2014 MSRC meeting were included in the agenda package. However, the minutes of the August 21, 2014 meeting were not yet available.

ON MOTION BY MSRC MEMBER GREG WINTERBOTTOM, AND SECONDED BY MSRC ALTERNATE APRIL MCKAY, AS A COMMITTEE OF THE WHOLE, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 5, THE MSRC UNANIMOUSLY APPROVED THE JUNE 19, 2014 MEETING MINUTES.

AYES: WINTERBOTTOM, MCKAY, MCCALLON.

NOES: NONE.

**ACTION:** Staff will place the minutes on the MSRC's website.

#### Agenda Item #2 – Summary of Final Reports by MSRC Contractors

One final report summary was included in the agenda package for U-Haul Company of California, Contract #MS12026, which provided \$500,000 for the purchase of 23 medium-heavy duty on-road vehicles.

ON MOTION BY MSRC MEMBER GREG WINTERBOTTOM, AND SECONDED BY MSRC ALTERNATE APRIL MCKAY, AS A COMMITTEE OF THE WHOLE, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 5, THE MSRC UNANIMOUSLY APPROVED THE FINAL REPORTS ABOVE.

AYES: WINTERBOTTOM, MCKAY, MCCALLON.

NOES: NONE.

**ACTION:** MSRC staff will file the final report and release any retention on the contract.

#### **Receive and File Items**

#### Agenda Item #3 – MSRC Contracts Administrator's Report

The MSRC AB 2766 Contracts Administrator's Report for July 31 through August 27, 2014 was included in the agenda package.

ON MOTION BY MSRC MEMBER GREG WINTERBOTTOM, AND SECONDED BY MSRC ALTERNATE APRIL MCKAY, AS A COMMITTEE OF THE WHOLE, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 5, THE MSRC UNANIMOUSLY APPROVED TO RECEIVE AND FILE THE CONTRACTS ADMINISTRATOR'S REPORT FOR JULY 31 THROUGH AUGUST 27, 2014.

AYES: WINTERBOTTOM, MCKAY, MCCALLON.

NOES: NONE.

**ACTION:** SCAQMD staff will include the MSRC Contracts Administrator's Report in the MSRC Committee Report for the October 3, 2014 SCAQMD Board meeting.

#### Agenda Item #4 – Financial Report on AB 2766 Discretionary Fund

A financial report on the AB 2766 Discretionary Fund for the period ending August 31, 2014 was included in the agenda package.

ON MOTION BY MSRC MEMBER GREG WINTERBOTTOM, AND SECONDED BY MSRC ALTERNATE APRIL MCKAY, AS A COMMITTEE OF THE WHOLE, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 5, THE MSRC UNANIMOUSLY APPROVED TO RECEIVE AND FILE THE FINANCIAL REPORT FOR THE PERIOD ENDING AUGUST 31, 2014.

AYES: WINTERBOTTOM, MCKAY, MCCALLON.

NOES: NONE.

**ACTION:** No further action is required.

#### For Approval – As Recommended

<u>Agenda Item #5 – Consider Vehicle Substitutions and 26-Month Term Extension by City of Riverside, Contract #ML11036 (\$670,000 – Purchase 9 Heavy-Duty Natural Gas Vehicles and Install CNG Station)</u>

Due to the changing needs of their client departments, the City of Riverside requests to substitute a dump truck for a refuse truck, and a roll off truck for a patch truck. The City also requests a 26-month term extension due to the different departments which would be involved and a change to the CNG station layout. The MSRC-TAC unanimously recommends approval.

ON MOTION BY MSRC MEMBER GREG WINTERBOTTOM, AND SECONDED BY MSRC ALTERNATE APRIL MCKAY, AS A COMMITTEE OF THE WHOLE, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 5, THE MSRC UNANIMOUSLY APPROVED SUBSTITUTION OF A DUMP TRUCK FOR A REFUSE TRUCK, AND A ROLL OFF TRUCK FOR A PATCH TRUCK; AS WELL AS A 26-MONTH TERM EXTENSION.

AYES: WINTERBOTTOM, MCKAY, MCCALLON.

NOES: NONE.

**ACTION:** MSRC Staff will amend the above contract accordingly.

#### ACTION CALENDAR (Items 6 through 8)

<u>Agenda Item #6 – Consider Contract Value Increase and 3-Month Term Extension</u> <u>by BusWest, Contract #MS14048 (\$444,850 – Incentives for Alternative Fuel School</u> <u>Buses)</u>

Cynthia Ravenstein, MSRC Contracts Administrator, reported that this request comes from BusWest. They are one of two school bus vendors that the MSRC has deemed qualified to offer incentives under the MSRC's Alternative Fuel School Bus Program. They have a contract already, but all the funds in that contract have either been paid out or already have purchase orders against them. They have received purchase orders from three different fleets: Hemet Unified School District; Hacienda La Puente Unified School District; as well as Tumbleweed Transportation. At a \$31,000 per bus funding level, BusWest is requesting a contract value increase of \$434,000. They are also requesting a three-month contract term extension to ensure that the buses are delivered within the

contract term. The MSRC-TAC reviewed the request and recommends approval. There is sufficient funding available out of what the MSRC had previously allocated for this program.

ON MOTION BY MSRC MEMBER GREG WINTERBOTTOM, AND SECONDED BY MSRC ALTERNATE APRIL MCKAY, AS A COMMITTEE OF THE WHOLE, THE MSRC UNANIMOUSLY APPROVED A \$434,000 CONTRACT VALUE INCREASE TO BUSWEST TO PROVIDE INCENTIVES FOR THE PURCHASE OF 14 MORE ALTERNATIVE FUEL SCHOOL BUSES; AND A 3-MONTH CONTRACT TERM EXTENSION TO ENSURE DELIVERY WITHIN THE CONTRACT TERM.

AYES: WINTERBOTTOM, MCKAY, MCCALLON.

NOES: NONE.

**ACTION:** Staff will include this item for consideration by the SCAQMD Board at its October 3, 2014 meeting.

#### <u>Agenda Item #7 – Consider Contract Value Increase and 3-Month Term Extension</u> by A-Z Bus Sales, Contract #MS14009 (\$250,000 – Incentives for Alternative Fuel <u>School Buses</u>)

Cynthia Ravenstein, MSRC Contracts Administrator, reported that this request comes from A-Z Bus Sales. This request is similar to the previous item. A-Z Bus Sales is the other qualified vendor under this program. They have received a purchase order from Orange Unified School District for three full size CNG school buses. They are requesting a contract value increase of \$93,000 and a 3-month contract term extension. The MSRC-TAC reviewed the request and recommends approval.

ON MOTION BY MSRC ALTERNATE APRIL MCKAY, AND SECONDED BY MEMBER GREG WINTERBOTTOM, AS A COMMITTEE OF THE WHOLE, THE MSRC UNANIMOUSLY APPROVED A \$93,000 CONTRACT VALUE INCREASE TO A-Z BUS SALESTO PROVIDE INCENTIVES FOR THE PURCHASE OF THREE MORE ALTERNATIVE FUEL SCHOOL BUSES; AND A 3-MONTH CONTRACT TERM EXTENSION.

AYES: WINTERBOTTOM, MCKAY, MCCALLON.

NOES: NONE.

**ACTION:** Staff will include this item for consideration by the SCAQMD Board at its October 3, 2014 meeting.

#### FY2012-14 WORK PROGRAM

#### <u>Agenda Item #8 – Consider Funding for Application Received under the Alternative</u> <u>Fuel Infrastructure Program</u>

Cynthia Ravenstein, MSRC Contracts Administrator, presented this item on behalf of A.J. Marquez, Chair/Infrastructure Subcommittee, who could not be present at today's

meeting. The MSRC allocated a total of \$7,500,000 to the Alternative Fuel Infrastructure program. There have already been a number of awards under this program. A new application was received from Midway Sanitary District. They are seeking to install a limited-access CNG station and to upgrade their existing vehicle maintenance facility to accommodate the maintenance of gaseous-fueled vehicles. They are requesting \$175,000 for the station, because they are a public entity, and \$75,000 for the facility modifications; so a total request of \$250,000. The Infrastructure Subcommittee and the MSRC-TAC reviewed the proposal and they recommend approval of the \$250,000 award. There are still substantial funds available under this program. It is closing on September 26. Several other prospective applicants have contacted Ms. Ravenstein, working on applications and asking questions. She expects that there will be a few more of these applications coming in, although they may not be in time for the October MSRC meeting.

MSRC Member Greg Winterbottom asked if this Program has a county minimum. Ms. Ravenstein indicated that the Orange County minimum would be met with this particular award.

ON MOTION BY MSRC MEMBER GREG WINTERBOTTOM, AND SECONDED BY MSRC ALTERNATE APRIL MCKAY, AS A COMMITTEE OF THE WHOLE, THE MSRC UNANIMOUSLY APPROVED AN AWARD OF \$250,000 TO MIDWAY CITY SANITARY DISTRICT TO INSTALL A LIMITED-ACCESS CNG STATION AND TO UPGRADE THEIR EXISTING VEHICLE MAINTENANCE FACILITY TO ACCOMMODATE THE MAINTENANCE OF GASEOUS-FUELED VEHICLES. AYES: WINTERBOTTOM, MCKAY, MCCALLON.

NOES: NONE.

**ACTION:** Staff will include this item for consideration by the SCAQMD Board at its October 3, 2014 meeting.

### JOINT RETREAT AGENDA ITEMS (Participation of MSRC and MSRC-TAC Members)

[MSRC Chair Greg Pettis and MSRC Member Steve Veres arrived at the meeting at approximately 12 o'clock noon, and a quorum was now present.]

MSRC Vice Chair Larry McCallon turned the meeting over to MSRC Chair Greg Pettis. Chair Pettis stated that it was his understanding that the MSRC, as a Committee of the Whole, approved items 1-8, with the exception of the minutes of the August 21, 2014, meeting.

ADDING THEIR AYE VOTES TO THOSE PREVIOUSLY RECORDED, MSRC MEMBER STEVE VERES AND MSRC CHAIR GREG PETTIS RATIFIED THE ACTIONS TAKEN BY THE COMMITTEE OF THE WHOLE, APPROVING AGENDA ITEMS 1 THROUGH 8, WITH THE EXCEPTION OF THE MINUTES OF THE AUGUST 21, 2014 MEETING.

#### Agenda Item #9 – Introduction and Goals of the Retreat

MSRC-TAC Chair Gretchen Hardison provided introductory comments to open the retreat. This work program, the 2014-16 cycle, will count a quarter century of mobile source air quality improvements funded through the MSRC. Today's retreat is the first step in the process of developing the next cycle of programs. The goal today is to facilitate discussion between the MSRC and the MSRC-TAC. This time around there is a significant amount of funding available, \$44 million over the next two years, which is the largest balance in MSRC history.

MSRC-TAC Chair Hardison briefly outlined the list of speakers and the retreat agenda.

[MSRC Member Earl Withycombe arrived at the meeting at approximately 12:25 p.m. A quorum was already present.]

#### Agenda Item #10 – Luncheon Keynote

A luncheon keynote was presented by John O'Dell, Senior Editor of Edmunds.com®, an award-winning journalist covering the automotive industry for the past 20 years, who discussed the broad passenger vehicle outlook from the perspective of Edmunds.com® analysts and economists. He also touched on facts from the National Research Council's 2013 study "Transitions to Alternative Vehicles and Fuels" which for the first time forecasts alternative vehicle and fuel technology through 2050. He was a contributor to the study compiling the chapter on consumer behavior.

#### Agenda Item #11 – CARB Update and Priorities

MSRC Member Earl Withycombe, of the California Air Resources Board, provided an update on CARB's activities and priorities in relation to the MSRC's goals and mission.

Some of ideas and suggestions for FY 2014-16 Targeted Fleets are:

#### On-Road Fleets – Heavy Duty Trucks

- Disadvantaged community zero-emission pilot projects for infrastructure construction and fleet retrofit or replacement
- Very small fleet compliance assistance, including a zero-interest loan program
- Hybrid and zero-emission truck voucher enhancements
- Zero emission drayage truck pilot project for truck replacement funding and infrastructure funding
- Multi-fleet (HDT-LDV) hydrogen station demonstration project
- ARB optional NOx standard (0.1, 0.05, 0.02 g/bhp-hr) truck fleet scale-up project
- Flatbed and tanker trailer aerodynamic improvement demonstration project

#### On-Road Fleets – Medium Duty Trucks

- Aerodynamic improvement demonstration project
- Hybrid and ZEV delivery truck scale-up projects

#### On-Road Fleets – Buses

- Disadvantaged community zero-emission pilot projects for infrastructure construction and fleet retrofit or replacement
- Hybrid and zero-emission bus voucher enhancements
- Fuel cell bus fleet pilot project
- Transit bus yard fast charging infrastructure support
- Transit bus stop induction coil charging demonstration project
- Transit bus replaceable battery pack demonstration project

#### On-Road Fleets – Light Duty Vehicles

- Workplace EV charging infrastructure
- Multi-unit residential complex EV charging infrastructure
- Fuel cell vehicle/hydrogen station public outreach
- Hydrogen station certification testing support
- In-state renewable hydrogen (dairy, WWTP) station demonstration project
- "Tune In Tune Up" outreach and emission control system repair coupons

#### Agenda Item #12 - CEC Update and Priorities

Tim Olson, of the California Energy Commission, provided an update on the CEC's activities and priorities in relation to the MSRC's goals and mission. Some of the topics Mr. Olson covered are as follows:

The California Energy Commission Transportation Energy Activities include:

- Integrated Energy Policy Report (IEPR)
  - o Transportation Energy Demand Forecast and Supply Scenarios
  - o Alternative Fuels Benefits Report
  - o AB 1257 Natural Gas Opportunities Report
  - Recommended Policy Actions
- AB 118/AB 8 (ARFVT)
  - Annual Investment Plan to Allocate \$100 Million Advisory Committee Input
  - Outreach Workshops
  - Competitive Solicitations

#### Conclusions/Challenges

- California Crude Oil Sources Shifting to Mid-Continent Supply and Crude by Rail Transport
- Gasoline Consumption is Declining/Diesel is Increasing
- Government Policies Push Shift to Low Carbon Intensity Gasoline and Diesel Substitutes (Ethanol, Biodiesel, Renewable Diesel, Biomethane)
- Natural Gas Enjoys \$1.00-\$1.50/gallon (DGE) Price Advantage Over Diesel for 7-10 Years
- Three-Fold Increase in Alternative Fuels by 2020 Plausible Achievement of 2020 State Policy Goals

- Need Better Configuration of Incentives to Stimulate Private Investment
- Federal Incentives and Policies in Flux

### Agenda Item #13 – SCAQMD Update and Priorities

MSRC-TAC Member Dean Saito provided an update on the SCAQMD's 2016 AQMP activities and priorities in relation to the MSRC's goals and mission.

### The 2016 Air Quality Management Plan Development

- New Planning Process to Demonstrate Attainment of New Federal Air Quality Standards
  - o 8-Hr Ozone (2032)
  - o Annual PM2.5 (2020-2025)
- Plan Adoption Spring 2016

### 2016 AQMP Approach

- Technology Transformation Needed in All Emission Sectors
- Enhance Integrated Planning (Air Quality, Climate, Energy, Transportation)
- Engagement of All Stakeholders in Policy Discussions
- Develop White Papers to Layout Technical and Policy Issues

### 2016 AQMP White Papers

- "Preface to White Papers"
- Passenger Transportation
- Goods Movement System and Air Quality
- Energy Outlook
- VOC Controls
- PM Controls
- Energy Outlook
- Residential and Commercial Energy Use
- Off-Road Equipment
- Industrial Facility Modernization
- A Business Case for Clean Air

### White Paper Process

- Close collaboration with CARB, CEC
- Close collaboration with SCAG, CTCs, and subregional COGs on transportation/land use issues
- Periodic updates to SCAQMD
  - Mobile Source Committee and AQMP Advisory Group
- AQMP White Paper Subgroups
  - o AQMP Advisory Group members
  - Other interested parties
  - Technology experts
  - o Open to the public
- Schedule: Late 2014 Early 2015

### MSRC Work Program Elements

- Assist Region's Efforts to Attain Air Quality Standards
- Early Deployment of Alternative Fuel Engine Technologies and Zero-Emission Technologies (Including Enhancements to the Refueling Station Network)
- Incentivize Early Introduction of New Technologies
- Increase Public Awareness of the Environmental Benefits of New Transportation Technologies

[MSRC Alternate April McKay left the meeting at approximately 2:45 p.m.]

### Agenda Item #14 – Guest Speaker

The guest speaker was Levi Tillemann whose book "The Great Race: The Global Quest for the Car of the Future" will be released by Simon & Schuster in January 2015. Dr. Tillemann, currently a Senior Fellow at the New America Foundation, was previously an advisor to the US Department of Energy's Office of Energy Policy and Systems Analysis (EPSA) where he chaired the department's Autonomous and Connected-vehicles Energy (ACE) Working Group. He provided some interesting historical facts and a unique perspective of the automotive race amongst the three largest auto manufacturing countries in the world (U.S., China and Japan).

[MSRC Member Steve Veres left the meeting at approximately 3:05 p.m.]

## <u>Agenda Item #15 – Cleaner Combustion Engines and Zero-Emission Technologies</u> for the Goods Movement Sector

MSRC-TAC Member Dean Saito, of the SCAQMD, discussed technologies and sponsored projects to accelerate deployment of cleaner combustion engines and zero emission vehicles for the goods movement sector.

Mr. Saito talked about the AQMD's research and development work on zero emission Class 8 trucks to reduce the impact. With 43 percent of all the goods coming into the U.S. coming in through Los Angeles and Long Beach, a major contributor to our inventory is from Class 8 tractor trailers hauling containers from the ports of L.A. and Long Beach.

Early Commercialization of Cleaner Engines:

- Provide Products Needed to Help Meet Air Quality Goals in the Near-Term
- Develop End-User Confidence in Product Performance
- Enable the Transition to Longer-Term Advanced Control Technologies

Advanced Cleaner On-Road Heavy-Duty Truck Technologies Going Beyond Current Technologies

- Battery Electric
- Fuel Cell/Hybrid
- Natural Gas/Hybrid

- Extended Range Catenary/Wayside
- Alternative Fuels/Going Beyond 2010 On-Road Emission Standards

### Optional NOx Exhaust Emission Standards

- Provide Early Emission Targets for Development of Advanced Engine Control Technologies
- Early, Limited Deployment of Engines
  - o Evaluate Engine Performance
  - o Provide End-User Experience with New Technology
- Enable Funding Incentives for Cleaner Engines

### **Demonstration Projects**

- CEC, SCAQMD, and So Cal Gas Sponsorship
  - o Commercialization of 0.02 g/bhp-hr NOx Natural Gas Heavy-Duty Engine
- California Air Resource Board Sponsorship
  - Demonstrate 0.02 g/bhp-hr NOx Diesel and Natural Gas Heavy-Duty Engine Technologies

### Advanced Cleaner Freight and Passenger Locomotive Technologies

Technologies to Meet Tier 4

- NOx
  - o Exhaust Gas Recirculation
  - Selective Catalytic Reduction
- PM
  - Diesel Oxidation Catalyst
  - o Particulate Filters
- Alternative Fuels

### Technologies to Go Beyond Tier 4

- Electric
  - Overhead Catenaries
  - o Battery/Hybrid
- LNG
  - o Potential to go Beyond Tier 4
- Zero-Emission Concepts
  - Linear Drive Systems
  - o Battery Tender Concepts
  - o Fuel Cell

### Agenda Item #16 – Setting the State for FY 2014-2016 Work Program Development

Ruben Aronin, of The Better World Group, presented results and analysis of the six regional "Mini Workshops" held in support of the FYs 2014-16 MSRC Work Program development process.

Over 145 people from 93 organizations participated in the workshops, and some also provided written feedback afterwards. The Better World Group provided documentation to the MSRC of all of the public comments that were received, as well as an executive summary/synopsis.

The Better World Group's report conclusion indicated that there is continued interest in funding for traditional MSRC projects such as infrastructure and medium- and heavy-duty vehicles, as well as transportation demand management (TDM) projects such as traffic control monitoring systems, and bike programs. New projects were also proposed such as buy down programs for alternative fuel light-duty vehicles; expanded education and outreach programs; and TDM projects, such as roundabouts.

Workshop participants offered suggestions to increase the impact of MSRC funding, such as: Reduce or eliminate matching fund requirements; work through partnerships (both applicants and the MSRC); increase funding amounts; clarify the use of AB 2766 funds in the solicitation language; and eliminate program minimums.

Cynthia Ravenstein, MSRC Contracts Administrator, indicated that copies of The Better World Group's more-detailed report, and all of today's retreat presentations, will be disseminated to the MSRC and MSRC TAC members. Anyone else wishing to receive these materials may contact Ms. Ravenstein for copies.

### Agenda Item #17 - MSRC Discussion

Due to the lateness of the hour, this portion of the Retreat was deferred for discussion at the MSRC's October 16, 2014 meeting, at which time a summary of the retreat presentations will be given and the MSRC will discuss and explore ideas, concepts, and options as they relate to the potential project categories under the FYs 2014-16 MSRC Work Program. The MSRC may consider elements of its FYs 2014-16 AB 2766 Discretionary Fund Work Program, direct staff to begin outlining conceptual ideas and/or solicitation documents, and/or direct staff to convene subcommittees to develop elements of its FYs 2014-16 AB 2766 Discretionary Fund Work Program.

MSRC-TAC Members are invited to attend the next MSRC meeting.

### Agenda Item #18 – Action Items/Next Steps

This item was tabled until the next MSRC meeting on October 16, 2014.

### **ADJOURNMENT**

Ray Gorski, Technical Advisor to the MSRC, thanked SCAG for the use of the conference room, assistance with the audiovisual equipment, and refreshments.

MSRC Chair Greg Pettis thanked MSRC-TAC Chair Gretchen Hardison, the guest speakers, and staff for an excellent retreat.

# THERE BEING NO FURTHER BUSINESS, THE MSRC MEETING ADJOURNED AT 4:22 P.M.

### **NEXT MEETING:**

Thursday, October 16, 2014, 2:00 p.m., Conference Room CC8

[Prepared by Ana Ponce]



## MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE THURSDAY, OCTOBER 16, 2014 MEETING MINUTES

21865 Copley Drive, Diamond, Bar, CA 91765- Conference Room CC-8

#### **MEMBERS PRESENT:**

(Chair) Greg Pettis, rep. RCTC (via v/c)
Michael Antonovich, representing SCAQMD (via v/c)
Ben Benoit (Alt.), representing SCAQMD
April McKay (Alt.), representing LA County MTA (via v/c)
Greg Winterbottom, representing OCTA
Earl Withycombe, representing CARB

### **MSRC MEMBERS ABSENT:**

(Vice Chair) Steve Veres, rep. LA County MTA Larry McCallon, representing SANBAG Ron Roberts, representing SCAG

### **MSRC-TAC MEMBERS PRESENT:**

(MSRC-TAC Chair) Gretchen Hardison, rep. City of Los Angeles (via v/c) (Vice-Chair) Tanya Love, representing RCTC Rongsheng Luo (Alt.), representing SCAG Dean Saito, representing SCAQMD Rick Teebay (Alt.), Los Angeles County Board of Supervisors

### **OTHERS PRESENT:**

Lauren Dunlap, Southern California Gas Earl Elrod, SCAQMD Board Asst (Yates) Debra Mendelsohn, SCAQMD Board Asst (Antonovich) Ric Teano, OCTA

### **SCAQMD STAFF & CONTRACTORS**

Ray Gorski, MSRC Technical Advisor-Contractor
Henry Hogo, Asst. DEO/Science & Technology Advancement
John Kampa, Financial Analyst
Matt MacKenzie, MSRC Contracts Assistant
Ana Ponce, MSRC Administrative Liaison
Cynthia Ravenstein, MSRC Contracts Administrator
Veera Tyagi, Senior Deputy District Counsel
Rachel Valenzuela, MSRC Contracts Assistant
Paul Wright, Audio-Visual Specialist

### **CALL TO ORDER**

• Call to Order

MSRC Chair Greg Pettis called the meeting to order at 2:10 p.m., as a Committee of the Whole, due to lack of a quorum.

[At this point during the meeting, Agenda Item #10 was taken out of order.]

Opening Comments:

MSRC Chair Greg Pettis welcomed a Governing Member of the SCAQMD Board, Ben Benoit. Mr. Benoit represents the Cities of Riverside County.

[With the arrival of MSRC Member Michael Antonovich, a quorum was achieved.]

### PUBLIC COMMENT PERIOD

Public comments were allowed during the discussion of each agenda item. No comments were made on non-agenda items.

### **CONSENT CALENDAR (Items 1 through 7)**

**Receive and Approve Items** 

Agenda Item #1 – Minutes of the August 21 and September 18, 2014 MSRC Meetings

The MSRC meeting minutes of August 21, 2014, were provided under separate cover and made available at the meeting. The minutes of the September 18, 2014 MSRC meeting were not ready for distribution.

ON MOTION BY MSRC MEMBER EARL WITHYCOMBE, AND SECONDED BY MSRC MEMBER GREG WINTERBOTTOM, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 7, THE MSRC VOTED UNANIMOUSLY TO APPROVE THE AUGUST 21, 2014 MEETING MINUTES.

AYES: ANTONOVICH, WINTERBOTTOM, WITHYCOMBE,

MCKAY, PETTIS. NOES: NONE.

**ACTION:** Staff will place the minutes on the MSRC's website.

### Agenda Item #2 – Summary of Final Reports by MSRC Contractors

Two final report summaries were included in the agenda package, as follows: 1.) Linde LLC, Contract #MS10004, which provided \$56,932 for the purchase of 3 trucks equipped with advanced natural gas engines; and 2) Ryder Truck Rental, Inc., Contract #MS10017, which provided \$651,377 for the purchase of 19 trucks equipped with advanced natural gas engines.

ON MOTION BY MSRC MEMBER EARL WITHYCOMBE, AND SECONDED BY MSRC MEMBER GREG WINTERBOTTOM, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 7, THE MSRC VOTED UNANIMOUSLY TO APPROVE THE FINAL REPORTS ABOVE.

AYES: ANTONOVICH, WINTERBOTTOM, WITHYCOMBE, MCKAY, PETTIS.

NOES: NONE.

**ACTION:** MSRC staff will file the final reports and release any retention on the contracts.

## Receive and File Items MSDC Control of Administration

### Agenda Item #3 - MSRC Contracts Administrator's Report

The MSRC AB 2766 Contracts Administrator's Report for August 28 through September 24, 2014, was included in the agenda package.

ON MOTION BY MSRC MEMBER EARL WITHYCOMBE, AND SECONDED BY MSRC MEMBER GREG WINTERBOTTOM, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 7, THE MSRC VOTED UNANIMOUSLY TO RECEIVE AND FILE THE CONTRACTS ADMINISTRATOR'S REPORT FOR AUGUST 28 THROUGH SEPTEMBER 24, 2014.

AYES: ANTONOVICH, WINTERBOTTOM, WITHYCOMBE, MCKAY, PETTIS.

NOES: NONE.

**ACTION:** SCAQMD staff will include the MSRC Contracts Administrator's Report in the MSRC Committee Report for the November 7, 2014 SCAQMD Board meeting.

### Agenda Item #4 - Financial Report on AB 2766 Discretionary Fund

A financial report on the AB 2766 Discretionary Fund for the period ending September 30, 2014 was included in the agenda package.

ON MOTION BY MSRC MEMBER EARL WITHYCOMBE, AND SECONDED BY MSRC MEMBER GREG WINTERBOTTOM, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 7, THE MSRC VOTED UNANIMOUSLY TO RECEIVE AND FILE THE FINANCIAL REPORT FOR THE PERIOD ENDING SEPTEMBER 30, 2014

AYES: ANTONOVICH, WINTERBOTTOM, WITHYCOMBE, MCKAY, PETTIS.

NOES: NONE.

**ACTION:** No further action is required.

### For Approval - As Recommended

Agenda Item #5 – Consider 18-Month Term Extension by City of Santa Ana, Contract #ML11041 (\$265,000 – Purchase of 7 Heavy-Duty LPG Vehicles and Retrofit 6 Heavy-Duty Diesel Vehicles)

The City requests an 18-month extension due to longer-than-anticipated purchasing processes and the time needed for the LPG trucks to be specialized. The MSRC-TAC unanimously recommends approval.

ON MOTION BY MSRC MEMBER EARL WITHYCOMBE, AND SECONDED BY MSRC MEMBER GREG WINTERBOTTOM, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 7, THE MSRC VOTED UNANIMOUSLY TO APPROVE AN 18-MONTH CONTRACT TERM EXTENSION TO THE CITY OF SANTA ANA, CONTRACT #ML11041, AS PART OF THE FY 2010-11 LOCAL GOVERNMENT MATCH PROGRAM.

AYES: ANTONOVICH, WINTERBOTTOM, WITHYCOMBE,

MCKAY, PETTIS.

NOES: NONE.

**ACTION:** MSRC Staff will amend the above contract accordingly.

### <u>Agenda Item #6 – Consider 12-Month Term Extension by City of Newport Beach,</u> <u>Contract #ML11045 (\$30,000 – Purchase of One Heavy-Duty Natural Gas Vehicle)</u>

The City requests a 12-month extension due to longer-than-anticipated time for the vendor to finalize pricing and specifications. The MSRC-TAC unanimously recommends approval.

ON MOTION BY MSRC MEMBER EARL WITHYCOMBE, AND SECONDED BY MSRC MEMBER GREG WINTERBOTTOM, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 7, THE MSRC VOTED UNANIMOUSLY TO APPROVE A 12-MONTH CONTRACT TERM EXTENSION FOR THE CITY OF NEWPORT BEACH, CONTRACT #ML11045, AS PART OF THE FY 2010-11 LOCAL GOVERNMENT MATCH PROGRAM.

AYES: ANTONOVICH, WINTERBOTTOM, WITHYCOMBE,

MCKAY, PETTIS. NOES: NONE.

**ACTION:** MSRC Staff will amend the above contract accordingly.

# <u>Agenda Item #7 – Consider 18-Month Term Extension by California Cartage</u> <u>Company, Contract #MS11091 (\$55,000 – "Showcase II" Off-Road Vehicle Retrofit Demonstration Program)</u>

California Cartage Company requests an 18-month extension due to personnel changes at the device manufacturer, Nett Technologies. The MSRC-TAC unanimously recommends approval.

ON MOTION BY MSRC MEMBER EARL WITHYCOMBE, AND SECONDED BY MSRC MEMBER GREG WINTERBOTTOM, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 7, THE MSRC VOTED UNANIMOUSLY TO APPROVE AN 18-MONTH CONTRACT TERM EXTENSION FOR CALIFORNIA CARTAGE COMPANY, CONTRACT #MS11091, AS PART OF THE FY 2010-11 OFF-ROAD DIESEL CONSTRUCTION EQUIPMENT RETROFIT "SHOWCASE II" PROGRAM.

AYES: ANTONOVICH, WINTERBOTTOM, WITHYCOMBE,

MCKAY, PETTIS. NOES: NONE.

**ACTION:** MSRC Staff will amend the above contract accordingly.

### **ACTION CALENDAR (Items 8 and 10)**

FYs 2012-14 Work Program

<u>Agenda Item #8 – Contract Value Increase by the Better World Group, Contract #MS11056 (\$196,836 – Programmatic Outreach)</u>

Cynthia Ravenstein, MSRC Contracts Administrator, reported that the MSRC has selected The Better World Group as their Programmatic Outreach Coordinator. They have actually been the MSRC's Programmatic Outreach Coordinator for several years, the latest selection being in 2011. They have been doing a lot of assistance to the MSRC's project partners, helping them publicize their projects and helping get the word out about MSRC funding opportunities. Recently they have also been taking on some other tasks like helping to line up speakers for the Retreat and liaising with some of the key stakeholders. However, as a result of their efforts, the contract balance has been somewhat depleted. There is enough money in the contract to pay them for everything they have done, but there might be a shortfall before the end of the contract in December 2015. The MSRC-TAC Administrative Subcommittee considered this and rather than have a potential situation where the MSRC wants The Better World Group to do something and there is a delay to get additional funding approved, the MSRC-TAC Administrative Subcommittee and the MSRC-TAC are recommending a \$10,000 increase in The Better World Group's contract. If that is not all spent, then it will revert back.

ON MOTION BY MSRC MEMBER GREG WINTERBOTTOM, AND SECONDED BY MSRC MEMBER EARL WITHYCOMBE, THE MSRC VOTED UNANIMOUSLYTO APPROVE A \$10,000 CONTRACT VALUE INCREASE TO THE BETTER WORLD GROUP, CONTRACT #MS11056.

AYES: ANTONOVICH, WINTERBOTTOM, WITHYCOMBE, MCKAY, PETTIS.

NOES: NONE.

**ACTION:** Staff will include this item for consideration by the SCAQMD Board at its November 7, 2014 meeting.

# Agenda Item #9 – Consider Contract Value Increase by BusWest, Contract #MS14048 (\$444,850 with pending increase to \$878,850 – Incentives for Alternative Fuel School Buses)

Cynthia Ravenstein, MSRC Contracts Administrator, reported that BusWest is one of two school bus vendors that the MSRC has deemed qualified to provide incentives under their Alternative Fuel School Bus Program. All of the funding in their contract has either been expended or already has purchase orders against it. They received an additional purchase order from Certified Transportation of Orange County for one full-size CNG school bus. The incentive amount for that bus would be \$31,000. BusWest has requested a contract value increase in that amount. The MSRC-TAC recommends approval. There is sufficient funding available out of what the MSRC had previously allocated for the Program.

ON MOTION BY MSRC MEMBER GREG WINTERBOTTOM, AND SECONDED BY MSRC MEMBER EARL WITHYCOMBE, THE MSRC VOTED UNANIMOUSLY TO APPROVE A \$31,000 CONTRACT VALUE INCREASE TO BUSWEST CONTRACT #MS14048 TO FULFILL AN ORDER FROM CERTIFIED TRANSPORTATION OF ORANGE COUNTY, AS PART OF THE FYS 2012-14 WORK PROGRAM.

AYES: ANTONOVICH, WINTERBOTTOM, WITHYCOMBE,

MCKAY, PETTIS. NOES: NONE.

**ACTION:** Staff will include this item for consideration by the SCAQMD Board at its November 7, 2014 meeting.

### <u>FYs 2014-16 Work Program</u> Agenda Item #10 – MSRC Discussion/Action Items/Next Steps

[This item was taken out of order, before the Consent Calendar.]

Ray Gorski, MSRC Technical Advisor, indicated that today is a continuation of the work efforts that began one month ago at the Retreat. Time ran out at the end of the day to have

the most important elements, the deliberations and discussions amongst the members of the MSRC as to what the priorities are for investing the available funds over a two-year Work Program. Currently the MSRC has for the FYs 2014-16 Work Program somewhere on the order of \$45 million. He gave a summary of the materials presented at the Retreat; his impressions of what he heard from stakeholders; and will turn it over to MSRC for discussion, regarding where to set priorities for the next two years.

He started off by presenting the materials from the California Energy Commission (CEC). Mr. Tim Olson had provided the CEC's perspective on where they are putting their money, what they believe their priorities are, and where the MSRC can potentially dovetail their Work Program with the CEC's priorities. The emphasis of the CEC is non-petroleum and low carbon fuel vehicles and infrastructure: biofuels; traditional alternative fuels, such as natural gas and propane; and then the emerging technologies, zero-emission vehicles, which include the electric, hybrid electric vehicles, and hydrogen.

The CEC's largest planned investments are definitely in the area of zero-emission vehicles, both EV charging as well as hydrogen infrastructure, and the vehicles that utilize those two fuels. In the area of medium-heavy-duty vehicles, the CEC is leaning towards vehicles which can be characterized as either zero emission or near-zero emission. "Near-zero" is something which is approximately an order of magnitude cleaner than today's EPA emission standards for heavy duty vehicles. (Henry Hogo added that the SCAQMD staff came out with a working definition for near-zero to be .02 grams/bhp-hr or cleaner for NOx emissions.)

The takeaways from the CEC presentation are lower investments in natural gas vehicles and infrastructure. It doesn't mean that they are not important from a fuel diversity perspective or an air quality perspective; it is just simply that a market place has developed for natural gas which no longer requires large investments of public moneys. There is a substantial price differential between the cost of diesel and natural gas and entities now realize that they can actually have lower operations costs if they make the alternative fuel choice. For the last few years, the MSRC has had that same point of view, in that they have reduced the amount of funding which they offer, for example, to install refueling infrastructure because the market place is driving that. There are financially sound companies which make their livelihood off of natural gas today and they are more than happy to partner in a business relationship with fleets to enable them to use alternative fuels such as natural gas.

The CEC is quite supportive of hydrogen as a zero-emission fuel. It is very expensive to produce, however, but most importantly, there is not a large market for hydrogen fuel because there are no commercialized hydrogen vehicles currently available. One thing that the CEC said during their presentation is that the automakers who will introduce hydrogen vehicles over the next couple of years have a vested interest to ensure that the infrastructure is in place, therefore, they are going to enable their own business case. This may be a case where it is better to see what comes and then determine whether or not there is a need for additional infrastructure.

Finally, the CEC representative had said he believes there are many pots of money available from the ARB, CEC, SCAQMD, and the MSRC and it is in everyone's best interest to coordinate and collaborate where it makes sense, especially on the coordination side, because with all those pots of money funding potentially so many similar things, it is better to make sure that vehicles that need to be funded, infrastructure that needs to be funded, are receiving funding; and other vehicles and infrastructure aren't overfunded.

Mr. Gorski reported that MSRC Member Earl Withycombe gave ARB's presentation at the Retreat. The ARB is prioritizing investments in advanced technology vehicles. This is especially relevant to the goods movement sector. They have made a commitment to bring to commercialized status vehicles which will perform goods movement and other heavy duty operations in a near-zero to zero emissions mode. There is a focus not only on the vehicles themselves, but on the supporting infrastructure. The emphasis strongly is towards those vehicles which can perform their mission in a zero-emissions mode, or very very close to a zero-emissions mode. The ARB is also very aware, though, that there is a legacy fleet currently operating that needs to be repaired or replaced. Therefore, they are also going to prioritize the replacement of vehicles which are approaching the end of the useful life, but are not quite there yet, to turn that fleet over earlier so as to get those emissions off the road.

ARB has announced in their air quality investment program that they have approximately \$75 million which will be available over the next year to help implement some of these demonstration pilot programs for the zero and near-zero emission goods movement vehicles. They have also allocated \$9 million to do some light-vehicle pilot programs. The bottom line is: Their priorities have money that is associated with them. The question is: What will be the role of the MSRC in supporting the ARB to determine how the MSRC money, if they deem appropriate, should dovetail with theirs to either increase or work specific areas such that there is no duplication of effort, but that it is coordinated.

What Mr. Gorski took away from the ARB presentation was that given that the MSRC is seeing a shift towards the advanced technology to zero emissions, it really reflects that the low-hanging fruit is gone and that to get the next increment of air quality improvement, the MSRC is going to have to make some quantum leaps, and that is taking them from where they are today with the majority of vehicles using internal combustion engines, to those which use electric and hydrogen fuel cells. It is not going to be easy or inexpensive. While \$75 million may seem like a lot of money, on a state-wide basis, it is not a lot of money when talking about incremental costs, which are high for these zero-emission technologies. There are also substantial funds available through other programs that the ARB has, but what's the opportunity for MSRC collaboration?

As for the SCAQMD's presentation, it is unquestionable that their priorities are the reduction of NOx and also particulate matter for the toxic air contaminant component. The reason is simple: It is that the SCAQMD has facing them, in the relatively short-term, mandates to achieve dramatic reductions in ozone, those that will come to fruition in 2023 and then again in 2032. The message that the SCAQMD provided at the Retreat was substantially the same as it was two years ago, and that is that all non-federal sources must move towards zero emissions. That's everything from the light-duty through the

heavy-duty, rail, and to the extent that they can, other off-road sources. It is the only way that they will achieve the mandated air quality objectives. The reason is, the federal sources, those that are regulated by the federal government, eat up the entire NOx and ozone inventory. So, everything else has to go to zero just to break even on what the current capacity of the SCAQMD region is regarding ozone. Therefore, the key focus of the SCAQMD is going to be on the early deployment of advanced technology vehicles and infrastructure.

With regard to the mini-workshops, six were conducted over a period of a few weeks. The primary attendees were local government agencies, cities, counties, other public agencies. It was not surprising to hear that the local governments are looking at air quality improvement strategies which would help them fulfill their mission and that is first of all meet their air quality mandates from the regulatory agencies and also improve the quality of life for their residents.

The so-called wish list, in weighted order of what was heard from the stakeholders at the six workshops, is that there is a demand for light-duty vehicles, alternative fuel as well as electric; they want EV infrastructure; and they also want what has been traditionally funded by the MSRC, CNG vehicles and infrastructure. The primary motivation is that this helps them with their compliance under the SCAQMD fleet rules.

At the mini-workshops, we also heard a lot about congestion mitigation, signal coordination, other traffic-related infrastructure, everything from roundabouts to smarter traffic signals. Finally, bicycle infrastructure was one of the key areas mentioned by multiple stakeholders. Other requests included the continuation of the Event Center Transportation Program; transit passes for college students; Freeway Service Patrols, which the MSRC has discussed in regard to the SR91 corridor reconstruction program; street sweeping in the Coachella Valley; programs for tire inflation; and other "project specific" funding requests.

That is pretty much what was heard at the Retreat from those that made the presentations and what was heard at the mini-workshops. Mr. Gorski then presented some MSRC Options and Priorities to begin the dialogue.

He suggested that if the MSRC started with "stay the course," there would be a Local Government Match Program. The reason that this is a "stay the course" is because, for all intents and purposes, this program is institutionalized. The MSRC has been doing it for over 15 years and cities and counties expect it. What staff can do, should the MSRC want to continue this, is go in and refresh the program to make sure it is current and meeting today's needs. The Event Center Transportation Program is another one of those programs that has become institutionalized. It has been offered for four years and people who go to the venues who utilize these services, expect them. It has been very widely publicized and successful. With regard to infrastructure, the MSRC, irrespective of the investments from the other regulatory agencies, is still locally really the only game in town for infrastructure. That has been primarily for gaseous fuels, natural gas, and propane.

What was heard from the presenters, and what was heard from the stakeholders at the workshops, is that they believe that the MSRC could expand their stay the course to include a couple of other key elements. The first one we are hearing, quite loudly, is to expand infrastructure to include EV charging. This could include everything from multi-unit residential, workplace charging. Hydrogen is not being suggested at this point, the MSRC may want to entertain that in the second year of the Work Program, but right now we are not hearing any immediate demand.

Another thing the MSRC could consider doing, based on what was heard, is to include a broad-based transportation control measure category. This would be one that could encompass some of the programs which are TCMs, but not all geographic regions of the SCAQMD are created equal, meaning that the needs in each region differ throughout the region. • Signal Coordination we know is important on a broad-based level so it has advocacy on a regional basis. • FSP may or may not have regional advocacy, but we certainly have heard that at least in some parts of the region there is need for Freeway Service Patrol funding. • Transit passes. We have heard that there are entities which believe that transit passes could transition current single occupant vehicle drivers to public transit and increase their ridership.

So under this scenario, we stay the course with those categories which are institutionalized, updating as appropriate. We have a category which would be broadbased, County Transportation Commission (CTC) centric, but flexible enough to allow the CTCs to bring forth those types of TCMs which are needed within their region, and it may not be the same script for everybody. And then, we open the dialogue with the regulatory agencies to determine how the MSRC could help implement their vision. As we heard from the CEC, the ARB, and the SCAOMD, their vision is the more rapid introduction of pre-commercial advanced technology zero- and near-zero emission vehicles and infrastructure. Again, it is not clearly defined today what the MSRC's role should be or could be, but we heard it is a top priority from the three regulatory agencies that the MSRC is involved with. And then finally the MSRC could, if it chooses to, have a funding set aside to entertain those unique ideas which we heard at the workshops that were hosted; a lot of programs that are very unique; a specific program potentially to be deployed in a specific area. There might be some good programs, and there might be some that are not that good. Instead of trying to do this in a traditional solicitation manner, the MSRC could use some Program Opportunity Notices or Invitations to Negotiate, some of the more flexible strategies, to go out and shake the bushes once more, to see if there is anything out there above and beyond what is currently being done.

[After Agenda Item #9, staff returned to Agenda Item #10]

Ray Gorski, MSRC Technical Advisor, added that Agenda Item #10 allows the MSRC to provide some initial direction to staff and MSRC-TAC as to how you would like to proceed with the next steps of the Work Program development process. For example, the MSRC-TAC could initiate the process of forming subcommittees to begin the solicitation development for those categories the MSRC feels are the priorities of the Committee.

MSRC Member Earl Withycombe commented that as we continue to approach the ozone attainment deadline of 2023, there is increasing pressure on both the ARB and the SCAQMD to find as many reductions of NOx emissions from all sources within the South Coast Air Basin as possible. As Mr. Gorski mentioned, ARB's focus is on pushing forward new technologies to try to accelerate the process of testing alternative ideas and proposals; those that make the cut to try those on a pilot basis; if that works, on a demonstration basis; and then full implementation for those that appear sufficiently promising and for which the cost benefits support moving forward. That is the position of two of the stakeholders at the MSRC. The other stakeholders are the folks that they represent, their constituencies at the local government level. In looking at the materials that The Better World Group and Mr. Gorski have provided, there are other needs that the MSRC has to be cognizant of.

Among some of the ideas/questions shared were:

Do we still need to continue to fund natural gas vehicles and infrastructure support?

Because of SCAQMD fleet regulations, natural gas conversion from diesel fleets is still of significant interest to local agencies, especially those smaller agencies that heretofore have not had the wherewithal to match funds and retire these vehicles that they would normally turnover.

Give consideration to one-time projects and programs that have merit. If we can reduce the scope from previous percent allocations of our Work Program for programs like natural gas infrastructure and vehicle support, we can carve out the money that was proposed for a broad-based TCM Program.

Make sure the majority of money is targeted and focused to meet some of the other specific needs, smaller agencies, technology forcing, etc.

[MSRC Member Greg Winterbottom left the meeting at 3:10 p.m., and a quorum was lost.]

Allocate a certain percentage of the total two-year budget to local government needs and split it up on the types of programs we have supported in the past, congestion relief or broad-based TCM, and fleet conversion support for local government.

ARB would like to move the ball forward on pilot demonstration projects for medium-duty trucks, electric vehicles, and car sharing programs.

Allocate a certain percentage of the budget to electric vehicle infrastructure.

Is there still a need to fund school bus conversions? Some Members said "yes" because historically one of the voids that the MSRC program fills relative to school buses is that it provides funding for the private school bus providers which are not eligible for the Low Emission School Bus Program that public school buses have access to. The fleet rules do require that the private school bus

providers purchase alternative fuel buses, if there is funding available. Another comment was made that it is a lot of work to apply for CEC funds; whereas, if you qualify with the MSRC, you know you are there. The CEC money is statewide, whereas the MSRC pot of money goes to exactly this region.

MSRC-TAC Vice Chair Tanya Love asked if for whatever new program the MSRC comes up with, an analysis of air quality benefits could be done to see if X amount of dollars are spent in this arena, what is the likelihood that you will achieve so many pounds of emissions.

MSRC Chair Greg Pettis was hesitant to allocate a firm percentage number to any particular work program category due to lack of a quorum, but asked that this item be placed first on the agenda next month, and that Members attend or ask their alternates to attend.

### **OTHER BUSINESS**

### <u>Item #11 – Other Business</u>

• No further business was introduced.

### **ADJOURNMENT**

THERE BEING NO FURTHER BUSINESS, THE MSRC MEETING ADJOURNED AT 3:34 P.M.

### **NEXT MEETING:**

Thursday, November 20, 2014, at 2 p.m., Room CC-8.

[Prepared by Ana Ponce]



### ADOPTED 2015 MEETING SCHEDULE

TAC Meeting Dates
Thursday, January 8

MSRC Meeting Dates
Thursday, January 15

(second Thursday)

Thursday, February 5 Thursday, February 19

Thursday, March 5 Thursday, March 19

(at 2:30 p.m., followed by MSRC-TAC Dinner)

Thursday, April 2 Thursday, April 16

Thursday, May 7 Thursday, May 21

Thursday, June 4 Thursday, June 18

Thursday, July 2 Thursday, July 16

Thursday, August 6 Thursday, August 20

Thursday, September 3 Thursday, September 17

Thursday, October 1 Thursday, October 15

Thursday, November 5 Thursday, November 19

Thursday, December 10 Thursday, December 17

(second Thursday)

All regularly scheduled MSRC-TAC meetings are held on the first Thursday of every month at 1:30 p.m. in Conference Room CC8, unless otherwise noted. All regularly scheduled MSRC meetings are held on the third Thursday of the every month at 2:00 p.m. in Board Conference Room CC8, unless otherwise noted.

Meeting agendas can be viewed on the MSRC's website at http://www.cleantransportationfunding.org/.



### MSRC Agenda Item No. 4

DATE: November 20, 2014

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

September 25 through October 29, 2014.

**RECOMMENDATION:** Receive and file report

WORK PROGRAM IMPACT: None

### **Contract Execution Status**

### 2012-14 Work Program

On April 5, 2013, the SCAQMD Governing Board approved three awards under the Event Center Transportation Program. These contracts are awaiting responses from the prospective contractor or executed.

On July 5, 2013, the SCAQMD Governing Board approved an additional award to Orange County Transportation Authority under the Event Center Transportation Program. This contract is executed.

On September 6, 2013, the SCAQMD Governing Board approved an award to Transit Systems Unlimited under the Event Center Transportation Program. This contract is executed.

On November 1, 2013, the SCAQMD Governing Board approved two awards under the Event Center Transportation Program. These contracts are executed.

On December 6, 2013, the SCAQMD Governing Board approved 25 awards under the Local Government Match Program, 12 awards under the Alternative Fuel Infrastructure Program, one award under the Alternative Fuel School Bus Incentives Program, and one award under the Event Center Transportation Program. These contracts are awaiting responses from the prospective contractor, with the prospective contractor for signature, or executed.

On January 10, 2014, the SCAQMD Governing Board approved three awards under the Local Government Match Program, one award under the Alternative Fuel Infrastructure Program, and

one award under the Alternative Fuel School Bus Incentives Program. These contracts are executed.

On February 7, 2014, the SCAQMD Governing Board approved two awards under the Local Government Match Program and one award under the Alternative Fuel Infrastructure Program. These contracts are with the prospective contractor for signature or executed.

On April 4, 2014, the SCAQMD Governing Board approved two awards under the Local Government Match Program and three awards under the Traffic Signal Synchronization Partnership Program. These contracts are with the prospective contractor for signature, with the SCAQMD Board Chair for signature, or executed.

On May 2, 2014, the SCAQMD Governing Board approved 12 awards under the Local Government Match Program. These contracts are awaiting responses from the prospective contractor, with the prospective contractor for signature, or executed.

### **Work Program Status**

Contract Status Reports for work program years with open and pending contracts are attached. MSRC or MSRC-TAC members may request spreadsheets covering any other work program year.

### FY 2004-05 Work Program Contracts

One contract from this work program year is open.

FY 2004-05 Invoices Paid
No invoices were paid during this period.

### FY 2005-06 Work Program Contracts

5 contracts from this work program year are open; and 5 are in "Open/Complete" status, having completed all obligations save ongoing operation. 2 contracts closed during this period: Consolidated Disposal Service, Contract #MS06012 – Install New LNG Station and Upgrade Maintenance Facility; and Newport-Mesa Unified School District, Contract #MS06048 – Install New CNG Station.

FY 2005-06 Work Program Invoices Paid No invoices were paid during this period.

### FY 2006-07 Work Program Contracts

6 contracts from this work program year are open; and 21 are in "Open/Complete" status. 2 contracts closed during this period: Rainbow Disposal Company, Contract #MS07013 – Install New CNG Station; and City of Culver City, Contract #MS07055 – Purchase 6 Natural Gas Refuse Trucks.

FY 2006-07 Invoices Paid
No invoices were paid during this period.

### FY 2007-08 Work Program Contracts

11 contracts from this work program year are open; and 40 are in "Open/Complete" status.

### FY 2007-08 Invoices Paid

No invoices were paid during this period.

### FY 2008-09 Work Program Contracts

7 contracts from this work program year are open; and 14 are in "Open/Complete" status. One contract moved into "Open/Complete" status during this period: Los Angeles County Department of Public Works, Contract #ML09023 – Purchase 2 Heavy-Duty Alternative Fuel Transit Vehicles.

### FY 2008-09 Invoices Paid

One invoice in the amount of \$125,930.00 was paid during this period.

### FY 2009-10 Work Program Contracts

6 contracts from this work program year are open; and 11 are in "Open/Complete" status.

### FY 2009-10 Invoices Paid

One invoice in the amount of \$651,377.00 was paid during this period.

### FY 2010-11 Work Program Contracts

33 contracts from this work program year are open; and 20 are in "Open/Complete" status. One proposed contract with the County of Los Angeles Department of Public Works is still with them for signature; the County estimates it will be considered for approval by their Board in December 2014. One proposed contract with the Los Angeles Unified School District is with them for signature following MSRC approval of modifications. Lastly, one proposed contract with Ivanhoe Energy Services and Development is still with the prospective contractor for signature. Last month, the MSRC-TAC recommended that Ivanhoe come back with a report in March 2015. 2 contracts moved into "Open/Complete" status during this period: City of Whittier, Contract #ML11021 – Purchase 7 Heavy-Duty Natural Gas Vehicles; and City of Hemet Public Works, Contract #ML11043 – Purchase 2 Heavy-Duty Natural Gas Vehicles.

### FY 2010-11 Invoices Paid

2 invoices totaling \$45,300.00 were paid during this period.

### FY 2011-12 Work Program Contracts

55 contracts from this work program year are open, and 14 are in "Open/Complete" status. One contract moved into "Open/Complete" status during this period: U-Haul Company of California, Contract #MS12010 – Install New Limited Access CNG Station; and Arcadia Unified School District, Contract #MS12026 – Purchase 23 Medium-Heavy-Duty Vehicles.

#### FY 2011-12 Invoices Paid

One invoice in the amount of \$90,000.00 was paid during this period.

### **FYs 2012-14 Work Program Contracts**

35 contracts from this work program year are open, and one is in "Open/Complete" status.

### FYs 2012-14 Invoices Paid

2 invoices totaling \$163,600.00 were paid during this period.

### Administrative Scope Changes

No administrative scope changes were initiated during the period of September 25 to October 29, 2014.

### Attachments

• FY 2004-05 through FYs 2012-14 Contract Status Reports



### **AB2766 Discretionary Fund Program Invoices**

September 25, 2014 to October 29, 2014

Contract Admin.	MSRC Chair	MSRC Liaison	Finance	Contract #	Contractor	Invoice #	Amount
	2009 Work Prog	ram					
10/15/2014	10/16/2014	10/17/2014	10/21/2014	ML09009	City of South Pasadena	1 - FINAL	\$125,930.00
Total: \$125,93	30.00						
2009-2	2010 Work Prog	ram					
10/15/2014	10/16/2014	10/17/2014	10/21/2014	MS10017	Ryder System Inc.	1-Final	\$651,377.00
Total: \$651,37	77.00						
2010-2	2011 Work Prog	ram					
10/21/2014	10/31/2014	10/31/2014	11/5/2014	MS11001	Mineral LLC	100776	\$300.00
10/14/2014	10/16/2014	10/17/2014	10/21/2014	MS11055	KEC Engineering	1-525	\$45,000.00
Total: \$45,300	0.00						
2011-	2012 Work Prog	ram					
10/8/2014	10/16/2014	10/17/2014	10/21/2014	ML12039	City of Redlands	1 Final	\$90,000.00
Total: \$90,000	0.00						
2012-	2014 Work Prog	ram					
10/2/2014	10/3/2014	10/3/2014	10/7/2014	MS14005	Transit Systems Unlimited, Inc.	50925	\$73,600.00
10/1/2014	10/3/2014	10/3/2014	10/7/2014	MS14009	A-Z Bus Sales, Inc.	B2558	\$90,000.00

Total: \$163,600.00

Total This Period: \$1,076,207.00



### FYs 2004-05 Through 2012-14 AB2766 Contract Status Report

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 200	4-2005 Contracts								
Open Cont	tracts								
ML05014	Los Angeles County Department of	5/21/2007	11/20/2008	3/20/2016	\$204,221.00	\$0.00	Traffic Signal Synchronization	\$204,221.00	No
Total: 1				II.					.41
Declined/C	Cancelled Contracts								
ML05005	City of Highland				\$20,000.00	\$0.00	2 Medium Duty CNG Vehicles	\$20,000.00	No
ML05008	Los Angeles County Department of				\$140,000.00	\$0.00	7 Heavy Duty LPG Street Sweepers	\$140,000.00	No
ML05010	Los Angeles County Department of				\$20,000.00	\$0.00	1 Heavy Duty CNG Bus	\$20,000.00	No
Total: 3									
Closed Co	ntracts								
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	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	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	8/24/2009	5/23/2010	1/23/2011	\$349,000.00	\$349,000.00	Traffic Signal Synchronization (LADOT)	\$0.00	Yes

Total: 19

Closed/Incomplete Contracts

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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	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	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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 200	5-2006 Contracts								
Open Cont	racts								
ML06031	City of Inglewood	4/4/2007	6/3/2013	9/3/2015	\$150,000.00	\$65,602.40	Purchase 4 H-D LPG Vehicles & Install LPG	\$84,397.60	No
ML06035	City of Hemet, Public Works	11/10/2006	12/9/2012	1/9/2017	\$338,107.00	\$175,000.00	7 Nat Gas Trucks & New Nat Gas Infrastruct	\$163,107.00	No
ML06054	Los Angeles County Department of	6/17/2009	6/16/2016		\$150,000.00	\$0.00	3 CNG & 3 LPG HD Trucks	\$150,000.00	No
ML06070	City of Colton	4/30/2008	2/28/2015	4/30/2015	\$50,000.00	\$0.00	Two CNG Pickups	\$50,000.00	No
ML06071	City of Santa Monica	6/13/2014		11/30/2016	\$149,925.00	\$0.00	3 H.D. CNG Trucks & CNG Fueling Station	\$149,925.00	No
Total: 5						1		-	
Declined/C	ancelled Contracts								
ML06018	Los Angeles County Dept of Beache				\$375,000.00	\$0.00	New CNG Station & 2 CNG Dump Trucks	\$375,000.00	No
ML06019	Los Angeles County Dept of Beache				\$250,000.00	\$0.00	New CNG Station & 2 CNG Dump Trucks	\$250,000.00	No
ML06023	City of Baldwin Park	6/16/2006	9/15/2012		\$20,000.00	\$0.00	CNG Dump Truck	\$20,000.00	No
ML06024	City of Pomona	8/3/2007	7/2/2013	7/2/2014	\$286,450.00	\$0.00	New CNG Station	\$286,450.00	No
ML06030	City of Burbank	3/19/2007	9/18/2011		\$287,700.00	\$0.00	New CNG Fueling Station	\$287,700.00	No
ML06037	City of Lynwood				\$25,000.00	\$0.00	1 Nat Gas Dump Truck	\$25,000.00	No
ML06039	City of Inglewood	2/9/2007	2/8/2008	4/8/2011	\$50,000.00	\$0.00	Modify Maintenance Facility for CNG Vehicle	\$50,000.00	No
ML06055	City of Los Angeles, Dept. of Genera				\$125,000.00	\$0.00	5 Gas-Electric Hybrid Buses	\$125,000.00	No
ML06059	City of Fountain Valley				\$25,000.00	\$0.00	One H.D. CNG Truck	\$25,000.00	No
MS06009	Clean Energy Fuels Corp.	6/23/2006	12/22/2012		\$250,000.00	\$0.00	New CNG Station - Laguna Niguel	\$250,000.00	Yes
MS06040	Capistrano Unified School District				\$136,000.00	\$0.00	New CNG Fueling Station	\$136,000.00	No
MS06041	Clean Energy Fuels Corp.	12/1/2006	3/31/2013	6/18/2009	\$250,000.00	\$0.00	New CNG Station-Newport Beach	\$250,000.00	No
MS06046	City of Long Beach, Dept. of Public				\$250,000.00	\$0.00	LNG Fueling Station	\$250,000.00	No
MS06051	Menifee Union School District	3/2/2007	7/1/2014		\$150,000.00	\$0.00	CNG Fueling Station	\$150,000.00	No
Total: 14				II.			-		
Closed Co	ntracts								
ML06016	City of Whittier	5/25/2006	5/24/2012	11/24/2012	\$50,000.00	\$50,000.00	2 CNG Refuse Trucks	\$0.00	Yes
ML06017	City of Claremont	8/2/2006	4/1/2012		\$50,000.00	\$50,000.00	2 CNG Refuse Trucks	\$0.00	Yes
ML06020	Los Angeles Department of Water a	3/19/2007	9/18/2013	4/18/2014	\$25,000.00	\$25,000.00	CNG Aerial Truck	\$0.00	Yes
ML06021	Los Angeles World Airports	9/13/2006	5/12/2013		\$150,000.00	\$150,000.00	6 CNG Buses	\$0.00	Yes
ML06022	City of Los Angeles, Bureau of Sanit	5/4/2007	1/3/2014		\$1,250,000.00	\$1,250,000.00	50 LNG Refuse Trucks	\$0.00	Yes
ML06026	City of Cerritos	10/27/2006	9/26/2010		\$60,500.00	\$60,500.00	CNG Station Upgrade	\$0.00	Yes
ML06027	City of Redondo Beach	9/5/2006	5/4/2012	10/4/2012	\$50,000.00	\$50,000.00	2 Heavy-Duty CNG Trucks	\$0.00	Yes
ML06028	City of Pasadena	9/29/2006	11/28/2012	3/28/2014	\$245,000.00	\$245,000.00	New CNG Station & Maint. Fac. Upgrades	\$0.00	Yes
ML06029	City of Culver City Transportation De	9/29/2006	8/28/2012	12/28/2012	\$50,000.00	\$50,000.00	2 CNG Heavy-Duty Trucks	\$0.00	Yes
ML06032	City of Rancho Cucamonga	2/13/2007	3/12/2013	2/12/2014	\$237,079.00	\$237,079.00	New CNG Station & 2 CNG Dump Trucks	\$0.00	Yes
ML06033	City of Cathedral City	11/17/2006	12/16/2012	12/16/2013	\$125,000.00	\$125,000.00	5 Heavy-Duty CNG Trucks	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML06034	City of South Pasadena	9/25/2006	9/24/2012		\$16,422.42	\$16,422.42	2 Nat. Gas Transit Buses	\$0.00	Yes
ML06036	City of Riverside	3/23/2007	3/22/2013		\$200,000.00	\$200,000.00	8 Heavy-Duty Nat Gas Vehicles	\$0.00	Yes
ML06038	City of Los Angeles, Department of	5/21/2007	1/20/2014		\$625,000.00	\$625,000.00	25 CNG Street Sweepers	\$0.00	Yes
ML06044	City of Pomona	12/15/2006	3/14/2013		\$50,000.00	\$50,000.00	2 CNG Street Sweepers	\$0.00	Yes
ML06052	City of Hemet, Public Works	4/20/2007	2/19/2013		\$25,000.00	\$25,000.00	Purchase One CNG Dump Truck	\$0.00	Yes
ML06053	City of Burbank	5/4/2007	7/3/2013		\$125,000.00	\$125,000.00	Five Nat. Gas Refuse Trucks	\$0.00	Yes
ML06056	City of Los Angeles, Dept. of Genera	11/30/2007	11/29/2008		\$350,000.00	\$350,000.00	Maintenance Facility Mods.	\$0.00	Yes
ML06057	City of Rancho Cucamonga	8/28/2007	6/27/2013	8/27/2014	\$100,000.00	\$100,000.00	4 H.D. Nat. Gas Vehicles	\$0.00	Yes
ML06058	City of Santa Monica	7/12/2007	7/11/2013		\$149,925.00	\$0.00	3 H.D. CNG Trucks & CNG Fueling Station	\$149,925.00	No
ML06060	City of Temple City	6/12/2007	6/11/2013		\$31,885.00	\$0.00	Upgrade existing CNG infrastructure	\$31,885.00	No
ML06061	City of Chino Hills	4/30/2007	4/29/2013		\$25,000.00	\$25,000.00	One H.D. CNG Vehicle	\$0.00	Yes
ML06062	City of Redlands	5/11/2007	5/10/2013		\$100,000.00	\$100,000.00	4 H.D. LNG Vehicles	\$0.00	Yes
ML06063	City of Moreno Valley	3/23/2007	11/22/2012		\$25,000.00	\$25,000.00	One H.D. CNG Vehicle	\$0.00	Yes
ML06065	City of Walnut	6/29/2007	6/28/2013		\$44,203.00	\$44,203.00	Upgrade Existing CNG Infrastructure	\$0.00	Yes
ML06066	City of Ontario	5/30/2007	1/29/2013		\$125,000.00	\$125,000.00	5 H.D. CNG Vehicles	\$0.00	Yes
ML06068	City of Claremont	8/28/2007	6/27/2013		\$60,000.00	\$60,000.00	Expand existing CNG infrastructure	\$0.00	Yes
ML06069	City of Palos Verdes Estates	11/19/2007	11/18/2013		\$25,000.00	\$25,000.00	One H.D. CNG Vehicle	\$0.00	Yes
MS06001	Riverside County Transportation Co	8/3/2007	9/2/2011		\$825,037.00	\$825,037.00	New Freeway Service Patrol	\$0.00	Yes
MS06002	Orange County Transportation Autho	11/7/2007	11/6/2013		\$928,740.00	\$925,091.00	New Freeway Service Patrol	\$3,649.00	Yes
MS06003	San Bernardino Associated Govern	10/19/2006	6/18/2010		\$804,240.00	\$804,239.87	New Freeway Service Patrol	\$0.13	Yes
MS06004	Los Angeles County MTA	8/10/2006	7/9/2010		\$1,391,983.00	\$1,391,791.98	New Freeway Service Patrol	\$191.02	Yes
MS06010	US Airconditioning Distributors	12/28/2006	6/27/2012		\$83,506.00	\$83,506.00	New CNG Station - Industry	\$0.00	Yes
MS06011	County Sanitation Districts of L.A. C	6/1/2006	7/31/2012		\$150,000.00	\$150,000.00	New CNG Station - Carson	\$0.00	Yes
MS06012	Consolidated Disposal Service	7/14/2006	9/13/2012	9/13/2014	\$297,981.00	\$297,981.00	New LNG Station & Facility Upgrades	\$0.00	Yes
MS06042	Clean Energy Fuels Corp.	1/5/2007	1/4/2013		\$150,000.00	\$150,000.00	New CNG Station-Baldwin Park	\$0.00	Yes
MS06043X	Westport Fuel Systems, Inc.	2/3/2007	12/31/2010	9/30/2011	\$2,000,000.00	\$2,000,000.00	Advanced Natural Gas Engine Incentive Pro	\$0.00	Yes
MS06045	Orange County Transportation Autho	8/17/2007	12/16/2013		\$200,000.00	\$200,000.00	CNG Fueling Station/Maint. Fac. Mods	\$0.00	Yes
MS06047	Hemet Unified School District	9/19/2007	11/18/2013		\$125,000.00	\$125,000.00	CNG Refueling Station	\$0.00	Yes
MS06048	Newport-Mesa Unified School Distric	6/25/2007	8/24/2013	8/24/2014	\$50,000.00	\$50,000.00	CNG Fueling Station	\$0.00	Yes
MS06050	Rossmoor Pastries	1/24/2007	10/23/2012		\$18,750.00	\$14,910.50	CNG Fueling Station	\$3,839.50	Yes

Open/Comp	Open/Complete Contracts													
ML06025	City of Santa Monica	1/5/2007	11/4/2012	12/14/2014	\$300,000.00	\$300,000.00	12 H.D. CNG Vehicles	\$0.00	Yes					
ML06064	City of South Pasadena	1/25/2008	11/24/2013	11/24/2014	\$50,000.00	\$50,000.00	2 H.D. CNG Vehicles	\$0.00	Yes					
ML06067	City of El Monte	3/17/2008	5/16/2014	11/16/2014	\$157,957.00	\$157,957.00	Upgrade existing CNG infrastructure	\$0.00	Yes					
MS06013	City of Commerce	1/9/2008	7/8/2014	7/8/2015	\$350,000.00	\$350,000.00	New L/CNG Station - Commerce	\$0.00	Yes					
MS06049	Clean Energy Fuels Corp.	4/20/2007	7/19/2013	11/30/2015	\$250,000.00	\$228,491.18	CNG Fueling Station - L.B.P.D.	\$21,508.82	Yes					

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 2006	6-2007 Contracts								
Open Cont									
ML07044	City of Santa Monica	9/8/2008	3/7/2015	3/7/2017	\$600,000.00	\$50,000.00	24 H.D. Nat. Gas Vehicles	\$550,000.00	No
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
MS07022	CSULA Hydrogen Station and Resea	10/30/2009	12/29/2015	10/29/2019	\$250,000.00	\$0.00	New Hydrogen Fueling Station	\$250,000.00	No
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	No
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
Total: 5			0.00.00	0,00,000	<b>¥</b> 33,132133	¥32,332.33		Y	
Declined/C	ancelled 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

Comt #	Contractor	Start Data	Original End Date	Amended End Date	Contract Value	Domittod	Decised Description	Award Balance	Billing
Cont.#	Contractor	Start Date	Liid Date	Life Date	Value	Remitted	Project Description	Balance	Complete?
Total: 27									
Closed Con	1	,							1
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
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
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
ML07040	City of Moreno Valley	6/3/2008	9/2/2014		\$25,000.00	\$25,000.00	One Heavy-Duty CNG Vehicle	\$0.00	Yes
ML07041	City of La Quinta	6/6/2008	6/5/2014		\$25,000.00	\$25,000.00	One CNG Street Sweeper	\$0.00	Yes
ML07042	City of La Quinta	8/15/2008	9/14/2010		\$100,000.00	\$100,000.00	Street Sweeping Operations	\$0.00	Yes
ML07046	City of Culver City Transportation De	5/2/2008	5/1/2014		\$25,000.00	\$25,000.00	One H.D. Nat. Gas Vehicle	\$0.00	Yes
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
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
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
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. C	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	No
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
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	No
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	No
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
MS07091	BusWest	10/16/2009	3/15/2010		\$33,660.00	\$33,660.00	Provide Lease for 2 CNG School Buses	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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: 36	,			JI	1				11.
Closed/Inco	omplete Contracts								
MS07004	BusWest	7/2/2007	7/1/2009		\$90,928.00	\$68,196.00	Provide Lease for 2 CNG School Buses	\$22,732.00	No
MS07066	Skanska USA Civil West California D	6/28/2008	4/27/2010	10/27/2010	\$111,700.00	\$36,128.19	Off-Road Diesel Equipment Retrofit Program	\$75,571.81	No
MS07073	PEED Equipment Co.	10/31/2008	8/30/2010		\$11,600.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$11,600.00	No
Total: 3									
Open/Comp	olete 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	No
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
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
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
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
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
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
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
MS07056	City of Whittier	9/5/2008	3/4/2015		\$32,000.00	\$32,000.00	One Nat. Gas Refuse Trucks	\$0.00	Yes
MS07057	CR&R, Inc.	7/31/2008	8/30/2014	6/30/2015	\$896,000.00	\$896,000.00	28 Nat. Gas Refuse Trucks	\$0.00	No
MS07077	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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 2007	7-2008 Contracts								
Open Cont	racts								
ML08028	City of Santa Monica	9/11/2009	9/10/2016	5/10/2019	\$600,000.00	\$0.00	24 CNG Heavy-Duty Vehicles	\$600,000.00	No
ML08030	City of Azusa	5/14/2010	3/13/2016		\$25,000.00	\$0.00	1 CNG Heavy-Duty Vehicle	\$25,000.00	No
ML08040	City of Riverside	9/11/2009	9/10/2016	3/10/2019	\$455,500.00	\$28,124.80	16 CNG Vehicles, Expand CNG Station & M	\$427,375.20	No
ML08043	City of Desert Hot Springs	9/25/2009	3/24/2016		\$25,000.00	\$0.00	1 CNG Heavy-Duty Vehicle	\$25,000.00	No
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
MS08007	United Parcel Service West Region	12/10/2008	10/9/2014	4/9/2019	\$300,000.00	\$0.00	10 H.D. Nat. Gas Vehicles	\$300,000.00	No
MS08013	United Parcel Service West Region	12/10/2008	10/9/2014	3/9/2019	\$480,000.00	\$216,000.00	12 H.D. Nat. Gas Yard Tractors	\$264,000.00	No
MS08015	Yosemite Waters	5/12/2009	5/11/2015		\$180,000.00	\$117,813.60	11 H.D. Propane Vehicles	\$62,186.40	No
MS08018	Los Angeles County Department of	8/7/2009	10/6/2016	4/6/2018	\$60,000.00	\$0.00	3 CNG Vehicles	\$60,000.00	No
MS08058	Clean Energy Fuels Corp.	11/26/2009	3/25/2016	3/25/2017	\$400,000.00	\$240,000.00	New CNG Station - Ontario Airport	\$160,000.00	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: 11					1	1		1	
Declined/C	ancelled 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
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: 16					•			•	•
Closed Cor	ntracts								
ML08023	City of Villa Park	11/7/2008	10/6/2012		\$6,500.00	\$5,102.50	Upgrade of Existing Refueling Facility	\$1,397.50	Yes
ML08027	Los Angeles County Department of	7/20/2009	1/19/2011	1/19/2012	\$6,901.00	\$5,124.00	34 Vehicles (Diagnostic)	\$1,777.00	No
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

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
ML08030	City of Santa Clarita	2/20/2009	6/19/2010		\$3,213.00	\$3,150.00	14 Vehicles (Diagnostic)	\$63.00	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	\$03.00	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 Progr	\$80,000.00	Yes
MS08003 MS08004	BusWest	5/2/2008	12/31/2008	2/20/2009	\$1,440,000.00	\$1,440,000.00	Alternative Fuel School Bus Incentive Progr	\$0.00	Yes
MS08004 MS08016	TransVironmental Solutions, Inc.	1/23/2009	12/31/2000	9/30/2011	\$227,198.00	\$80,351.34	Rideshare 2 School Program	\$146,846.66	Yes
MS08065	Pupil Transportation Cooperative	11/20/2008	7/19/2014	9/30/2011	\$10,500.00	\$10,500.00	Existing CNG Station Modifications	\$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 Progr	\$60,000.00	No
MS09002 MS09004	A-Z Bus Sales, Inc.	1/30/2009	3/31/2009	12/31/2010	\$156,000.00	\$156,000.00	Alternative Fuel School Bus Incentive Progr	\$00,000.00	Yes
MS09047	BusWest	7/9/2010	12/31/2010	4/30/2011	\$480,000.00	\$480,000.00	Alternative Fuel School Bus Incentive Progr	\$0.00	Yes
Total: 14	Duswesi	7/9/2010	12/31/2010	4/30/2011	\$460,000.00	\$460,000.00	Alternative Fuel School Bus incentive Flogi	\$0.00	165
	omplete Contracts	/ /	2/22/22/	ı	<b>^</b>			<b>^</b>	1
ML08025	Los Angeles County Department of	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/Comp	olete Contracts								
ML08024	City of Anaheim	7/9/2010	7/8/2017	1/8/2018	\$425,000.00	\$425,000.00	9 LPG Buses and 8 CNG Buses	\$0.00	No
ML08026	Los Angeles County Department of	7/20/2009	7/19/2016		\$250,000.00	\$250,000.00	10 LPG Heavy-Duty Vehicles	\$0.00	Yes
ML08029	City of Gardena	3/19/2009	1/18/2015		\$25,000.00	\$25,000.00	1 Propane Heavy-Duty Vehicle	\$0.00	Yes
ML08031	City of Claremont	3/27/2009	3/26/2013	3/26/2015	\$97,500.00	\$97,500.00	Upgrade of Existing CNG Station, Purchase	\$0.00	Yes
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
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 a	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	5/1/2009	1/31/2016		\$175,000.00	\$175,000.00	7 CNG Heavy-Duty Vehicles	\$0.00	Yes
ML08044	City of Chino	3/19/2009	3/18/2015		\$25,000.00	\$25,000.00	1 CNG Heavy-Duty Vehicle	\$0.00	Yes
ML08046	City of Paramount	2/20/2009	2/19/2015		\$25,000.00	\$25,000.00	1 CNG Heavy-Duty Vehicle	\$0.00	Yes
ML08047	City of Culver City Transportation De	5/12/2009	8/11/2015		\$150,000.00	\$150,000.00	6 CNG Heavy-Duty Vehicles	\$0.00	Yes
ML08048	City of Santa Clarita	2/20/2009	6/19/2015		\$25,000.00	\$25,000.00	1 CNG Heavy-Duty Vehicle	\$0.00	Yes
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
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
MS08017	Omnitrans	12/13/2008	12/12/2015	12/12/2016	\$900,000.00	\$900,000.00	30 CNG Buses	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS08019	Enterprise Rent-A-Car Company of L	2/12/2010	7/11/2016		\$300,000.00	\$300,000.00	10 CNG Vehicles	\$0.00	Yes
MS08020	Ware Disposal Company, Inc.	11/25/2008	2/24/2016		\$900,000.00	\$900,000.00	30 CNG Vehicles	\$0.00	Yes
MS08021	CalMet Services, Inc.	1/9/2009	1/8/2016	7/8/2016	\$900,000.00	\$900,000.00	30 CNG Vehicles	\$0.00	Yes
MS08022	SunLine Transit Agency	12/18/2008	3/17/2015		\$311,625.00	\$311,625.00	15 CNG Buses	\$0.00	Yes
MS08053	City of Los Angeles, Bureau of Sanit	2/18/2009	12/17/2015		\$400,000.00	\$400,000.00	New LNG/CNG Station	\$0.00	Yes
MS08056	Clean Energy Fuels Corp.	11/26/2009	2/25/2015		\$400,000.00	\$400,000.00	New LNG Station - POLB-Anah. & I	\$0.00	Yes
MS08057	Orange County Transportation Autho	5/14/2009	7/13/2015		\$400,000.00	\$400,000.00	New CNG Station - Garden Grove	\$0.00	Yes
MS08061	Clean Energy Fuels Corp.	12/4/2009	3/3/2015		\$400,000.00	\$400,000.00	New CNG Station - L.ALa 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
MS08066	Clean Energy Fuels Corp.	11/26/2009	2/25/2015		\$400,000.00	\$400,000.00	New CNG Station - Palm Spring Airport	\$0.00	Yes
MS08067	Trillium CNG	3/19/2009	6/18/2015	6/18/2016	\$311,600.00	\$254,330.00	New CNG Station	\$57,270.00	Yes
MS08069	Perris Union High School District	6/5/2009	8/4/2015	8/4/2016	\$225,000.00	\$225,000.00	New CNG Station	\$0.00	Yes
MS08070	Clean Energy Fuels Corp.	11/26/2009	2/25/2015		\$400,000.00	\$400,000.00	New CNG Station - Paramount	\$0.00	Yes
MS08071	ABC Unified School District	1/16/2009	1/15/2015		\$63,000.00	\$63,000.00	New CNG Station	\$0.00	Yes
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 2008	8-2009 Contracts								
Open Cont	racts								
ML09010	City of Palm Springs	1/8/2010	2/7/2016		\$25,000.00	\$0.00	1 Nat. Gas Heavy-Duty Vehicle	\$25,000.00	No
ML09026	Los Angeles County Department of	10/15/2010	10/14/2017	4/14/2019	\$150,000.00	\$0.00	3 Off-Road Vehicles Repowers	\$150,000.00	No
ML09032	Los Angeles World Airports	4/8/2011	4/7/2018		\$175,000.00	\$0.00	7 Nat. Gas Heavy-Duty Vehicles	\$175,000.00	No
ML09033	City of Beverly Hills	3/4/2011	5/3/2017	5/3/2018	\$550,000.00	\$100,000.00	10 Nat. Gas Heavy-Duty Vehicles & CNG St	\$450,000.00	No
ML09036	City of Long Beach Fleet Services B	5/7/2010	5/6/2017	5/6/2020	\$875,000.00	\$525,000.00	Purchase 35 LNG Refuse Trucks	\$350,000.00	No
ML09047	Los Angeles County Department of	8/13/2014	8/12/2015		\$400,000.00	\$0.00	Maintenance Facility Modifications	\$400,000.00	No
Total: 6		1		1		•			4
Declined/C	ancelled 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 a	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				\$8,250.00	\$0.00	Remote Vehicle Diagnostics/15 Vehicles	\$8,250.00	No
ML09025	Los Angeles County Department of	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 Cor	ntracts								
ML09007	City of Rancho Cucamonga	2/26/2010	4/25/2012		\$117,500.00	\$62,452.57	Maintenance Facility Modification	\$55,047.43	Yes
ML09013	City of Riverside Public Works	9/10/2010	12/9/2011	7/31/2013	\$144,470.00	\$128,116.75	Traffic Signal Synchr./Moreno Valley	\$16,353.25	Yes
ML09014	City of Riverside Public Works	9/10/2010	12/9/2011	7/31/2013	\$113,030.00	\$108,495.94	Traffic Signal Synchr./Corona	\$4,534.06	Yes
ML09015	City of Riverside Public Works	9/10/2010	12/9/2011	7/31/2013	\$80,060.00	\$79,778.52	Traffic Signal Synchr./Co. of Riverside	\$281.48	Yes
ML09016	County of San Bernardino Public Wo	1/28/2010	3/27/2014		\$50,000.00	\$50,000.00	Install New CNG Station	\$0.00	Yes
ML09020	County of San Bernardino	8/16/2010	2/15/2012		\$49,770.00	\$49,770.00	Remote Vehicle Diagnostics/252 Vehicles	\$0.00	Yes
ML09021	City of Palm Desert	7/9/2010	3/8/2012		\$39,450.00	\$38,248.87	Traffic Signal Synchr./Rancho Mirage	\$1,201.13	Yes
ML09024	Los Angeles County Department of	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	7/23/2010	3/22/2012	6/22/2012	\$150,000.00	\$150,000.00	Freeway Detector Map Interface	\$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	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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
	olete Contracts	014.1.24.0					о јоса 2000 г. је по		
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	No
ML09009	City of South Pasadena	11/5/2010	12/4/2016	3/4/2019	\$137,500.00	\$125,930.00	CNG Station Expansion	\$11,570.00	No
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
ML09023	Los Angeles County Department of	12/10/2010	12/9/2017		\$50,000.00	\$50,000.00	2 Heavy-Duty Alternative Fuel Transit Vehic	\$0.00	No
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
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
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
ML09035	City of Fullerton	6/17/2010	6/16/2017	12/16/2018	\$450,000.00	\$450,000.00	2 Heavy-Duty CNG Vehicles & Install CNG	\$0.00	Yes
ML09037	City of Redondo Beach	6/18/2010	6/17/2016		\$50,000.00	\$50,000.00	Purchase Two CNG Sweepers	\$0.00	Yes
ML09038	City of Chino	9/27/2010	5/26/2017		\$250,000.00	\$250,000.00	Upgrade Existing CNG Station	\$0.00	Yes
ML09041	City of Los Angeles, Bureau of Sanit	10/1/2010	9/30/2017		\$875,000.00	\$875,000.00	Purchase 35 H.D. Nat. Gas Vehicles	\$0.00	Yes
ML09042	Los Angeles Department of Water a	12/10/2010	12/9/2017		\$1,400,000.00	\$1,400,000.00	Purchase 56 Dump Trucks	\$0.00	Yes
ML09043	City of Covina	10/8/2010	4/7/2017	10/7/2018	\$179,591.00	\$179,591.00	Upgrade Existing CNG Station	\$0.00	Yes
ML09046	City of Newport Beach	5/20/2010	5/19/2016		\$162,500.00	\$162,500.00	Upgrade Existing CNG Station, Maintenance	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 200	9-2010 Contracts								
Open Cont	tracts								
MS10004	Linde LLC	3/2/2012	6/1/2018		\$56,932.00	\$51,237.90	Purchase 6 H.D. CNG Vehicles	\$5,694.10	No
MS10005	Domestic Linen Supply Company, In	10/8/2010	7/7/2016		\$47,444.00	\$0.00	Purchase 5 Gas-Electric Hybrid Vehicles	\$47,444.00	No
MS10006	Nationwide Environmental Services	11/19/2010	4/18/2017	9/18/2019	\$94,887.00	\$85,398.30	Purchase Three Street Sweepers	\$9,488.70	No
MS10015	County of Los Angeles Department o	3/14/2014	5/13/2016		\$37,955.00	\$0.00	Purchase 2 H.D. CNG Vehicles	\$37,955.00	No
Total: 4			1			1			
Declined/C	Cancelled Contracts								
MS10003	City of Sierra Madre	5/11/2012	3/10/2018		\$13,555.00	\$0.00	Purchase 1 H.D. CNG Vehicle	\$13,555.00	No
MS10013	City of San Bernardino				\$68,834.00	\$0.00	Purchase 9 H.D. LNG Vehicles	\$68,834.00	No
MS10014	Serv-Wel Disposal				\$18,977.00	\$0.00	Purchase 2 H.D. CNG Vehicles	\$18,977.00	No
MS10018	Shaw Transport Inc.				\$81,332.00	\$0.00	Purchase 6 H.D. LNG Vehicles	\$81,332.00	No
MS10022	Los Angeles World Airports				\$123,353.00	\$0.00	Purchase 13 H.D. CNG Vehicles	\$123,353.00	No
MS10023	Dix Leasing				\$105,000.00	\$0.00	Purchase 3 H.D. LNG Vehicles	\$105,000.00	No
Total: 6									
Closed Co.	ntracts								
MS10001	Los Angeles County MTA	3/19/2010	2/28/2011	4/28/2011	\$300,000.00	\$196,790.61	Clean Fuel Transit Bus Service to Dodger St	\$103,209.39	Yes
MS10002	Coachella Valley Association of Gov	6/18/2010	2/17/2011		\$400,000.00	\$400,000.00	Coachella Valley PM10 Reduction Street Sw	\$0.00	Yes
MS10025	Elham Shirazi	2/18/2011	10/17/2012	2/17/2014	\$199,449.00	\$188,413.05	Telework Demonstration Program	\$11,035.95	No
Total: 3									
Open/Com	plete Contracts								
MS10007	Enterprise Rent-A-Car Company of L	7/15/2011	10/14/2017		\$18,976.00	\$18,976.00	Purchase 2 H.D. CNG Vehicles	\$0.00	No
MS10008	Republic Services, Inc.	12/10/2010	5/9/2017		\$123,354.00	\$123,354.00	Purchase 4 CNG Refuse Collection Vehicles	\$0.00	Yes
MS10009	Ware Disposal Company, Inc.	10/29/2010	3/28/2017		\$123,353.00	\$123,352.00	Purchase 4 CNG Refuse Trucks	\$1.00	No
MS10010	New Bern Transport Corporation	10/29/2010	3/28/2017		\$113,864.00	\$113,864.00	Repower 4 Heavy-Duty Vehicles	\$0.00	Yes
MS10011	Foothill Transit Agency	3/9/2012	2/8/2018		\$113,865.00	\$113,865.00	Purchase 12 H.D. CNG Vehicles	\$0.00	Yes
MS10012	Foothill Transit Agency	3/9/2012	3/8/2019		\$85,392.00	\$85,392.00	Purchase 9 H.D. Electric Vehicles	\$0.00	Yes
MS10016	Rio Hondo Community College	11/5/2010	5/4/2017		\$16,077.00	\$16,077.00	Purchase 1 CNG Shuttle Bus	\$0.00	Yes
MS10017	Ryder System Inc.	12/30/2011	6/29/2018	12/29/2018	\$651,377.00	\$651,377.00	Purchase 19 H.D. Natural Gas Vehicles	\$0.00	Yes
MS10019	EDCO Disposal Corporation	11/19/2010	2/18/2017		\$379,549.00	\$379,283.81	Purchase 11 H.D. CNG Refuse Trucks	\$265.19	Yes
MS10020	American Reclamation, Inc.	5/6/2011	2/5/2018		\$18,977.00	\$18,977.00	Purchase 1 H.D. CNG Vehicle	\$0.00	Yes
MS10021	City of Glendora	10/29/2010	11/28/2016		\$9,489.00	\$9,489.00	Purchase 1 H.D. CNG Vehicle	\$0.00	Yes
MS10024	Frito-Lay North America	7/29/2011	9/28/2017		\$47,444.00	\$47,444.00	Purchase 5 Electric Vehicles	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 2010	0-2011 Contracts								
Open Conti									
ML11020	City of Indio	2/1/2013	3/31/2019		\$30,000.00	\$0.00	Retrofit one H.D. Vehicles w/DECS, repower	\$30,000.00	No
ML11023	City of Rancho Cucamonga	4/20/2012	12/19/2018	9/19/2020	\$260,000.00	\$60,000.00	Expand Existing CNG Station, 2 H.D. Vehicl	\$200,000.00	No
ML11025	County of Los Angeles Department o	3/14/2014	9/13/2021		\$150,000.00	\$0.00	Purchase 5 Nat. Gas H.D. Vehicles	\$150,000.00	No
ML11027	City of Los Angeles, Dept. of Genera	5/4/2012	7/3/2015		\$300,000.00	\$0.00	Maintenance Facility Modifications	\$300,000.00	No
ML11029	City of Santa Ana	9/7/2012	3/6/2020		\$262,500.00	\$0.00	Expansion of Existing CNG Station, Install N	\$262,500.00	No
ML11032	City of Gardena	3/2/2012	9/1/2018		\$102,500.00	\$0.00	Modify Maint. Facility, Expand CNG station,	\$102,500.00	No
ML11034	City of Los Angeles, Department of	5/4/2012	1/3/2019		\$630,000.00	\$0.00	Purchase 21 H.D. CNG Vehicles	\$630,000.00	No
ML11036	City of Riverside	1/27/2012	1/26/2019		\$670,000.00	\$0.00	Install New CNG Station, Purchase 9 H.D. N	\$670,000.00	No
ML11038	City of Santa Monica	5/18/2012	7/17/2018		\$400,000.00	\$0.00	Maintenance Facility Modifications	\$400,000.00	No
ML11040	City of South Pasadena	5/4/2012	1/3/2019		\$30,000.00	\$0.00	Purchase 1 Nat. Gas H.D. Vehicle	\$30,000.00	No
ML11041	City of Santa Ana	9/7/2012	11/6/2018		\$265,000.00	\$34,651.86	Purchase 7 LPG H.D. Vehicles, Retrofit 6 H.	\$230,348.14	No
ML11045	City of Newport Beach	2/3/2012	8/2/2018	8/2/2019	\$30,000.00	\$0.00	Purchase 1 Nat. Gas H.D. Vehicle	\$30,000.00	No
MS11001	Mineral LLC	4/22/2011	4/30/2013	4/30/2015	\$111,827.00	\$97,586.83	Design, Develop, Host and Maintain MSRC	\$14,240.17	No
MS11010	Border Valley Trading	8/26/2011	10/25/2017	4/25/2020	\$150,000.00	\$0.00	New LNG Station	\$150,000.00	No
MS11016	CR&R Incorporated	4/12/2013	10/11/2019		\$100,000.00	\$90,000.00	New CNG Station - Perris	\$10,000.00	No
MS11019	City of Corona	11/29/2012	4/28/2020		\$225,000.00	\$0.00	Expansion of Existing CNG Station	\$225,000.00	No
MS11055	KEC Engineering	2/3/2012	8/2/2018		\$250,000.00	\$180,000.00	Repower 5 H.D. Off-Road Vehicles	\$70,000.00	No
MS11056	The Better World Group	12/30/2011	12/29/2013	12/29/2015	\$196,836.00	\$137,172.69	Programmatic Outreach Services	\$59,663.31	No
MS11060	Rowland Unified School District	8/17/2012	1/16/2019	1/16/2020	\$175,000.00	\$0.00	New Limited Access CNG Station	\$175,000.00	No
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	No
MS11062	Load Center	9/7/2012	1/6/2016	12/6/2016	\$175,384.00	\$169,883.00	Retrofit Six Off-Road Vehicles under Showc	\$5,501.00	No
MS11065	Temecula Valley Unified School Distr	8/11/2012	1/10/2019		\$50,000.00	\$0.00	Expansion of Existing CNG Station	\$50,000.00	No
MS11067	City of Redlands	5/24/2012	11/23/2018	11/23/2019	\$85,000.00	\$0.00	Expansion of Existing CNG Station	\$85,000.00	No
MS11068	Ryder System Inc.	7/28/2012	10/27/2018		\$175,000.00	\$157,500.00	New Public Access L/CNG Station (Fontana	\$17,500.00	No
MS11069	Ryder System Inc.	7/28/2012	8/27/2018		\$175,000.00	\$157,500.00	New Public Access L/CNG Station (Orange)	\$17,500.00	No
MS11071	City of Torrance Transit Department	12/22/2012	1/21/2019	1/21/2020	\$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		No
MS11082	Baumot North America, LLC	8/2/2012	12/1/2015		\$65,958.00	\$0.00	Install DECS on Four Off-Road Vehicles \$65,958.0		No
MS11085	City of Long Beach Fleet Services B	8/23/2013	12/22/2016		\$159,012.00	\$0.00	Retrofit Seven H.D. Off-Road Vehicles Unde	\$159,012.00	No
MS11086	DCL America Inc.	6/7/2013	10/6/2016		\$500,000.00	\$0.00	Retrofit Eight H.D. Off-Road Vehicles Under \$500,000.00		No
MS11091	California Cartage Company, LLC	4/5/2013	8/4/2016		\$55,000.00	\$0.00	Retrofit Two H.D. Off-Road Vehicles Under	\$55,000.00	No
MS11092	Griffith Company	2/5/2013	6/4/2016		\$390,521.00	\$0.00	Retrofit 17 H.D. Off-Road Vehicles Under Sh	\$390,521.00	No
Total: 33									

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
Pending Ex	recution Contracts								
ML11024	County of Los Angeles, Dept of Publi				\$90,000.00	\$0.00	Purchase 3 Nat. Gas H.D. Vehicles	\$90,000.00	No
MS11073	Los Angeles Unified School District				\$175,000.00	\$0.00	Expansion of Existing CNG Station	\$175,000.00	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
Total: 3				1	1			1	<del>'</del>
Declined/Ca	ancelled 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 Show	\$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
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: 20		,		•					
Closed Con	ntracts								
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
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
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 Progr	\$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 Progr	\$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
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   No MS11074   SunLine Transit Agency   5/11/2012   7/31/2012   \$241,849.00   \$22,391.00   Transit Service for Coachella Valley Festival   \$19,458.00   Yes Valley Festival   \$10,400.00   \$26,000.00   Metrolink Service to Auto Club Speedway   \$0.00   Yes Valley Festival   \$10,400.00   Yes Valley Hawthome   7/28/2012   8/27/2018   \$175,000.00   \$0.00   New Limited Access CNG Station   \$175,000.00   No				Original	Amended	Contract			Award	Billing
MS11074   SunLine Transit Agency   S/11/2012   7/31/2012   \$41,849.00   \$22,391.00   Transit Service for Coachella Valley Festival   \$19,458.00   Yes   MS11080   Southern California Regional Rail Au   4/6/2012   7/31/2012   \$26,000.00   \$26,000.00   Metrolink Service to Auto Club Speedway   \$0.00   Yes   Total: 12   **Total: 12   **To	Cont.#	Contractor	Start Date	End Date	End Date	Value	Remitted	Project Description	Balance	Complete?
MS11080   Southern California Regional Rail Au   4/6/2012   7/31/2012   \$26,000.00   \$26,000.00   Metrolink Service to Auto Club Speedway   \$0.00   Yes   Total: 12   Total: 13   Total: 14   Total:	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	No
Total: 12   Closed/Incomplete Contracts	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
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 Total: 1	MS11080	Southern California Regional Rail Au	4/6/2012	7/31/2012		\$26,000.00	\$26,000.00	Metrolink Service to Auto Club Speedway	\$0.00	Yes
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 Total:	Total: 12									
Total: 1   Open/Complete Contracts   ML11021   City of Whittier   1/27/2012   9/26/2018   6/26/2019   \$210,000.00   \$210,000.00   Purchase 7 Nat. Gas H.D. Vehicles   \$0.00   No ML11022   City of Anaheim   3/16/2012   7/15/2018   \$150,000.00   \$150,000.00   Purchase of 5 H.D. Vehicles   \$0.00   No ML11028   City of Glendale   1/13/2012   5/12/2018   \$300,000.00   \$300,000.00   Purchase 3 Nat. Gas H.D. Vehicles   \$0.00   Yes ML11028   City of Glendale   1/13/2012   5/12/2018   \$300,000.00   \$300,000.00   Purchase 10 H.D. CNG Vehicles   \$0.00   Yes ML11030   City of Fullerton   2/3/2012   3/2/2018   \$109,200.00   \$300,000.00   Purchase 10 H.D. CNG Vehicles   \$0.00   Yes ML11030   City of Culver City Transportation De   1/2/2/2011   1/15/2019   \$1,080,000.00   \$300,000.00   Purchase 10 H.D. Nat. Gas Vehicles   \$0.00   Yes ML11033   City of Culver City Transportation De   1/2/2/2011   1/15/2019   \$1,080,000.00   \$300,000.00   Purchase 10 H.D. Nat. Gas Vehicles   \$0.00   Yes ML11037   City of Anaheim   1/2/2/2012   1/15/2019   \$1,080,000.00   \$300,000.00   Purchase 10 H.D. Vehicles   \$0.00   Yes ML11037   City of Ontario   1/27/2012   1/2/2018   \$300,000.00   \$300,000.00   Purchase 12 Nat. Gas H.D. Vehicles   \$0.00   Yes ML11039   City of Chaino   1/27/2012   9/26/2018   \$180,000.00   \$300,000.00   Purchase 6 Nat. Gas H.D. Vehicles   \$0.00   Yes ML11043   City of Hemet Public Works   2/3/2012   2/2/2019   \$60,000.00   \$30,000.00   Purchase 6 Nat. Gas H.D. Vehicles   \$0.00   No ML11044   City of Ontario   1/27/2012   6/26/2019   \$60,000.00   \$60,000.00   Purchase 1 Nat. Gas H.D. Vehicles   \$0.00   No ML11044   City of Ontario   1/27/2012   6/26/2019   \$60,000.00   \$60,000.00   Expansion of Existing LONG 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 LONG Station   \$0.00   Yes MS11010   EDCO Disposal Corporation   1/230/2011   4/29/2019   \$100,000.00   \$100,000.00   New CNG Station - Signal Hill   \$0.00   Yes MS11001   EDCO Di	Closed/Inc	omplete Contracts								
Number   Contracts   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   No   ML11022   City of Anaheim   3/16/2012   7/15/2018   \$150,000.00   \$150,000.00   Purchase of 5 H.D. Vehicles   \$0.00   No   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   Number   City of Glendale   1/13/2012   5/12/2018   \$300,000.00   \$300,000.00   Purchase 10 H.D. CNS Vehicles   \$0.00   Yes   Number   Vehicles	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
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         No           ML11022         City of Anaheim         3/16/2012         7/15/2018         \$150,000.00         \$150,000.00         Purchase of 5 H.D. Vehicles         \$0.00         No           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 Fullerton         2/3/2012         3/2/2018         \$300,000.00         \$300,000.00         Purchase 10 H.D. CNG Vehicles         \$0.00         Yes           ML11031         City of Fullerton         2/3/2012         3/2/2018         \$300,000.00         \$109,200.00         Purchase 2 Nat. Gas H.D. Vehicles         \$0.00         Yes           ML11031         City of Los Angeles, Bureau of Sanit         3/16/2012         1/15/2019         \$1,080,000.00         \$109,200.00         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         \$100,000.00         Purchase 10 H.D. Nat. Gas H.D. Vehicles         \$0.00         Yes	Total: 1									
ML11022         City of Anaheim         3/16/2012         7/15/2018         \$150,000.00         \$150,000.00         Purchase of 5 H.D. Vehicles         \$0.00         No           ML11026         City of Redlands         3/2/2012         10/1/2018         \$90,000.00         \$90,000.00         Purchase 3 Nat. Gas H.D. Vehicles         \$0.00         Yes           ML11028         City of Glendale         1/13/2012         5/12/2018         \$300,000.00         \$300,000.00         Purchase 10 H.D. CNG Vehicles         \$0.00         Yes           ML11030         City of Fullerton         2/3/2012         3/2/2018         \$109,200.00         \$109,200.00         Purchase 2 Nat. Gas H.D. Vehicles, Retrofit         \$0.00         Yes           ML11031         City of Culver City Transportation De         12/2/2011         12/1/2018         \$300,000.00         Purchase 10 H.D. Nat. Gas Vehicles         \$0.00         Yes           ML11033         City of Culver City Transportation De         11/2/2/2012         11/15/2019         \$1,080,000.00         Purchase 10 H.D. Nat. Gas Vehicles         \$0.00         Yes           ML11037         City of Culver City Transportation De         12/2/2/2012         12/2/2/2019         \$300,000.00         Purchase 1 Nat. Gas H.D. Vehicles         \$0.00         Yes           ML11037         City of Culver City Tr	Open/Com	plete Contracts								
ML11026         City of Redlands         3/2/2012         10/1/2018         \$90,000.00         \$90,000.00         Purchase 3 Nat. Gas H.D. Vehicles         \$0.00         Yes           ML11028         City of Glendale         1/13/2012         5/12/2018         \$300,000.00         \$300,000.00         Purchase 10 H.D. CNG Vehicles         \$0.00         Yes           ML11030         City of Fullerton         2/3/2012         3/2/2018         \$109,200.00         \$109,200.00         Purchase 2 Nat. Gas H.D. Vehicles         \$0.00         Yes           ML11031         City of Culver City Transportation De         12/2/2011         12/1/2018         \$300,000.00         \$300,000.00         Purchase 3 Nat. Gas H.D. Vehicles         \$0.00         Yes           ML11033         City of Culver City Transportation De         12/2/2011         12/1/2018         \$300,000.00         Purchase 10 H.D. Nat. Gas Vehicles         \$0.00         Yes           ML11037         City of Anaheim         12/22/2012         1/21/2019         \$300,000.00         Purchase 36 LNG H.D. Vehicles         \$0.00         Yes           ML11042         City of Ontario         1/27/2012         9/26/2018         \$180,000.00         Purchase 6 Nat. Gas H.D. Vehicles         \$0.00         Yes           ML11043         City of Chino         2/17/2012         4/	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	No
ML11028         City of Glendale         1/13/2012         5/12/2018         \$300,000.00         \$300,000.00         Purchase 10 H.D. CNG Vehicles         \$0.00         Yes           ML11030         City of Fullerton         2/3/2012         3/2/2018         \$109,200.00         \$109,200.00         Purchase 2 Nat. Gas H.D. Vehicles, Retrofit         \$0.00         Yes           ML11031         City of Culver City Transportation De         12/2/2011         12/1/2018         \$300,000.00         \$300,000.00         Purchase 10 H.D. Nat. Gas Vehicles         \$0.00         Yes           ML11033         City of Los Angeles, Bureau of Sanit         3/16/2012         1/15/2019         \$1,080,000.00         \$1,080,000.00         Purchase 36 LNG H.D. Vehicles         \$0.00         Yes           ML11037         City of Anaheim         12/22/2012         1/2/21/2019         \$300,000.00         Purchase 36 LNG H.D. Vehicles         \$0.00         Yes           ML11039         City of Ontario         1/27/2012         3/26/2018         \$180,000.00         \$180,000.00         Purchase 6 Nat. Gas H.D. Vehicles         \$0.00         Yes           ML11039         City of Chino         2/17/2012         4/16/2018         \$300,000.00         Purchase 1 Nat. Gas H.D. Vehicles         \$0.00         Yes           ML11043         City of Chino	ML11022	City of Anaheim	3/16/2012	7/15/2018		\$150,000.00	\$150,000.00	Purchase of 5 H.D. Vehicles	\$0.00	No
ML11030         City of Fullerton         2/3/2012         3/2/2018         \$109,200.00         \$109,200.00         Purchase 2 Nat. Gas H.D. Vehicles, Retrofit         \$0.00         Yes           ML11031         City of Culver City Transportation De         12/2/2011         12/1/2018         \$300,000.00         \$300,000.00         Purchase 10 H.D. Nat. Gas Vehicles         \$0.00         Yes           ML11033         City of Los Angeles, Bureau of Sanit         3/16/2012         1/15/2019         \$1,080,000.00         \$1,080,000.00         Purchase 36 LNG H.D. Vehicles         \$0.00         Yes           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         1/27/2012         9/26/2018         \$180,000.00         \$180,000.00         Purchase 6 Nat. Gas H.D. Vehicles         \$0.00         Yes           ML11042         City of Ontario         1/27/2012         4/16/2018         \$30,000.00         \$30,000.00         Purchase 1 Nat. Gas H.D. Vehicles         \$0.00         Yes           ML11043         City of Chino         2/17/2012         4/16/2018         \$30,000.00         Purchase 1 Nat. Gas H.D. Vehicles         \$0.00         No           ML11044	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
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           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         1/27/2012         9/26/2018         \$180,000.00         \$180,000.00         Purchase 6 Nat. Gas H.D. Vehicles         \$0.00         Yes           ML11042         City of Chino         2/17/2012         4/16/2018         \$30,000.00         \$30,000.00         Purchase 1 Nat. Gas H.D. Vehicles         \$0.00         No           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         No           MS11004         City of Ontario         1/27/2012         4/16/2018         \$30,000.00         \$60,000.00         Purchase 2 H.D. Nat. Gas Vehicles         \$0.00         No	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
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           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         1/27/2012         9/26/2018         \$180,000.00         \$180,000.00         Purchase 6 Nat. Gas H.D. Vehicles         \$0.00         Yes           ML11042         City of Chino         2/17/2012         4/16/2018         \$30,000.00         \$30,000.00         Purchase 1 Nat. Gas H.D. Vehicles         \$0.00         No           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         No           ML11044         City of Ontario         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	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
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         1/27/2012         9/26/2018         \$180,000.00         \$180,000.00         Purchase 6 Nat. Gas H.D. Vehicles         \$0.00         Yes           ML11042         City of Chino         2/17/2012         4/16/2018         \$30,000.00         \$30,000.00         Purchase 6 Nat. Gas H.D. Vehicles         \$0.00         No           ML11043         City of Chino         2/17/2012         4/16/2018         \$30,000.00         \$90,000.00         Purchase 1 Nat. Gas H.D. Vehicles         \$0.00         No           ML11043         City of Chino         2/17/2012         4/16/2018         \$30,000.00         Purchase 2 H.D. Nat. Gas H.D. Vehicles         \$0.00         No           ML11044         City of Ontario         1/27/2012         2/2/2019         \$60,000.00         \$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           MS11011         EDCO Disposal Corporation	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
ML11039         City of Ontario         1/27/2012         9/26/2018         \$180,000.00         \$180,000.00         Purchase 6 Nat. Gas H.D. Vehicles         \$0.00         Yes           ML11042         City of Chino         2/17/2012         4/16/2018         \$30,000.00         \$30,000.00         Purchase 1 Nat. Gas H.D. Vehicle, Repower         \$0.00         No           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         No           ML11044         City of Ontario         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           MS11011         EDCO Disposal Corporation         12/30/2011         4/29/2019         \$100,000.00         New CNG Station - Signal Hill         \$0.00         Yes           MS11017         <	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
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         No           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         No           ML11044         City of Ontario         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           MS11011         EDCO Disposal Corporation         12/30/2011         4/29/2019         \$100,000.00         \$100,000.00         New CNG Station - Signal Hill         \$0.00         Yes           MS11017         CR&R, Inc.         3/2/2012         2/1/2018         \$100,000.00         \$100,000.00         Expansion of existing station - Garden Grov         \$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
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         No           ML11044         City of Ontario         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           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           MS11017         CR&R, Inc.         3/2/2012         2/1/2018         \$100,000.00         \$100,000.00         Expansion of existing Station - Garden Grov         \$0.00         Yes	ML11039	City of Ontario	1/27/2012	9/26/2018		\$180,000.00	\$180,000.00	Purchase 6 Nat. Gas H.D. Vehicles	\$0.00	Yes
ML11044         City of Ontario         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           MS11011         EDCO Disposal Corporation         12/30/2011         4/29/2019         \$100,000.00         New CNG Station - Signal Hill         \$0.00         Yes           MS11012         EDCO Disposal Corporation         12/30/2011         4/29/2019         \$100,000.00         New CNG Station - Buena Park         \$0.00         Yes           MS11017         CR&R, Inc.         3/2/2012         2/1/2018         \$100,000.00         \$100,000.00         Expansion of existing station - Garden Grov         \$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           MS11079         Bear Valle	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	No
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           MS11011         EDCO Disposal Corporation         12/30/2011         4/29/2019         \$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           MS11017         CR&R, Inc.         3/2/2012         2/1/2018         \$100,000.00         \$100,000.00         Expansion of existing station - Garden Grov         \$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           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 <td>ML11043</td> <td>City of Hemet Public Works</td> <td>2/3/2012</td> <td>2/2/2019</td> <td></td> <td>\$60,000.00</td> <td>\$60,000.00</td> <td>Purchase 2 H.D. Nat. Gas Vehicles</td> <td>\$0.00</td> <td>No</td>	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	No
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           MS11011         EDCO Disposal Corporation         12/30/2011         4/29/2019         \$100,000.00         New CNG Station - Signal Hill         \$0.00         Yes           MS11012         EDCO Disposal Corporation         12/30/2011         4/29/2019         \$100,000.00         New CNG Station - Buena Park         \$0.00         Yes           MS11017         CR&R, Inc.         3/2/2012         2/1/2018         \$100,000.00         \$100,000.00         Expansion of existing station - Garden Grov         \$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           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	ML11044	City of Ontario	1/27/2012	6/26/2019		\$400,000.00	\$400,000.00	Expand Existing CNG 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           MS11017         CR&R, Inc.         3/2/2012         2/1/2018         \$100,000.00         \$100,000.00         Expansion of existing station - Garden Grov         \$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           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	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
MS11012         EDCO Disposal Corporation         12/30/2011         4/29/2019         \$100,000.00         \$100,000.00         New CNG Station - Buena Park         \$0.00         Yes           MS11017         CR&R, Inc.         3/2/2012         2/1/2018         \$100,000.00         \$100,000.00         Expansion of existing station - Garden Grov         \$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           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	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
MS11017         CR&R, Inc.         3/2/2012         2/1/2018         \$100,000.00         \$100,000.00         Expansion of existing station - Garden Grov         \$0.00         Yes           MS11066         Torrance Unified School District         11/19/2012         9/18/2018         \$42,296.00         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	MS11011	EDCO Disposal Corporation	12/30/2011	4/29/2019		\$100,000.00	\$100,000.00	New CNG Station - Signal Hill	\$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           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	MS11012	EDCO Disposal Corporation	12/30/2011	4/29/2019		\$100,000.00	\$100,000.00	New CNG Station - Buena Park	\$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	MS11017	CR&R, Inc.	3/2/2012	2/1/2018		\$100,000.00	\$100,000.00	Expansion of existing station - Garden Grov	\$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
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	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
	MS11087	Cemex Construction Material Pacific,	10/16/2012	2/15/2016		\$448,766.00	\$448,760.80	Retrofit 13 H.D. Off-Road Vehicles Under Sh	\$5.20	Yes

Total: 20

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 201	1-2012 Contracts								
Open Cont									
ML12013	City of Pasadena	10/19/2012	3/18/2015		\$200,000.00	\$0.00	Electric Vehicle Charging Infrastructure	\$200,000.00	No
ML12014	City of Santa Ana	11/8/2013	8/7/2020		\$384,000.00	\$4,709.00	9 H.D. Nat. Gas & LPG Trucks, EV Charging	\$379,291.00	No
ML12015	City of Fullerton	4/25/2013	11/24/2020		\$40,000.00	\$10,000.00	HD CNG Vehicle, Expand CNG Station	\$30,000.00	No
ML12016	City of Cathedral City	1/4/2013	10/3/2019		\$60,000.00	\$0.00	CNG Vehicle & Electric Vehicle Infrastructur	\$60,000.00	No
ML12017	City of Los Angeles, Bureau of Sanit	6/26/2013	5/25/2020		\$950,000.00	\$0.00	32 H.D. Nat. Gas Vehicles	\$950,000.00	No
ML12018	City of West Covina	10/18/2013	10/17/2020		\$300,000.00	\$0.00	Expansion of Existing CNG Station	\$300,000.00	No
ML12019	City of Palm Springs	9/6/2013	7/5/2015		\$38,000.00	\$0.00	EV Charging Infrastructure	\$38,000.00	No
ML12020	City of Los Angeles, Department of	9/27/2012	3/26/2019		\$450,000.00	\$0.00	15 H.D. Nat. Gas Vehicles	\$450,000.00	No
ML12021	City of Rancho Cucamonga	9/14/2012	1/13/2020		\$40,000.00	\$30,000.00	Four Medium-Duty Nat. Gas Vehicles	\$10,000.00	No
ML12022	City of La Puente	12/6/2013	6/5/2020		\$110,000.00	\$60,000.00	2 Medium-Duty and Three Heavy-Duty CNG	\$50,000.00	No
ML12023	County of Los Angeles Internal Servi	8/1/2013	2/28/2015		\$250,000.00	\$0.00	EV Charging Infrastructure	\$250,000.00	No
ML12041	City of Anaheim Public Utilities Depa	4/4/2014	10/3/2015		\$68,977.00	\$0.00	EV Charging Infrastructure	\$68,977.00	No
ML12043	City of Hemet	6/24/2013	9/23/2019		\$60,000.00	\$0.00	Two Heavy-Duty Nat. Gas Vehicles	\$60,000.00	No
ML12045	City of Baldwin Park DPW	2/14/2014	12/13/2020		\$400,000.00	\$0.00	Install New CNG Station	\$400,000.00	No
ML12046	City of Irvine	8/11/2013	3/10/2021		\$30,000.00	\$0.00	One Heavy-Duty Nat. Gas Vehicle	\$30,000.00	No
ML12048	City of La Palma	1/4/2013	11/3/2018		\$20,000.00	\$0.00	Two Medium-Duty LPG Vehicles	\$20,000.00	No
ML12049	City of Rialto Public Works	7/14/2014	9/13/2015		\$30,432.00	\$0.00	EV Charging Infrastructure	\$30,432.00	No
ML12050	City of Baldwin Park	4/25/2013	4/24/2014	10/24/2014	\$402,400.00	\$0.00	EV Charging Infrastructure	\$402,400.00	No
ML12051	City of Bellflower	2/7/2014	2/6/2016		\$270,000.00	\$0.00	EV Charging Infrastructure	\$270,000.00	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
ML12054	City of Palm Desert	9/30/2013	2/28/2015		\$77,385.00	\$0.00	EV Charging Infrastructure	\$77,385.00	No
ML12057	City of Coachella	8/28/2013	8/27/2019		\$57,456.00	\$0.00	Purchase One Nat. Gas H.D. Vehicle/Street	\$57,456.00	No
ML12066	City of Manhattan Beach	1/7/2014	4/6/2015		\$5,900.00	\$0.00	Electric Vehicle Charging Infrastructure	\$5,900.00	No
MS12001	Los Angeles County MTA	7/1/2012	4/30/2013		\$300,000.00	\$0.00	Clean Fuel Transit Service to Dodger Stadiu	\$300,000.00	No
MS12004	USA Waste of California, Inc.	10/24/2013	11/23/2019		\$175,000.00	\$0.00	Construct New Limited-Access CNG Station	\$175,000.00	No
MS12008	Bonita Unified School District	7/12/2013	12/11/2019		\$175,000.00	\$0.00	Construct New Limited-Acess CNG Station	\$175,000.00	No
MS12009	Sysco Food Services of Los Angeles	1/7/2014	4/6/2020		\$150,000.00	\$0.00	Construct New Public-Access CNG Station	\$150,000.00	No
MS12011	Southern California Gas Company	6/14/2013	6/13/2019	6/13/2020	\$150,000.00	\$0.00	Construct New Public-Access CNG Station -	\$150,000.00	No
MS12024	Southern California Gas Company	6/13/2013	12/12/2019		\$150,000.00	\$0.00	Construct New Public-Access CNG Station -	\$150,000.00	No
MS12027	C.V. Ice Company, Inc.	5/17/2013	11/16/2019		\$75,000.00	\$0.00	Purchase 3 Medium-Heavy Duty Vehicles	\$75,000.00	No
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	No
MS12031	Final Assembly, Inc.	11/2/2012	11/1/2018		\$100,000.00	\$29,201.40	Purchase 4 Medium-Heavy Duty Vehicles	\$70,798.60	No
MS12033	Mike Diamond/Phace Management	12/22/2012	12/21/2018		\$500,000.00	\$21,735.00	Purchase 20 Medium-Heavy Duty Vehicles	\$478,265.00	No
MS12034	Ware Disposal Company, Inc.	11/2/2012	11/1/2018		\$133,070.00	\$74,763.00	Purchase 8 Medium-Heavy Duty Vehicles	\$58,307.00	No

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS12060	City of Santa Monica	4/4/2014	8/3/2017		\$500,000.00	\$0.00	Transit-Oriented Bicycle Sharing Program	\$500,000.00	No
MS12061	Orange County Transportation Autho	3/14/2014	3/13/2017		\$224,000.00	\$81,604.80	Transit-Oriented Bicycle Sharing Program	\$142,395.20	No
MS12064	Anaheim Transportation Network	3/26/2013	12/31/2014		\$127,296.00	\$46,944.56	Implement Anaheim Circulator Service	\$80,351.44	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
MS12072	99 Cents Only Stores	4/5/2013	9/4/2019		\$100,000.00	\$0.00	Construct New CNG Station	\$100,000.00	No
MS12073	FirstCNG, LLC	7/27/2013	12/26/2019		\$150,000.00	\$0.00	Construct New CNG Station	\$150,000.00	No
MS12075	CR&R Incorporated	7/27/2013	1/26/2021		\$100,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$100,000.00	No
MS12076	City of Ontario	3/8/2013	4/7/2015		\$75,000.00	\$0.00	Maintenance Facilities Modification	\$75,000.00	No
MS12077	City of Coachella	6/14/2013	6/13/2020		\$225,000.00	\$0.00	Construct New CNG Station	\$225,000.00	No
MS12078	Penske Truck Leasing Co., L.P.	1/7/2014	1/6/2016		\$75,000.00	\$0.00	Maintenance Facility Modifications - Vernon	\$75,000.00	No
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
MS12080	City of Pasadena	11/8/2013	8/7/2020		\$225,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$225,000.00	No
MS12081	Penske Truck Leasing Co., L.P.	1/7/2014	1/6/2016		\$75,000.00	\$0.00	Maintenance Facility Modifications - Santa A	\$75,000.00	No
MS12082	City of Los Angeles, Bureau of Sanit	11/20/2013	2/19/2021		\$175,000.00	\$0.00	Install New CNG Infrastructure	\$175,000.00	No
MS12084	Airport Mobil Inc.	12/6/2013	5/5/2020		\$150,000.00	\$0.00	Install New CNG Infrastructure	\$150,000.00	No
MS12086	SuperShuttle International, Inc.	3/26/2013	3/25/2019		\$225,000.00	\$202,500.00	Purchase 23 Medium-Heavy Duty Vehicles	\$22,500.00	No
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	\$0.00	Implement Rideshare Incentives Program	\$125,000.00	No
MS12089	Riverside County Transportation Co	10/18/2013	9/17/2015		\$250,000.00	\$0.00	Implement Rideshare Incentives Program	\$250,000.00	No
MS12Hom	Mansfield Gas Equipment Systems				\$296,000.00	\$0.00	Home Refueling Apparatus Incentive Progra	\$296,000.00	No
Total: 54									
Pending Ex	ecution Contracts								
MS12083	Brea Olinda Unified School District				\$59,454.00	\$0.00	Install New CNG Infrastructure	\$59,454.00	No
Total: 1									
Declined/Ca	ancelled Contracts								
ML12038	City of Long Beach Public Works				\$26,000.00	\$0.00	Electric Vehicle Charging Infrastructure	\$26,000.00	No
ML12040	City of Duarte Transit				\$30,000.00	\$0.00	One Heavy-Duty Nat. Gas Vehicle	\$30,000.00	No
ML12044	County of San Bernardino Public Wo				\$250,000.00	\$0.00	Install New CNG Station	\$250,000.00	No
ML12053	City of Mission Viejo				\$60,000.00	\$0.00	EV Charging Infrastructure	\$60,000.00	No
MS12007	WestAir Gases & Equipment				\$100,000.00	\$0.00	Construct New Limited-Acess CNG Station	\$100,000.00	No
MS12030	Complete Landscape Care, Inc.				\$150,000.00	\$0.00	Purchase 6 Medium-Heavy Duty Vehicles	\$150,000.00	No
MS12070	Valley Music Travel/CID Entertainme				\$99,000.00	\$0.00	Implement Shuttle Service to Coachella Mus	\$99,000.00	No
Total: 7									
Closed Con	ntracts								
ML12037	Coachella Valley Association of Gov	3/14/2013	3/13/2014		\$250,000.00	\$250,000.00	Street Sweeping Operations	\$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
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

			Original	Amended	Contract			Award	Billing
Cont.#	Contractor	Start Date	End Date	End Date	Value	Remitted	Project Description	Balance	Complete?
MS12003	Orange County Transportation Autho	7/20/2012	2/28/2013		\$234,669.00	\$167,665.12	Implement Metrolink Service to Angel Stadiu	\$67,003.88	Yes
MS12005	USA Waste of California, Inc.	10/19/2012	8/18/2013		\$75,000.00	\$75,000.00	Vehicle Maintenance Facility Modifications	\$0.00	Yes
MS12006	Waste Management Collection & Re	10/19/2012	8/18/2013		\$75,000.00	\$75,000.00	Vehicle Maintenance Facility Modifications	\$0.00	Yes
MS12012	Rim of the World Unified School Dist	12/20/2012	5/19/2014		\$75,000.00	\$75,000.00	Vehicle Maintenance Facility Modifications	\$0.00	Yes
MS12059	Orange County Transportation Autho	2/28/2013	12/27/2014		\$75,000.00	\$75,000.00	Maintenance Facilities Modifications	\$0.00	No
MS12062	Fraser Communications	12/7/2012	5/31/2014		\$998,669.00	\$989,218.49	Develop & Implement "Rideshare Thursday"	\$9,450.51	Yes
MS12065	Orange County Transportation Autho	7/27/2013	11/30/2013		\$43,933.00	\$14,832.93	Ducks Express Service to Honda Center	\$29,100.07	Yes
MS12068	Southern California Regional Rail Au	3/1/2013	9/30/2013		\$57,363.00	\$47,587.10	Implement Metrolink Service to Autoclub Sp	\$9,775.90	Yes
MS12069	City of Irvine	8/11/2013	2/28/2014		\$45,000.00	\$26,649.41	Implement Special Transit Service to Solar	\$18,350.59	Yes
MS12085	Bear Valley Unified School District	4/25/2013	6/24/2014		\$75,000.00	\$75,000.00	Maintenance Facility Modifications	\$0.00	Yes
Total: 13			I.					I.	1
Open/Com	plete Contracts								
ML12039	City of Redlands	2/8/2013	10/7/2019		\$90,000.00	\$90,000.00	Three Heavy-Duty Nat. Gas Vehicles	\$0.00	No
ML12042	City of Chino Hills	1/18/2013	3/17/2017		\$87,500.00	\$87,500.00	Expansion of Existing CNG Station	\$0.00	Yes
ML12047	City of Orange	2/1/2013	1/31/2019		\$30,000.00	\$30,000.00	One Heavy-Duty Nat. Gas Vehicle	\$0.00	No
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
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	No
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
MS12032	Fox Transportation	12/14/2012	12/13/2018		\$500,000.00	\$500,000.00	Purchase 20 Medium-Heavy Duty Vehicles	\$0.00	Yes
MS12035	Disneyland Resort	1/4/2013	7/3/2019		\$25,000.00	\$18,900.00	Purchase 1 Medium-Heavy Duty Vehicle	\$6,100.00	Yes
MS12036	Jim & Doug Carter's Automotive/VS	1/4/2013	11/3/2018		\$50,000.00	\$50,000.00	Purchase 2 Medium-Heavy Duty Vehicles	\$0.00	Yes
MS12058	Krisda Inc	4/24/2013	1/23/2019		\$25,000.00	\$25,000.00	Repower One Heavy-Duty Off-Road Vehicle	\$0.00	Yes
MS12063	Custom Alloy Light Metals, Inc.	8/16/2013	2/15/2020		\$100,000.00	\$100,000.00	Install New Limited Access CNG Station \$0		Yes
MS12071	Transit Systems Unlimited, Inc.	5/17/2013	12/16/2018		\$21,250.00	\$21,250.00	0.00 Expansion of Existing CNG Station \$0.0		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	No

Total: 15

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 2012	2-2014 Contracts								
Open Cont									
ML14010	City of Cathedral City	8/13/2014	10/12/2015		\$25,000.00	\$0.00	Street Sweeping Operations	\$25,000.00	No
ML14011	City of Palm Springs	6/13/2014	1/12/2016		\$79,000.00	\$0.00	Bicycle Racks, Bicycle Outreach & Educatio	\$79,000.00	No
ML14014	City of Torrance	9/5/2014	12/4/2019		\$56,000.00	\$0.00	EV Charging Infrastructure	\$56,000.00	No
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 Improvem	\$150,000.00	No
ML14021	Riverside County Regional Park and	7/24/2014	12/23/2016		\$250,000.00	\$0.00	Bicycle Trail Improvements	\$250,000.00	No
ML14028	City of Fullerton	9/5/2014	1/4/2022		\$126,950.00	\$0.00	Expansion of Exisiting CNG Infrastructure	\$126,950.00	No
ML14029	City of Irvine	7/11/2014	6/10/2017		\$90,500.00	\$0.00	Bicycle Trail Improvements	\$90,500.00	No
ML14031	Riverside County Waste Manageme	6/13/2014	12/12/2020		\$90,000.00	\$0.00	Purchase 3 H.D. CNG Vehicles	\$90,000.00	No
ML14033	City of Irvine	7/11/2014	2/10/2021		\$60,000.00	\$0.00	Purchase 2 H.D. CNG Vehicles	\$60,000.00	No
ML14034	City of Lake Elsinore	9/5/2014	5/4/2021		\$56,700.00	\$0.00	EV Charging Stations	\$56,700.00	No
ML14049	City of Moreno Valley	7/11/2014	3/10/2021		\$105,000.00	\$0.00	One HD Nat Gas Vehicle, EV Charging, Bicy	\$105,000.00	No
ML14050	City of Yucaipa	7/11/2014	9/10/2015		\$84,795.00	\$0.00	Installation of Bicycle Lanes	\$84,795.00	No
ML14051	City of Brea	9/5/2014	1/4/2017		\$450,000.00	\$0.00	Installation of Bicycle Trail	\$450,000.00	No
ML14055	City of Highland	10/10/2014	3/9/2018		\$500,000.00	\$0.00	Bicycle Lanes and Outreach	\$500,000.00	No
ML14056	City of Redlands	9/5/2014	5/4/2016		\$125,000.00	\$0.00	Bicycle Lanes	\$125,000.00	No
ML14064	City of Claremont	7/11/2014	7/10/2020		\$60,000.00	\$0.00	Purchase Two Heavy-Duty Nat. Gas Vehicle	\$60,000.00	No
ML14065	City of Orange	9/5/2014	8/4/2015		\$10,000.00	\$0.00	Electric Vehicle Charging Infrastructure	\$10,000.00	No
ML14066	City of South Pasadena	9/12/2014	7/11/2016		\$142,096.00	\$0.00	Bicycle Trail Improvements	\$142,096.00	No
ML14068	City of South Pasadena	9/12/2014	10/11/2015		\$10,183.00	\$0.00	Electric Vehicle Charging Infrastructure	\$10,183.00	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
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	No
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	No
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	No
MS14005	Transit Systems Unlimited, Inc.	4/11/2014	2/28/2016		\$515,200.00	\$253,920.00	Provide Expanded Shuttle Service to Hollyw	\$261,280.00	No
MS14007	Orange County Transportation Autho	6/6/2014	4/30/2015		\$208,520.00	\$0.00	Implement Special Metrolink Service to Ang	\$208,520.00	No
MS14008	Orange County Transportation Autho	8/13/2014	5/31/2015		\$601,187.00	\$0.00	Implement Clean Fuel Bus Service to Orang	\$601,187.00	No
MS14009	A-Z Bus Sales, Inc.	1/17/2014	12/31/2014		\$250,000.00	\$250,000.00	Alternative Fuel School Bus Incentive Progr	\$0.00	No
MS14042	Grand Central Recycling & Transfer	6/6/2014	9/5/2021		\$150,000.00	\$0.00	Expansion of Existing CNG Station	\$150,000.00	No
MS14045	TIMCO CNG Fund I, LLC	6/6/2014	12/5/2020		\$150,000.00	\$0.00	New Public-Access CNG Station in Inglewoo	\$150,000.00	No
MS14046	Ontario CNG Station Inc.	5/15/2014	5/14/2020		\$150,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$150,000.00	No
MS14047	Southern California Regional Rail Au	3/7/2014	9/30/2014		\$49,203.00	\$32,067.04	Special Metrolink Service to Autoclub Speed \$17,135.9		No
MS14048	BusWest	3/14/2014	12/31/2014		\$444,850.00	\$444,850.00	Alternative Fuel School Bus Incentive Progr	\$0.00	No
MS14052	Arcadia Unified School District	6/13/2014	10/12/2020		\$78,000.00	\$0.00	Expansion of an Existing CNG Fueling Statio	\$78,000.00	No

			Original	Amended	Contract			Award	
Cont.#	Contractor	Start Date	End Date	End Date	Value	Remitted	Project Description	Balance	Billing Complete?
MS14058	Orange County Transportation Autho	11/7/2014	4/6/2016		\$1,250,000.00	\$0.00	Implement Various Signal Synchronization P	\$1,250,000.00	No
MS14059	Riverside County Transportation Co	9/5/2014	3/4/2018		\$939,625.00	\$0.00	Implement Various Signal Synchronization P	\$939,625.00	No
Total: 36				•					
Pending Ex	ecution Contracts								
ML14012	City of Santa Ana				\$244,000.00	\$0.00	EV Charging and 7 H.D. LPG Vehicles	\$244,000.00	No
ML14013	City of Los Angeles, Bureau of Sanit				\$3,840,000.00	\$0.00	Purchase 128 H.D. Nat. Gas Vehicles	\$3,840,000.00	No
ML14016	City of Anaheim				\$380,000.00	\$0.00	Purchase 2 H.D. Vehicles, Expansion of Exi	\$380,000.00	No
ML14018	City of Los Angeles, Department of				\$810,000.00	\$0.00	Purchase 27 H.D. Nat. Gas Vehicles	\$810,000.00	No
ML14019	City of Corona Public Works				\$178,263.00	\$0.00	EV Charging, Bicycle Racks, Bicycle Locker	\$178,263.00	No
ML14022	County of Los Angeles Department o				\$300,000.00	\$0.00	Purchase 10 H.D. Nat. Gas Vehicles	\$300,000.00	No
ML14023	County of Los Angeles Department o				\$230,000.00	\$0.00	Maintenance Fac. Modifications-Westcheste	\$230,000.00	No
ML14024	County of Los Angeles Department o				\$230,000.00	\$0.00	Maintenance Fac. Modifications-Baldwin Par	\$230,000.00	No
ML14025	County of Los Angeles Dept of Publi				\$500,000.00	\$0.00	Construct New CNG Station in Malibu	\$500,000.00	No
ML14026	County of Los Angeles Dept of Publi				\$500,000.00	\$0.00	Construct New CNG Station in Castaic	\$500,000.00	No
ML14027	County of Los Angeles Dept of Publi				\$500,000.00	\$0.00	Construct New CNG Station in Downey	\$500,000.00	No
ML14030	County of Los Angeles Internal Servi				\$425,000.00	\$0.00	Bicycle Racks, Outreach & Education	\$425,000.00	No
ML14032	City of Rancho Cucamonga				\$226,770.00	\$0.00	Expansion of Existing CNG Infras., Bicycle L	\$226,770.00	No
ML14054	City of Torrance				\$350,000.00	\$0.00	Upgrade Maintenance Facility	\$350,000.00	No
ML14060	County of Los Angeles Internal Servi				\$104,400.00	\$0.00	Electric Vehicle Charging Infrastructure	\$104,400.00	No
ML14061	City of La Habra				\$60,000.00	\$0.00	Purchase Two Heavy-Duty Nat. Gas Vehicle	\$60,000.00	No
ML14062	City of San Fernando				\$500,000.00	\$0.00	Construct New CNG Fueling Station	\$500,000.00	No
ML14067	City of Duarte Transit				\$60,000.00	\$0.00	Purchase Two Heavy-Duty Nat. Gas Vehicle	\$60,000.00	No
ML14069	City of Beaumont				\$200,000.00	\$0.00	Construct New CNG Infrastructure	\$200,000.00	No
ML14070	City of Rancho Cucamonga				\$365,245.00	\$0.00	Bicycle Trail Improvements	\$365,245.00	No
ML14071	City of Manhattan Beach				\$22,485.00	\$0.00	Electric Vehicle Charging Infrastructure	\$22,485.00	No
MS14001	Los Angeles County MTA				\$1,227,450.00	\$0.00	Clean Fuel Transit Service to Dodger Stadiu	\$1,227,450.00	No
MS14035	Penske Truck Leasing Co., L.P.				\$75,000.00	\$0.00	Vehicle Maint. Fac. Modifications - Sun Valle	\$75,000.00	No
MS14036	Penske Truck Leasing Co., L.P.				\$75,000.00	\$0.00	Vehicle Maint. Fac. Modifications - La Mirad	\$75,000.00	No
MS14037	Penske Truck Leasing Co., L.P.				\$75,000.00	\$0.00	Vehicle Maint. Fac. Modifications - Carson	\$75,000.00	No
MS14038	Penske Truck Leasing Co., L.P.				\$75,000.00	\$0.00	Vehicle Maint. Fac. Modifications - Fontana	\$75,000.00	No
MS14039	Waste Management Collection and				\$75,000.00	\$0.00	Vehicle Maint. Fac. Modifications - Irvine	\$75,000.00	No
MS14040	Waste Management Collection and				\$75,000.00	\$0.00	Vehicle Maint. Fac. Modifications - Santa An	\$75,000.00	No
MS14041	USA Waste of California, Inc.				\$175,000.00	\$0.00	Limited-Access CNG Station, Vehicle Maint.	\$175,000.00	No
MS14053	Upland Unified School District				\$175,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$175,000.00	No
MS14057	Los Angeles County MTA				\$1,250,000.00	\$0.00	Implement Various Signal Synchronization P \$1,250,000.00		No
MS14072	San Bernardino Associated Govern				\$1,250,000.00	\$0.00	Implement Various Signal Synchronization P	\$1,250,000.00	No
MS14073	Anaheim Transportation Network				\$221,312.00	\$0.00	Anaheim Resort Circulator Service	\$221,312.00	No

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS14074	Midway City Sanitary District				\$250,000.00	\$0.00	Limited-Access CNG Station & Facility Modif	\$250,000.00	No
Total: 34									
Declined/C	ancelled Contracts								
ML14063	City of Hawthorne				\$32,000.00	\$0.00	Expansion of Existng CNG Infrastructure	\$32,000.00	No
MS14043	City of Anaheim				\$175,000.00	\$0.00	Expansion of Existing CNG Station	\$175,000.00	No
Total: 2									
Open/Comp	plete Contracts								
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

Total: 1



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 36

REPORT: California Air Resources Board Monthly Meeting

SYNOPSIS: The California Air Resources Board met on November 20, 2014, in Sacramento.

The following is a summary of this meeting.

RECOMMENDED ACTION:

Receive and File.

Judith Mitchell, Member SCAQMD Governing Board

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The Air Resources Board's (ARB or Board) November meeting was held on November 20 in Sacramento at the California Environmental Protection Agency Headquarters Building. Key items presented are summarized below.

#### 1. Update to the Board on Implementing the High Speed Rail Project

The Board heard an update from the California High Speed Rail Authority on the implementation of the High Speed Rail project. In addition to a general description and status of the project, the briefing focused on the expected environmental benefits of High Speed Rail. This includes the potential to catalyze changes in land use and transportation throughout California especially near rail stations and for significant reductions in air pollution as rail trips replace air and passenger car travel.

#### 2. 2014 Legislative Update

The Board heard an update on 2014 legislative activities that relate to ARB programs. Of note, the legislature approved the first expenditure plan for cap and trade auction proceeds, earmarked funding for clean vehicle incentive programs, and directed ARB to develop a strategy to reduce short-lived climate pollutants.

#### 3. Informational Report on Air Quality Field Studies

The Board heard an informational report on air quality field studies sponsored by ARB and other agency partners, including the South Coast Air Quality Management District and other local air districts, University of California campuses, and federal agencies. In southern

California, the studies have demonstrated that both NOx and VOC control are important for continued progress on ozone reduction, and that reductions in ammonium sulfate emissions from marine vessels have contributed to lower PM2.5 levels in coastal areas.

Current studies are tracking the benefits of ARB diesel rules on reducing localized emission exposure, especially near the Ports of Los Angeles and Long Beach, using satellite data to track emission sources, and examining the contribution of long-range transport to ozone levels in California. Results from the field studies will support future State Implementation Plan efforts, providing the technical foundation for updates to the emission inventory, evaluation of air quality trends, and refinements to air quality modeling.

#### 4. Amendments to the In-Use Heavy Duty Truck Rule

The Board approved the final regulation order for amendments to the In-Use Heavy Duty Truck Rule and approved the environmental analysis for the amendments. The amendments enhance compliance flexibility for small fleet owners, change the length of the economic hardship extension period, plus other minor changes. The regulation as amended continues to provide the same projected NOx and PM benefits needed to comply with the commitments in the California State Implementation Plan.

Consent Items

#### 1. Approval of One Research Proposal

The Board approved funding for researchers at the University of California Riverside to collect usage data for heavy-duty trucks currently exempt from ARB's tractor-trailer greenhouse gas regulations. The data will support ARB technical analyses and future rulemaking efforts.

# 2. Association of Monterey Bay Area Governments Greenhouse Gas Quantification Determination

The Board accepted the Association of Monterey Bay Area Governments' determination that implementation of its 2014 Sustainable Communities Strategy would achieve the greenhouse gas emission reduction targets set by the Board under SB 375.

# 3. Approval of Updates to Transportation Conformity Budgets for the San Joaquin Valley

The Board approved updates to the transportation conformity budgets for the San Joaquin Valley's State Implementation Plan for the 35mg/m3 24-hour PM2.5 standard.

#### **Attachment**

CARB November 20, 2014 Meeting Agenda

California Environmental Protection Agency

**O** Air Resources Board

LOCATION:

Air Resources Board Byron Sher Auditorium, Second Floor

1001 | Street

Sacramento, California 95814

http://www.calepa.ca.gov/EPAbldg/location.htm

PUBLIC MEETING AGENDA

This facility is accessible by public transit. For transit

information, call (916) 321-BUSS, website:

http://www.sacrt.com

(This facility is accessible to persons with disabilities.)

**November 20, 2014** 

TO SUBMIT WRITTEN COMMENTS ON AN AGENDA ITEM IN ADVANCE OF THE MEETING GO

TO: http://www.arb.ca.gov/lispub/comm/bclist.php

**Webcast** 

**Thursday November 20, 2014** 

#### **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 it.

#### Consent Item #

#### 14-9-1: **Public Meeting to Consider One Research Proposal**

Staff will seek Board approval of one research proposal that was developed based on the Board-approved Fiscal Year 2014-2015 Annual Research Plan: "Collection of Tractor-Trailer Activity Data," University of California, Riverside, Proposal No. 2782-281.

More Information **Proposed Resolution** 

14-9-2: Public Meeting to Consider Greenhouse Gas Quantification Determination for the Association of Monterey Bay Area Governments' Metropolitan Transportation Plan/Sustainable Communities Strategy

> The Board will consider acceptance of the Association of Monterey Bay Area Governments' determination that implementation of its 2014 Sustainable Communities Strategy would achieve the region's per capita greenhouse gas emissions reduction targets set by the Air Resources Board for 2020 and 2035.

More Information **Proposed Resolution** 

Public Meeting to Consider Approval of Updates to Transportation Conformity Budgets 14-9-3: for the San Joaquin Valley

The Board will consider updates to the transportation conformity budgets for the San Joaquin

More Information **Proposed Resolution** 

#### **DISCUSSION ITEMS:**

**Note:** The following agenda items may be heard in a different order at the Board meeting.

#### Agenda Item #

#### 14-9-4: Update to the Board on Implementing the High Speed Rail Project

The High Speed Rail Authority staff will provide an update to the Board on the progress of the High Speed Rail project.

More Information Staff Presentation

#### 14-9-5: Public Meeting to Hear a 2014 Legislative Update

The Air Resources Board Legislative Director will present a review of air quality and climate change legislation from the second year of the 2013-2014 Legislative Session.

More Information Staff Presentation

#### 14-9-6: Informational Report on Air Quality Field Studies

Staff will report to the Board on the results of air quality field studies that have provided valuable scientific information necessary to understand and reduce air pollution in California.

<u>More Information</u> <u>Staff Presentation</u>

# 14-9-7: Public Hearing to Adopt Amendments to the Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants From In-Use Heavy Duty Diesel-Fueled Vehicles

(This item will not be heard prior to 10:30 a.m.)

Staff will present to the Board for adoption the amendments to the Truck and Bus Regulation approved by the Board in April 2014. Staff carried out the modifications to regulatory language directed by the Board at their April 24 and 25, 2014, hearing in two separate 15-day notice packages and is now presenting the Final Regulation Order to the Board. At this hearing, staff is not proposing any changes from previously noticed regulatory language.

More Information Staff Presentation

#### **CLOSED SESSION**

The Board will hold a closed session, as authorized by Government Code section 11126(e), to confer with, and receive advice from, its legal counsel regarding the following pending or potential litigation, and as authorized by Government Code section 11126(a):

POET, LLC, et al. v. Corey, et al., Superior Court of California (Fresno County), Case No. 09CECG04850; plaintiffs' appeal, California Court of Appeal, Fifth District, Case No. F064045; California Supreme Court, Case No. S213394. [remanded to trial court].

Rocky Mountain Farmers Union, et al. v. Corey, U.S. District Court (E.D. Cal. Fresno), Case No. 1:09-CV-02234-LJO-DLB; ARB interlocutory appeal, U.S. Court of Appeals, Ninth Circuit, Case No. 09-CV-02234 [remanded to trial court].

American Fuels and Petrochemical Manufacturing Associations, et al. v. Corey, et al., U.S. District Court (E.D. Cal. Fresno), Case No. 1:10-CV-00163-AWI-GSA; ARB's interlocutory appeal, U.S. Court of Appeals, Ninth Circuit, Case No. 10-CV-00163 [remanded to trial court].

California Dump Truck Owners Association v. Nichols, U.S. District Court (E.D. Cal. Sacramento), Case No. 2:11-CV-00384-MCE-GGH; plaintiffs' appeal, U.S. Court of Appeals, Ninth Circuit, Case No. 13-15175.

Engine Manufacturers Association v. California Air Resources Board, Sacramento Superior Court, Case No. 34-2010-00082774; ARB's appeal, California Court of Appeal, Third District, Case No. C071891.

Truck and Engine Manufacturers Association v. California Air Resources Board, Sacramento Superior Court, Case No. 34-2013-00150733.

Alliance of Automobile Manufacturers v. California Air Resources Board; Sacramento Superior Court, Case No. 34-2013-00152974.

Citizens Climate Lobby and Our Children's Earth Foundation v. California Air Resources Board, San Francisco Superior Court, Case No. CGC-12-519554, plaintiffs' appeal, California Court of Appeal, First District, Case No. A138830.

California Chamber of Commerce et al. v. California Air Resources Board, Sacramento Superior Court, Case No. 34-2012-80001313; plaintiffs' appeal, California Court of Appeal, Third District, Case No. C075930.

Morning Star Packing Company, et al. v. California Air Resources Board, et al., Sacramento Superior Court, Case No. 34-2013-800001464; plaintiffs' appeal, California Court of Appeal, Third District, Case No. C075954.

Delta Construction Company, et al. v. United States Environmental Protection Agency, U.S. Court of Appeals, District of Columbia Circuit, Case No. 11-1428.

City of Los Angeles through Department of Water and Power v. California Air Resources Board, et al., Los Angeles Superior Court, Case No. BS140620 (transferred to Sacramento Superior Court, Case No. 34-2013-80001451-CU-WM-GDS).

Alliance for California Business v. Nichols et al., Glenn County Superior Court, Case No. 13CV01232.

Dalton Trucking, Inc. v. United States Environmental Protection Agency, U.S. Court of Appeals, District of Columbia Circuit, Case No. 13-1283.

Owner-Operator Independent Drivers Association Inc. et al. v. Richard W. Corey et al., U.S. District Court, (E.D. Cal. Fresno) Case No. 1:13-CV-01998-LJO-SAB (transferred by court to E.D.Cal. Sacramento, Case No. 2:14-CV-00186-MCE-AC).

John R. Lawson Rock & Oil, Inc. et al. v. California Air Resources Board et al., Fresno County Superior Court, Case No. 14-CECG01494.

Transportation Solutions Defense and Education Fund v. California Air Resoures Board, Fresno County Superior Court, Case No. 14CECG01788 (plaintiff's transfer to Sacramento Superior).

#### OPPORTUNITY FOR MEMBERS OF THE BOARD TO COMMENT ON MATTERS OF INTEREST

Board members may identify matters they would like to have noticed for consideration at future meetings and comment on topics of interest; no formal action on these topics will be taken without further notice.

# OPEN SESSION TO PROVIDE AN OPPORTUNITY FOR MEMBERS OF THE PUBLIC TO ADDRESS THE BOARD ON SUBJECT MATTERS WITHIN THE JURISDICTION OF THE BOARD

Although no formal Board action may be taken, the Board is allowing an opportunity to interested members of the public to address the Board on items of interest that are within the Board's jurisdiction, but that do not specifically appear on the agenda. Each person will be allowed a maximum of three minutes to ensure that everyone has a chance to speak.

# TO ELECTRONICALLY SUBMIT WRITTEN COMMENTS ON AN AGENDA ITEM IN ADVANCE OF THE MEETING GO TO:

http://www.arb.ca.gov/lispub/comm/bclist.php

(Note: not all agenda items are available for electronic submittals of written comments.)

IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT THE CLERK OF THE BOARD: 1001 I Street, 23<sup>rd</sup> Floor, Sacramento, California 95814 (916) 322-5594

ARB Homepage: www.arb.ca.gov

#### SPECIAL ACCOMMODATION REQUEST

Consistent with California Government Code Section 7296.2, special accommodation or language needs may be provided for any of the following:

- An interpreter to be available at the hearing:
- Documents made available in an alternate format or another language;
- A disability-related reasonable accommodation.

To request these special accommodations or language needs, please contact the Clerk of the Board at (916) 322-5594 or by facsimile at (916) 322-3928 as soon as possible, but no later than 7 business days before the scheduled Board hearing. TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

Consecuente con la sección 7296.2 del Código de Gobierno de California, una acomodación especial o necesidades lingüísticas pueden ser suministradas para cualquiera de los siguientes:

- Un intérprete que esté disponible en la audiencia
- Documentos disponibles en un formato alterno u otro idioma
- Una acomodación razonable relacionados con una incapacidad

Para solicitar estas comodidades especiales o necesidades de otro idioma, por favor llame a la oficina del Consejo al (916) 322-5594 o envié un fax a (916) 322-3928 lo más pronto posible, pero no menos de 7 días de trabajo antes del día programado para la audiencia del Consejo. TTY/TDD/Personas que necesiten este servicio pueden marcar el 711 para el Servicio de Retransmisión de Mensajes de California.



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 37

PROPOSAL: Clean Fuels Program Draft 2015 Plan Update 😂

SYNOPSIS:

Every fall, staff brings the Clean Fuels Program Draft Plan Update before the Board to solicit input on the proposed distribution of potential project funds for the upcoming year before requesting final approval for the Plan Update each year in early spring. Staff proposes continued support for a wide portfolio of technologies, but with particular emphasis in this Draft Plan on hydrogen and fuel cell technologies and infrastructure as well as continued focus

on heavy-duty truck technologies with zero and near-zero emissions for goods movement applications to create a pathway towards achieving 2023 attainment. This action is to receive and

file the Clean Fuels Program Draft 2015 Plan Update.

COMMITTEE: Technology, November 21, 2014; Reviewed

RECOMMENDED ACTION:

Receive and file.

Barry R. Wallerstein, D.Env. **Executive Officer** 

MMM:DAH

#### Background

Each calendar year, as required by legislation, the Clean Fuels Program Plan Update is revised to reflect technical priorities and proposed project areas for the upcoming year. As part of this process, every fall staff brings the Clean Fuels Program Draft Plan Update before the Board as a separate item to solicit input on the proposed distribution of potential project funds before requesting final approval each year in early spring. This provides an opportunity every October for the Board to provide initial input, then incorporates Board feedback as well as input from advisory groups, technical experts and other stakeholders and finally returns in early spring to seek Board approval of the final Plan Update (concurrent with approval of the Annual Report). For Calendar Year 2015, staff has prepared a Clean Fuels Program Draft 2015 Plan Update which proposes continued support for a wide portfolio of technologies, but with particular emphasis on hydrogen and fuel cell technologies and infrastructure as well as continued focus on heavy-duty truck technologies with zero and near-zero emissions for goods movement applications, including the infrastructure for such technologies. This emphasis not only aligns well with the SCAQMD's FY 2014-15 Goals and Priority Objectives, which includes continued development and demonstration of projects achieving zero tailpipe emissions for container transport, but also begins to lay a pathway towards achieving 2023 attainment.

#### **Proposal**

The attached Clean Fuels Program Draft Plan Update identifies potential projects to be considered for funding during 2015. The proposed projects reflect promising low, nearzero and zero emission technologies and applications that are emerging in different source categories. This update includes a number of proposed projects, not all of which are expected to be funded in the current fiscal year given the available budget. Some of the proposed projects for 2015 include but are not limited to: 1) conversion of a sample fleet to zero emission technologies to demonstrate commercial viability of such technologies; 2) the second phase of demonstrations for Zero Emission Container Transport (ZECT II) technology; 3) medium-duty fuel cell truck development; 4) further evaluation of biofuels including dimethyl ether; 5) partnering with the National Renewable Energy Laboratory (NREL) on fleet and technology matching analysis; 6) development and demonstration of advanced natural gas engines and zero emission technologies for high horsepower applications; and 7) lease of fuel cell vehicles (FCVs) for use in Technology Advancement's demonstration fleet to promote marketability and demand of FCVs. Projects not funded in 2015 may be considered for funding in subsequent years.

In addition to identifying proposed projects to be considered for funding, this Draft Plan Update confirms nine key technical areas of highest priority to the SCAQMD. These high priority areas are listed below based on the proposed funding distribution shown in Figure 1:

- Hydrogen and Fuel Cell Technologies and Infrastructure
- Electric and Hybrid Vehicle Technologies (including charging infrastructure)
- Engine Systems (particularly in the heavy-duty vehicle sector)
- Infrastructure and Deployment (compressed and liquid natural gas)
- Fuels and Emission Studies
- Outreach and Technology Transfer
- Health Impacts Studies
- Stationary Clean Fuels Technologies (including renewables)
- Emission Control Technologies

It should be noted that these priorities represent the areas where SCAQMD funding is thought to have the greatest impact. In keeping with the diverse and flexible "technology portfolio" approach, these priorities may shift during the year to: (1) capture opportunities such as cost-sharing by the state government, the federal government, or other entities, or (2) address specific technology issues which affect residents within the SCAQMD's jurisdiction.

Figure 1 graphically depicts the potential distribution of SCAQMD Clean Fuels funds, based on projected program costs of \$16.4 million for the nine project areas discussed previously. The expected actual project expenditures for 2015 will be less than the total projected program cost since not all projects will materialize. The target allocations are based on balancing technology priorities, technical challenges and opportunities discussed previously, and near-term versus long-term benefits with the constraints on available SCAQMD funding. Specific contract awards throughout 2015 will be based on this proposed allocation, the quality of proposals received and evaluation of projects against standardized criteria, and ultimately, the Board's approval. At that time, additional details will be provided about the technology, its application, the specific scope of work, the project team capabilities, and the project cost-sharing.

These technical priorities will necessarily be balanced by funding availability and the availability of qualified projects. Revenues from several sources support the SCAQMD's Technology Advancement program. The principal revenue source is the Clean Fuels Program, which under H&SC Section 40448.5 and Vehicle Code Section 9250.11 establishes mechanisms to collect revenues from mobile and stationary sources to support the program's objectives, albeit with constraints on the use of the funds. Grants and cost-sharing revenue contracts from various government agencies, such as CARB, CEC, NREL, U.S. EPA and DOE, also support technology advancement efforts and may be approached for cost-sharing.

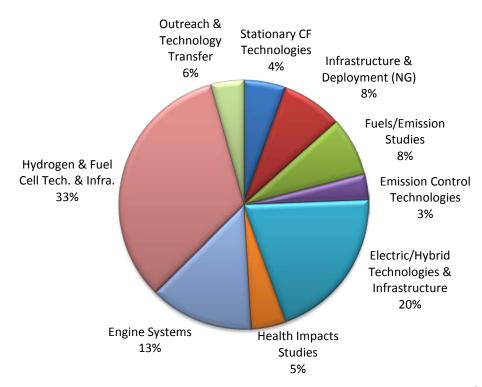


Figure 1: Projected Funding Distribution for Potential Projects in 2015 (\$16.4M)

The proposed update has been the result of a comprehensive planning and review process, which will continue over the next few months as it is further refined before the Board considers adoption in early spring. This process includes consideration of the 2012 AQMP and its control measures, as well as the challenges identified in the "Vision for Clean Air: A Framework for Air Quality and Climate Control Planning" 1. The proposed update also incorporates coordination activities involving outside organizations including consideration of federal, state and local activities and proposed integrated solutions ranging from CARB's Sustainable Freight Strategy to AB 32 requirements which call for sustainable communities and greenhouse gas reductions. As part of this process, staff hosted two advisory group meetings in February 2014 and August 2014 to solicit input from the Clean Fuels Advisory Group, the Technology Advancement Advisory Group and other technical experts. During these advisory meetings, the participants reviewed current and proposed Technology Advancement projects as well as the proposed funding distribution for the Draft 2015 Plan Update and discussed near-term and long-term technologies as potential projects.

Discussions from the review process and advisory meetings, where appropriate, have been and will continue to be fashioned into project areas and included in this year's Plan Update as it is finalized. Additionally, staff regularly interacts with CARB, CEC, DOE, the California Fuel Cell Partnership, and other entities to solicit and incorporate technical areas for potential leveraged funding. Overall, the Draft Plan attempts to

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<sup>&</sup>lt;sup>1</sup> http://www.arb.ca.gov/planning/vision/docs/vision for clean air public review draft.pdf

maintain flexibility to address dynamically evolving technologies and incorporate new research and data, such as the draft findings from the MATES IV study and the white papers under development for the 2016 AQMP which will focus on addressing ozone standards.

The major areas of focus are proposed in the following areas:

- Hydrogen and fuel cell technology and infrastructure
- Electric and hybrid technologies and infrastructure
- Near-zero emission engine systems
- Infrastructure and deployment

The relative changes in funding allocation are a result of the emphasis required on hydrogen and fuel cell vehicles and infrastructure to meet the anticipated auto manufacturer roll out of fuel cell vehicles in 2015-2016, opportunities to partner with other agencies on projects and studies, and awards over the last year to the other technology areas. There remains an urgency, in light of 2023 ambient air quality standards for ozone, on the need to develop and demonstrate heavy-duty all-electric, fuel cell, plug-in hybrid and hybrid technologies with all-electric range for zero and near-zero emission goods movement applications, including the infrastructure for such technologies. Notwithstanding, while this Draft Update reflects a decrease in anticipated funding for electric and hybrid technologies and infrastructure in light of awards over the last couple of years and the primary focus on hydrogen and fuel cells in 2015, it nonetheless continues to lay a pathway towards achieving 2023 attainment. Emphasis will be maintained on engine system development and demonstration and natural gas infrastructure and deployment to ensure a broad portfolio of technologies and leverage state and federal efforts.

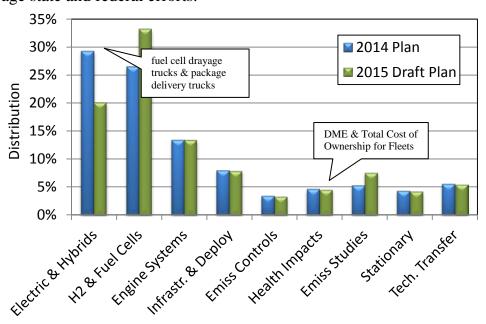


Figure 2: Plan Update Comparison

Based on communications with the organizations specified in H&SC Section 40448.5.1 and review of their programs, the projects proposed in this update do not appear to duplicate any past or present projects. As each individual project is recommended to the Board for funding, staff will continue to coordinate with these organizations to ensure that duplication is avoided and ensure optimal expenditure of Clean Fuels Program funds.

#### **Attachment**

Clean Fuels Program Draft 2015 Plan Update

# TECHNOLOGY ADVANCEMENT OFFICE CLEAN FUELS PROGRAM DRAFT 2015 PLAN UPDATE

South Coast Air Quality Management District
December 2014



### CLEAN FUELS PROGRAM 2015 PLAN UPDATE

The Clean Fuels Program (Program) was first created in 1988, along with the SCAQMD's Technology Advancement Office (TAO). Funding for the Program is received through a \$1 motor vehicle registration fee. The Clean Fuels Program continually seeks to support the development and deployment of zero and near-zero emission technologies over a broad array of applications and spanning near- and long-term implementation. Planning has been and remains an ongoing activity for the Program, which must remain flexible to address evolving technologies as well as the latest progress in the state-of-technologies, new research areas and data.

Every year the SCAQMD re-evaluates the Clean Fuels Program based on the region's ongoing need for emissions reductions and develops a Plan Update targeting near-term projects to help achieve those reductions for the upcoming calendar year (CY). This comprehensive document is the Plan Update for 2015.

### **Overall Strategy**

The overall strategy of the SCAQMD's Clean Fuels Program is based primarily on technology needs identified through the Air Quality Management Plan (AQMP) process and the SCAQMD Board's directives to protect the health of residents in Southern California, which encompasses approximately 16.8 million people (nearly half the population of California). The AQMP is the long-term "blueprint" that defines:

- the basin-wide emission reductions needed to achieve federal ambient air quality standards;
- the regulatory measures to achieve those reductions;
- the timeframes to implement these proposed measures; and
- the technologies required to meet these future proposed regulations.

The 2012 AQMP identified the need for 200 tons/day oxides of nitrogen ( $NO_x$ ) reductions to be adopted by 2020 for full implementation by 2023 and in large part focuses control measures on transportation technologies and cleaner fuels. These emission reduction needs are further identified in a joint SCAQMD, California Air Resources Board (CARB) and San Joaquin Air Pollution Control District effort, "Vision for Clean Air: A Framework for Air Quality and Climate Control Planning." Moreover, the SCAQMD is currently only one of two regions in the nation recognized as an extreme ozone nonattainment area (the other is San Joaquin Valley). This is especially noteworthy because the largest contributor to ozone is  $NO_x$  emissions, and mobile sources (on- and off-road as well as aircraft and ships) contribute to more than three-fourths of the  $NO_x$  emissions in this region.

The daunting challenge to reduce ozone and  $NO_x$  require the Clean Fuels Program to encourage and accelerate advancement of transformative fuel and transportation technologies, leading the way for commercialization of progressively lower-emitting fuels and vehicles. Furthermore, volatile organic compounds (VOCs) and fine particulate matter (PM<sub>2.5</sub>) produced from mobile sources must also be addressed. The  $NO_x$  and VOC emission sources of greatest concern to this region are heavy-duty on-road and off-road vehicles as well as to a lesser extent light- and

<sup>1</sup> http://www.arb.ca.gov/planning/vision/docs/vision\_for\_clean\_air\_public\_review\_draft.pdf

medium-duty on-road vehicles. To underscore this concern, the 2013 Vehicle Technologies Market Report<sup>2</sup>, released in early 2014 by the Oak Ridge National Laboratory for the Department of Energy, and corroborated by EMFAC 2011 projections, notes that Class 8 trucks comprise 41% of the medium- and heavy-duty truck fleet but consume 78% of the fuel use in this sector. This is especially significant since the report also notes that Class 8 truck sales have continued to increase significantly since 2009. Finally, while it is anticipated that attainment of the 2014 standard for PM<sub>2.5</sub> will be achieved for this region, it remains contingent upon compliance and implementation of existing and proposed rules and regulations.

In recent years, it has become increasingly clear that the effect of containers through the Ports of Los Angeles and Long Beach and the subsequent movement of goods throughout the region not only have a dramatic impact on air quality but also the quality of life to the communities along the major goods movement corridors. In recognition of these impacts, in the last couple of years, the SCAQMD has initiated a concerted effort to actively develop and demonstrate zero and near-zero emissions' goods movement technologies, such as electric trucks, plug-in hybrid trucks with all-electric range, zero emission container transport technologies, trucks operating from wayside power including catenary technology and heavy-duty technologies. The preliminary findings from Multiple Air Toxics Exposure Study (MATES) IV<sup>3</sup>, which included local scale studies near large sources such as ports and freeways, reinforce these impacts and the need for transformative transportation technologies, especially near the ports and goods movement corridor.

For over 20 years, a key strategy of the Clean Fuels Program is its implementation as a public-private partnership in conjunction with private industry, technology developers, academic institutions, research institutions and government agencies. This public-private partnership has allowed the Program to leverage its funding with at least \$3 to every \$1.

As the state and federal governments have turned a great deal of their attention to climate change, the SCAQMD has remained committed to developing, demonstrating and commercializing zero and near-zero emission technologies. Fortunately many, if not the majority, of technology sectors that address our need for NO<sub>x</sub> reductions also garner greenhouse gas (GHG) reductions. Due to these "co-benefits," we have been successful in partnering with the state and federal grant.

### Funding Scope

This 2015 Plan Update includes projects to develop, demonstrate and commercialize a variety of technologies, from near-term to long-term, that are intended to provide solutions to the emission control measures identified in the 2012 AQMP and to address the increasing challenges this region is facing to meet air quality standards, including new and changing federal requirements such as the newer 2032 ozone standard in addition to the current 2023 standard, implementation of new technology measures, and the continued development of economically sound compliance approaches. The scope of projects in the 2015 Plan Update also needs to remain sufficiently flexible to address new challenges and proposed methodologies that are identified in the 2012 AQMP, to consider dynamically evolving technologies, and to incorporate new research and data, such as the draft findings from the MATES IV study, which was undertaken to update emissions inventory of toxic air contaminants and conduct a regional modeling effort to characterize risk across the Basin, including measuring ultrafine particle and black carbon concentrations, as well as the white papers under development for the 2016 AQMP, which will focus on addressing

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<sup>&</sup>lt;sup>2</sup> http://cta.ornl.gov/vtmarketreport/index.shtml

 $<sup>^{3}\ \</sup>underline{http://www.aqmd.gov/home/library/air-quality-data-studies/health-studies/mates-iv}$ 

ozone standards. Finally, given the increasing call for action by the federal government to reduce carbon and greenhouse gases (e.g., President Obama's Climate Action Plan released in June 2013), coupled with 2014-15 state budget appropriations relative to reducing greenhouse gases (GHGs), the co-benefits of technologies should also be considered.

In addition to providing for specific control measures based on known technologies and control methods, the Clean Air Act has provisions for more general measures based on future, yet-to-be-developed technologies. These "black box" measures are provided under Section 182(e)(5) of the Clean Air Act for regions that are extreme non-attainment areas, such as the South Coast Basin. The technologies that are developed and demonstrated in the Clean Fuels Program can serve as control measures for the "black box."

Within each technical area, there exists a range of projects that represent near-term to long-term efforts. The SCAQMD Clean Fuels Program tends to support development, demonstration and technology commercialization efforts, or deployment, rather than fundamental research. The general time-to-product for these efforts, from long-term to near-term, is described below.

- Technology *development* projects are expected to begin during 2015 with durations of about two years. Additional field demonstrations to gain long-term verification of performance, spanning up to two years, may also be needed prior to commercialization. Certification and ultimate commercialization would be expected to follow. Thus, development projects identified in this plan are expected to result in technologies ready for commercial introduction as soon as 2018. Projects are also proposed that may involve the development of emerging technologies that are considered longer term and, perhaps higher risk, but with significant emission reduction potential. Commercial introduction of such long-term technologies would not be expected until 2020 or later.
- More mature technologies, those ready to begin field demonstration in 2015, are expected to result in a commercial product in the 2016-2017 timeframe. Technologies being field demonstrated generally are in the process of being certified. The field demonstrations provide a controlled environment for manufacturers to gain real-world experience and address any end-user issues that may arise prior to the commercial introduction of the technology. Field demonstrations provide real-world evidence of a technology's performance to help allay any concerns by potential early adopters.
- Deployment or technology commercialization efforts focus on increasing the utilization of clean technologies in conventional applications. It is often difficult to transition users to a non-traditional technology or fuel, even if such a technology or fuel offers significant societal benefits. As a result, one of government's roles is to support and offset any incremental cost to help accelerate the transition and use of the cleaner technology. The increased use and proliferation of these cleaner technologies often depends on this initial support and funding as well as efforts intended to increase confidence of stakeholders that these technologies are real, cost-effective in the long term and will remain applicable.

### Core Technologies

As previously noted, the SCAQMD Clean Fuels Program maintains flexibility to address dynamically evolving technologies incorporating the latest state-of-the-technology progress. Over the years, the SCAQMD has provided funding for projects for a wide variety of low and zero emission projects. In order to meet the upcoming 2023 8-hour ozone standard, the areas of zero and near-zero emission technologies need to be emphasized. The working definition of "near-zero" is an order of magnitude lower than the existing 0.2 g/bhp-hr NO<sub>x</sub>. This level is 0.02 g/bhp-hr NO<sub>x</sub> and close to a combined cycle powerplant emissions rate. This effort can be seen in the

following sections and in the proposed funding distribution in Figure 1. The major core technology areas are identified below with specific project categories discussed in more detail in the following sections. The core technology areas identified reflect the staff's forecast for upcoming projects and needs within the basin but is not intended to be considered a budget.

Not all project categories will be funded, due to cost-share constraints, focus on the control measures identified in the 2012 AQMP and the availability of suitable projects. The technical areas identified below are clearly appropriate within the context of the current air quality challenges and opportunities for technology advancement. Within these areas there is significant opportunity for SCAQMD to leverage its funds with other funding agencies to expedite the implementation of cleaner alternative technologies in the Basin. A concerted effort is continually made to form private partnerships to leverage Clean Fuels funds. For example, there may be an upcoming opportunity to leverage state funding since SB 1204 (Lara and Pavley), which was chaptered last month, designates money from the state's cap-and-trade program for development, demonstration and early commercialization of zero and near-zero emission truck, bus and off-road vehicles.

It should be noted, therefore, that these priorities may shift during the year in keeping with the diverse and flexible "technology portfolio" approach. Changes in priority may occur to (1) capture opportunities such as cost-sharing by the state government, the federal government, or other entities, or (2) address specific technology issues which affect residents within the SCAQMD's jurisdiction.

The following core technology areas are listed by current SCAQMD priorities based on the goals for 2015.

#### Electric/Hybrid Technologies & Infrastructure

If the region hopes to meet the federal standards for PM<sub>2.5</sub> and ozone, a primary focus must be on zero and near-zero emission technologies. A leading strategy to achieve these goals is the wide-scale implementation of electric drive systems for all applicable technologies. With that in mind, the SCAQMD seeks to support projects to address the main concerns regarding cost, battery lifetime, travel range, charging station infrastructure and manufacturer commitment. Integrated transportation systems can encourage further reduction of emissions by matching the features of electric vehicles (zero emissions, zero start-up emissions, limited range) to typical consumer demands for mobility by linking them to transit. Additionally, the impact of fast charging on battery life and infrastructure costs is not well understood.

The development and deployment of zero emission goods movement systems remains one of the top priorities for the SCAQMD to support a balanced and sustainable growth in the port complex. The SCAQMD continues to work with our regional partners, in particular the Ports of Los Angeles and Long Beach, the Southern California Association of Governments (SCAG) and Los Angeles County Metropolitan Transportation Association (LACMTA), to identify technologies which could be beneficial to and garner support from all stakeholders. Specific technologies include zero emission trucks (using batteries and/or fuel cells), near-zero emission trucks with all-electric range using wayside power (catenary or roadbed electrification), locomotives with near-zero emissions (e.g., 90% below Tier 4), electric locomotives using battery tender cars and catenary, and linear synchronous motors for locomotives and trucks.

There is a high level of interest from major automobile manufacturers for hybrid-electric technologies in light-, medium- and heavy-duty applications as well as off-road equipment. In particular, there are increasing numbers of diesel- and gasoline-fueled hybrid-electric vehicles and multiple models of light-duty plug-in hybrid and battery electric vehicles (BEVs). Such

vehicles offer the benefits of higher fuel economy and range as well as lower emissions. Hybrid electric technology is not limited to gasoline and diesel engines and can be coupled with natural gas engines, microturbines and fuel cells for further emission benefits. Additionally, continued advancements in the light-duty arena which, while there is commercially available product, is not yet mainstream technology, may have applications for medium- and heavy-duty vehicles. In fact, the goal of SB 1275 (de León), chapered last month, is to bring one million emission electric vehicles to California over the next ten years as well as to ensure that disproportionally impacted communities benefit from this transition toward cleaner transporttation.

Opportunities to develop and demonstrate technologies that could enable expedited widespread use of electric and hybrid-electric vehicles in the Basin include the following:

- development and demonstration of hybrid and electric technologies for goods movement, e.g., series hybrids with all electric range and trolley trucks on catenary wayside power;
- evaluation and demonstration of light-, medium- and heavy-duty plug-in hybrid electric vehicles;
- development and demonstration of CNG hybrid vehicle;
- demonstration of full performance and niche application battery electric vehicles;
- demonstration of integrated programs that make best use of electric drive vehicles through interconnectivity between fleets of electric vehicles and mass transit, and web-based reservation systems that allow multiple users;
- demonstration of heavy-duty battery electric vehicles;
- demonstration of heavy-duty hybrid vehicles including hydraulic and series hybrid concepts;
- development of streamlined implementation procedures to prepare and accelerate EV market penetration and commercialization; and
- demonstration and installation of EV infrastructure to support the electric and hybridelectric vehicle fleets currently on the roads or soon entering the market, and to reduce cost, improve convenience and integrate with renewable energy and building demand management strategies (e.g., vehicle-to-grid or vehicle-to-building functionality).

#### Engine Systems

Natural gas engines are experiencing huge market growth due to the low cost of fuel. In order to achieve the emission reductions required for the South Coast Air Basin, the internal combustion engines (ICEs) used in the heavy-duty sector will require emissions much lower, i.e., 90% than the 2010 standards. Future projects will support the development, demonstration and certification of engines that can achieve these massive emissions reductions using an optimized systems approach. Specifically, these projects are expected to target the following:

- development of ultra-low emissions natural gas engines for heavy-duty vehicles and high horsepower applications;
- continued development and demonstration of alternative fuel medium-duty and heavy-duty engines and vehicles;
- development and demonstration of clean alternative fuel engines for off-road applications;
- evaluation of alternative engine systems such as compressed air propulsion and hydraulic plug-in hybrid vehicles; and
- development and demonstration of engine systems that employ advance fuel or alternative fuels, engine design features, improved exhaust or recirculation systems, and aftertreatment devices.

#### Hydrogen & Fuel Cell Technologies & Infrastructure

The SCAQMD supports hydrogen infrastructure and fuel cell technologies as one option in our technology portfolio and is dedicated to assisting federal and state government programs to deploy fuel cell vehicles (FCVs) by supporting the required refueling infrastructure.

SCAQMD works closely with the California Fuel Cell Partnership (CaFCP) to further the commercialization of fuel cells for transportation and install the required hydrogen refueling infrastructure. In mid-2014 the CaFCP published Hydrogen Progress, Priorities and Opportunities, a report updating its 2012 roadmap describing the first network of commercial hydrogen stations in California, which initially calling for 68 hydrogen fueling stations in cluster communities at specific destinations by 2016. CEC funding awards over the last two years, along with some smaller cost-share support from SCAQMD, have made significant inroads to creating a growth path to 100 hydrogen stations, the state's current goal for launching a commercially self-sustaining network to support a growing number of fuel cell vehicles to implement the state's ZEV Action Plan. Furthermore, in September 2013 the Governor signed Assembly Bill 8 providing significant funding for hydrogen stations, which will greatly assist in making the inroads necessary toward expanding the hydrogen infrastructure network in California.

Calendar Years 2015-2017 are a critical timeframe for the introduction of FCVs. In fact, several automakers are scheduled to release products in 2015-2016, Hyundai being the first to already offer a FCV for lease in 2014. Since stations need one to two years lead time for permitting and construction, plans for stations need to be initiated now. While coordination efforts with the Division of Measurement Standards to establish standardized measurements for hydrogen refueling started in 2014, additional efforts to offer hydrogen for sale to general consumers is still needed. In addition, new business models and funding besides grants for construction need to be explored to enable the station operations to remain solvent during the early years until vehicle numbers ramp up.

Commencing late 2012, the California Energy Commission (CEC), which based its AB 118 hydrogen funding strategy on CaFCP's roadmap as well as the University of California, Irvine's Advanced Power and Energy Program, has issued multiple Program Opportunity Notices for hydrogen fuel infrastructure and to date has awarded funding for 36 new hydrogen fueling stations. The CEC in mid-2013 awarded the SCAQMD a \$6.7 million to implement the upgrade and refurbishment of existing hydrogen fueling stations to ensure legacy stations continue operation as FCVs become available in the market. The SCAQMD received a subsequent award in 2014 from CEC for to implement a plan for hydrogen readiness in early market communities. The SCAQMD will work closely with state agencies to implement these programs and continue efforts to upgrade and refurbish existing hydrogen infrastructure.

The 2015 Plan Update identifies key opportunities while clearly leading the way for precommercial demonstrations of original equipment manufacturer (OEM) vehicles. Future projects may include the following:

- development and demonstration of hydrogen-natural gas vehicles for medium- and heavyduty applications as well as stationary power applications;
- continued development and demonstration of distributed hydrogen production and refueling stations, including energy stations with electricity and hydrogen co-production and higher pressure (10,000 psi) hydrogen dispensing;
- development and demonstration of cross-cutting fuel cell applications (e.g. plug-in hybrid fuel cell vehicles);
- development and demonstration of fuel cells in off-road, locomotive and marine applications;

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- demonstration of fuel cell vehicles in controlled fleet applications in the Basin; and
- develop and implement strategies with government and industry to build participation in the hydrogen market including certification and testing of hydrogen as a commercial fuel to create a business case for investing.

#### Infrastructure and Deployment (NG)

The importance of natural gas and related refueling infrastructure cannot be overemphasized for the realization of large deployment of alternative fuel technologies. Significant demonstration and commercialization efforts funded by the Clean Fuels Program as well as other local, state and federal agencies are underway to: 1) support the upgrade and buildup of public and private infrastructure projects, 2) expand the network of public-access and fleet fueling stations based on the population of existing and anticipated vehicles, and 3) put in place infrastructure that will ultimately be needed to accommodate transportation fuels with very low gaseous emissions.

Compressed and liquefied natural gas (CNG and LNG) refueling stations are being positioned to support both public and private fleet applications. Upgrades and expansions are also needed to refurbish or increase capacity for some of the stations installed five years ago as well as standardize fueling station design, especially to ensure growth of alternative fuels throughout the South Coast Air Basin and beyond. Funding has been provided at key refueling points for light, medium- and heavy-duty natural gas vehicle users traveling from the local ports, along I-15 and The Greater Interstate Clean Transportation Corridor (ICTC) Network.

Active participation in the development of NFPA fire and safety codes and standards, cost and economics of the new fuels, public education and training and emergency response capability are just a few areas of the funded efforts that have overcome public resistance to these new technologies. Some of the projects expected to be developed and co-funded for infrastructure development are:

- Development and demonstration of renewable natural gas as a vehicle fuel from renewable feedstocks and biowaste;
- Development and demonstration of advanced, cost effective methods for manufacturing synthesis gas for conversion to renewable natural gas;
- Deployment of natural gas home refueling appliances for light-duty vehicles;
- Enhancement of safety and emissions reduction from LNG refueling equipment;
- Expansion of fuel infrastructure, fueling stations, and equipment; and
- Expansion of infrastructure connected with existing fleets, public transit, and transportation corridors.

#### **Emission Control Technologies**

Although engine technology and engine systems research is required to reduce the emissions at the combustion source, post-combustion cleanup methods are also needed to address the current installed base of on-road and off-road technologies. Existing diesel emissions can be greatly reduced with aftertreatment controls such as particulate matter (PM) traps and catalysts, as well as lowering the sulfur content or using additives with diesel fuel. Gas-to-Liquid (GTL) fuels, formed from natural gas or other hydrocarbons rather than petroleum feedstock and emulsified diesel, provide low emission fuels for use in diesel engines. As emissions from engines become lower and lower, the lubricant contributions to VOC and PM emissions become increasingly important. The most promising of these technologies will be considered for funding, specifically:

• evaluation and demonstration of new emerging liquid fuels, including alternative and renewable diesel and GTL fuels;

- development and demonstration of advanced aftertreatment technologies for mobile applications (including diesel particulate traps and selective catalytic reduction catalysts);
- development and demonstration of low-VOC and PM lubricants for diesel and natural gas engines; and

#### Emissions, Fuels and Health Impacts Studies

The monitoring of pollutants in the Basin is extremely important, especially when focused on (1) a particular sector of the emissions inventory (to identify the responsible technology) or (2) exposure to pollution (to assess the potential health risks). Recent studies indicate that smoggy areas can produce irreversible damage to children's lungs. This information highlights the need for further emissions and health studies to identify the emissions from high polluting sectors as well as the health effects resulting from these technologies.

Over the past few years, the SCAQMD has funded emission studies to evaluate the impact of tailpipe emissions of biodiesel and ethanol fueled vehicles mainly focusing on criteria pollutants and greenhouse gas (GHG) emissions. These studies showed that biofuels, especially biodiesel, can contribute to higher  $NO_x$  emissions while reducing other criteria pollutant emissions. Furthermore, despite recent advancements in toxicological research related to air pollution, the relationship between particle chemical composition and health effects is still not completely understood, especially for biofuels. Therefore, a couple of years ago the SCAQMD funded studies to investigate the physical and chemical composition and toxicological potential of tailpipe PM emissions from biodiesel and ethanol fueled vehicles to better understand their impact on public health. Studies have continued in 2014 to further investigate the toxicological potential of emissions, such as ultrafines and vapor phase substances, and to determine whether other substances such as volatile or semi-volatile organic compounds are being emitted in lower mass emissions that could pose harmful health effects.

In recent years, there has also been an increased interest both at the state and national level on the use of alternative fuels including biofuels to reduce petroleum oil dependency, GHG emissions and air pollution. In order to sustain and increase biofuel utilization, it is essential to identify feedstocks that can be processed in a more efficient, cost-effective and sustainable manner. One such fuel staff is interested in pursuing is dimethyl ether (DME). This synthetic fuel can be made from renewable natural gas resources and has characteristics similar to gas-to-liquids fuels, i.e., high cetane, zero aromatics and negligible particulate matter. Volvo has announced they will commercialize class 8 trucks using DME in 2015, and staff would like to ensure these trucks have lower NO<sub>x</sub> than the existing standard. A study in 2015 on DME is being proposed.

#### Some areas of focus include:

- demonstration of remote sensing technologies to target different high emission applications and sources:
- studies to identify the health risks associated with ultrafines and ambient particulate matter including their composition to characterize their toxicity and determine specific combustion sources;
- in-use emissions studies using biofuels including DME to evaluate in-use emission composition;
- in-use emissions studies to determine the impact of new technologies, in particular PEVs on local air quality as well as the benefit of telematics on emissions reduction strategies;
- lifecycle energy and emissions analyses to evaluate conventional and alternative fuels; and
- analysis of fleet composition and their associated impacts.

#### Stationary Clean Fuel Technologies

Although stationary source emissions are small compared to mobile sources in the South Coast Air Basin, there are areas where cleaner fuel technology can be applied to reduce  $NO_x$ , VOC and PM emissions. For example, inspections suggest there is a large population of small ICE generators within the Basin that are operating outside their permit limits due to poor maintenance, deliberate tuning for different performance, operation outside equipment design or changes in fuel quality. Cleaner, more robust distributed generation technologies exist that could be applied to not only improve air quality, but enhance power quality and reduce electricity distribution congestion.

The use of renewable feedstocks for energy production is a viable and necessary strategy to provide sustainable power for future needs while reducing greenhouse gas emissions and achieving domestic energy diversity. One of the projects that the SCAQMD recently supported in this effort was a bench scale demonstration project using a steam hydrogasification process to produce natural gas from biomass and biosolid (sewage sludge) feedstocks. Steam Hydrogasification Reaction (SHR) has been developed to produce various forms of energy products from carbonaceous resources. SHR is capable of handling wet feedstocks like sludge, does not require expensive oxygen plants and has been demonstrated to be most efficient and cost-effective compared to other conventional gasification technologies. This project successfully demonstrated that the SHR process coupled with a water-gas shift (WGS) reactor can produce natural gas containing up to 90% methane.

Additionally, alternative energy storage could be achieved through vehicle to grid or vehicle to building technologies. The University of California Riverside's Sustainable Integrated Grid Initiative, funded in part by the SCAQMD and launched in 2014, for example could assist in the evaluation of these technologies. Projects conducted under this category may include:

- development and demonstration of reliable, low emission stationary technologies (e.g., low NO<sub>x</sub> burners, fuel cells or microturbines);
- exploration of renewables as a source for cleaner stationary technologies;
- evaluation, development and demonstration of advanced control technologies for stationary sources; and
- vehicle-to-grid or vehicle-to-building demonstration projects to develop sustainable, low emission energy storage alternatives

## Target Allocations to Core Technology Areas

Figure 1 below presents the potential allocation of available funding, based on SCAQMD projected program costs of nearly \$16.4 million for all potential projects. The expected actual project expenditures for 2015 will be less than the total SCAQMD projected program cost since not all projects will materialize. The target allocations are based on balancing technology priorities, technical challenges and opportunities discussed previously and near-term versus long-term benefits with the constraints on available SCAQMD funding. Specific contract awards throughout 2015 will be based on this proposed allocation, the quality of proposals received and evaluation of projects against standardized criteria and ultimately SCAQMD Governing Board approval.

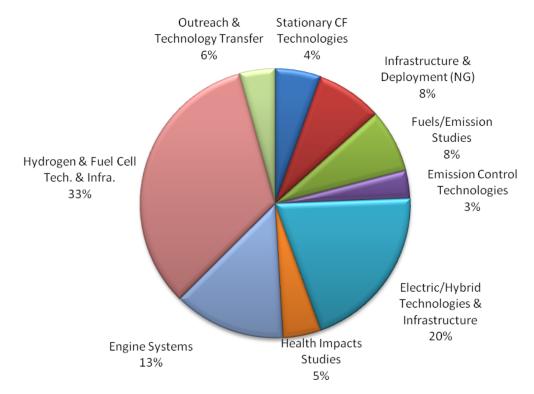


Figure 1: Projected Cost Distribution for Potential SCAQMD Projects 2015 & Beyond (\$16.4M)

#### PROGRAM PLAN UPDATE FOR 2015

This section presents the Clean Fuels Program Plan Update for 2015. The proposed projects are organized by program areas and described in further detail, consistent with the SCAQMD budget, priorities and the best available information on the state-of-the-technology. Although not required, this Plan also includes proposed projects that may be funded by revenue sources other than the Clean Fuels Program, specifically related to VOC and incentive projects.

Table 1 summarizes potential projects for 2015 as well as the redistribution of SCAQMD costs in some areas as compared to 2015. The funding allocation continues the focus toward development and demonstration of zero and near-zero emission technologies including the infrastructure for such technologies. However, while the SCAQMD had over the last couple of years emphasized electric and hybrid-electric technologies, the intent is to continue to allow the projects in this core technology area to achieve some progress while the Program is slightly re-calibrated to focus on the current federal and state activity in hydrogen and fuel cells and the anticipated roll out of fuel cell vehicles in 2015-2016. Some additional funding has also been shifted to Fuels and Emissions Studies in order to further evaluate biofuels including DME and to partner with the National Renewable Energy Laboratory (NREL) on a fleet and technology matching analysis. Like the prior year, the funding allocations again align well with the SCAQMD's FY 2014-15 Goals and Priority Objectives. Overall, the Program is designed ensure a broad portfolio of technologies and leverage state and federal efforts.

Each of the proposed projects described in this Plan, once fully developed, will be presented to the SCAQMD Governing Board for approval prior to contract initiation. This development reflects the maturity of the proposed technology, identification of contractors to perform the projects, host site participation, securing sufficient cost-sharing to complete the project and other necessary factors. Recommendations to the SCAQMD Governing Board will include descriptions of the technology to be demonstrated and in what application, the proposed scope of work of the project and the capabilities of the selected contractor and project team, in addition to the expected costs and expected benefits of the projects as required by H&SC 40448.5.1.(a)(1). Based on communications with all of the organizations specified in H&SC 40448.5.1.(a)(2) and review of their programs, the projects proposed in this Plan do not appear to duplicate any past or present projects.

### **Funding Summary of Potential Projects**

The remainder of this section contains the following information for each of the potential projects summarized in Table 1.

**Proposed Project:** A descriptive title and a designation for future reference.

**Expected SCAQMD Cost:** The estimated proposed SCAQMD cost share as required by H&SC 40448.5.1.(a)(1).

**Expected Total Cost:** The estimated total project cost including the SCAQMD cost share and the cost share of outside organizations expected to be required to complete the proposed project. This is an indication of how much SCAQMD public funds are leveraged through its cooperative efforts.

**Description of Technology and Application:** A brief summary of the proposed technology to be developed and demonstrated, including the expected vehicles, equipment, fuels, or processes that could benefit.

**Potential Air Quality Benefits:** A brief discussion of the expected benefits of the proposed project, including the expected contribution towards meeting the goals of the AQMP, as required by H&SC 40448.5.1.(a)(1). In general, the most important benefits of any technology research, development

and demonstration program are not necessarily realized in the near term. Demonstration projects are generally intended to be proof-of-concept for an advanced technology in a real-world application. While emission benefits, for example, will be achieved from the demonstration, the true benefits will be seen over a longer term, as a successfully demonstrated technology is eventually commercialized and implemented on a wide scale.

**Table 1: Summary of Potential Projects for 2014** 

Table 1: Summary of Potential Projects for 20		
Proposed Project	Expected SCAQMD Cost \$	Expected Total Cost \$
Electric/Hybrid Technologies & Infrastructure	COSt \$	Total Cost \$
<u> </u>	1 100 000	2 000 000
Demonstrate Light-Duty Plug-In Hybrid & Battery Electric Vehicles and Infrastructure	1,100,000	2,000,000
Develop and Demonstrate Medium- and Heavy-Duty Hybrid Vehicles and Infrastructure	600,000	1,800,000
Demonstrate Alternative Energy Storage	300,000	2,000,000
Develop and Demonstrate Electric Container Transport Technologies	1,300,000	2,6000,000
Subtotal	\$3,300,000	\$8,400,000
Engine Systems		
Develop and Demonstrate Advanced Alternative Fuel Medium- and Heavy-Duty Engines and Vehicles	2,000,000	20,000,000
Develop and Demonstrate Alternative Fuel and Clean Conventional Fueled Light-Duty Vehicles	200,000	1,500,000
Subtotal	\$2,200,000	\$21,500,000
Hydrogen and Fuel Cell Technologies and Infrastructure		
Develop and Demonstrate Operation and Maintenance Business Case Strategies for Hydrogen Stations	350,000	4,000,000
Develop and Demonstrate Distributed Hydrogen Production and Fueling Stations	2,000,000	6,000,000
Develop and Demonstrate Medium- and Heavy-Duty Fuel Cell Vehicles	\$3,000,000	\$10,000,000
Demonstrate Light-Duty Fuel Cell Vehicles	100,000	100,000
Subtotal	\$5,450,000	\$20,100,000
Infrastructure and Deployment (NG)		
Deploy Natural Gas Vehicles in Various Applications	500,000	2,000,000
Develop, Maintain & Expand Natural Gas Infrastructure	300,000	2,000,000
Demonstrate Natural Gas Manufacturing and Distribution Technologies Including Renewables	500,000	7,000,000
Subtotal	\$1,300,000	\$11,000,000
Emission Control Technologies		
Develop and Demonstrate Advanced Aftertreatment Technologies	300,000	5,000,000
Demonstrate On-Road Technologies in Off-Road and Retrofit Applications	250,000	1,000,000
Subtotal	\$550,000	\$6,000,000
Fuels/Emission Studies		
In-Use Emissions Studies for Advanced Technology Vehicle Demonstrations	500,000	1,000,000
Conduct Emissions Studies on Biofuels and Alternative Fuels	500,000	1,300,000

**Table 1: Summary of Potential Projects for 2014 (cont'd)** 

Proposed Project	Expected SCAQMD Cost \$	Expected Total Cost \$
Fuels/Emission Studies (cont'd)		
Identify and Demonstrate In-Use Fleet Emissions Reduction Technologies & Opportunities	250,000	2,000,000
Subtotal	\$1,250,000	\$4,300,000
Health Impacts Studies		
Evaluate Ultrafine Particle Health Effects	250,000	3,000,000
Conduct Monitoring to Assess Environmental Impacts	250,000	1,000,000
Assess Sources and Health Impacts of Particulate Matter	250,000	300,000
Subtotal	\$750,000	\$4,300,000
Stationary Clean Fuel Technologies		
Develop and Demonstrate Reliable, Low Emission Monitoring Systems and Test Methods	250,000	500,000
Develop and Demonstrate Clean Stationary Technologies	250,000	750,000
Develop and Demonstrate Renewables-Based Energy Generation Alternatives	200,000	1,000,000
Subtotal	\$700,000	\$2,250,000
Outreach and Technology Transfer		
Assessment and Technical Support of Advanced Technologies and Information Dissemination	500,000	800,000
Support for Implementation of Various Clean Fuels Vehicle Incentive Programs	400,000	400,000
Subtotal	\$900,000	\$1,200,000
TOTALS FOR POTENTIAL PROJECTS	\$16,400,000	\$79,050,000

# **Technical Summaries of Potential Projects**

# Electric/Hybrid Technologies & Infrastructure

Proposed Project: Demonstrate Light-Duty Plug-In Hybrid & Battery Electric Vehicles and

<u>Infrastructure</u>

**Expected SCAQMD Cost:** \$1,100,000 **Expected Total Cost:** \$2,000,000

### **Description of Technology and Application:**

All of the major automobile manufacturers are currently developing and commercializing hybridelectric vehicles, which now come in a variety of fuel economy and performance options. These commercial hybrid EVs integrate a smaller internal combustion engine, battery pack and electric drive motors to improve fuel economy (e.g., Chevy Volt) or performance (e.g., Lexus RX400h).

The SCAQMD has long supported the concept of using increased battery power to allow a portion of the driving cycle to occur in all-electric mode for true zero emission miles. This battery dominant strategy is accomplished by incorporating an advanced battery pack initially recharged from the household grid or EV chargers. This "plug-in" hybrid EV strategy allows reduced emissions and improved fuel economy. In 2009, CARB adopted Plug-In Hybrid Electric Vehicle Test Procedure Amendments and Aftermarket Parts Certification and several automobile manufacturers have announced demonstration or early production plans of "blended" plug-in hybrid electric, extended-range electric vehicles (E-rEV), or highway capable battery electric vehicles (BEVs). Electric utilities refer to PHEVs, E-rEVs and BEVs as plug-in electric drive vehicles (PEVs) and are working with automakers to support PEVs. The recent adoption of revised recommended practice SAE J1772 enables passenger vehicles to charge from 110/120V AC (Level 1), 220/240V AC (Level 2), and faster 440/480V DC charging using a common conductive connector in 30 minutes or less in the U.S. and Europe. The impact of fast charging on battery life and infrastructure costs is not well understood and will be evolving as three fast DC systems (SAE combo, CHAdeMO and Tesla) compete for international market share.

Integrated programs can interconnect fleets of electric drive vehicles with mass transit via web-based reservation systems that allow multiple users. These integrated programs can match the features of EVs (zero emissions, zero start-up emissions, short range) to typical consumer demands for mobility in a way that significantly reduces emissions of pollutants and greenhouse gases.

At recent auto shows, automakers have displayed concept plug-in fuel cell vehicles. Development and demonstration of dual fuel, zero emission vehicles could expand the acceptance of battery electric vehicles and accelerate the introduction of fuel cells in vehicle propulsion.

The SCAQMD has long been a leader in promoting early demonstrations of next generation light-duty vehicle propulsion technologies (and fuels). However, given the current and planned market offerings in this category, priorities have shifted. Nevertheless, the SCAQMD will continue to evaluate market offerings and proposed technologies in light-duty vehicles to determine if any future support is required.

This project category is to develop and demonstrate: 1) various PEV architectures; 2) anticipated costs for such architectures; 3) customer interest and preferences for each alternative; 4) prospective commercialization issues and strategies for various alternatives; 5) integration of the technologies into prototype vehicles and fleets; 6) infrastructure (especially in conjunction with the DOE and the Los Angeles Department of Water & Power) to demonstrate the potential clean

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air benefits of these types of vehicles; 7) support for local government outreach and charging installation permit streamlining; and 8) evaluation of any new promising light-duty vehicle propulsion technologies or fuels.

### **Potential Air Quality Benefits:**

The 2012 AQMP identifies zero or near-zero emitting vehicles as a key attainment strategy. HEV technologies have the potential to achieve near-zero emissions but with the range of a conventional gasoline-fueled vehicle, a factor expected to enhance consumer acceptance. Given the variety of PEV systems under development, it is critical to determine the true emissions and performance of PEVs. Demonstration of optimized prototypes would enhance the deployment of near-ZEV and ZEV technologies.

Expected benefits include the establishment of criteria for emissions evaluations, performance requirements, customer acceptability of the technology, etc. This will help both regulatory agencies and OEMs to expedite introduction of zero and near-zero emitting vehicles in the South Coast Basin, which is a high priority of the AQMP.

Proposed Project: Develop and Demonstrate Medium- and Heavy-Duty Hybrid Vehicles and

<u>Infrastructure</u>

**Expected SCAQMD Cost:** \$600,000 **Expected Total Cost:** \$1,800,000

### **Description of Technology and Application:**

Hybrid technologies have gained momentum in the light-duty sector with commercial offerings by most all of the automobile manufacturers. Unfortunately, the medium- and heavy-duty platforms are where most emissions reductions are required, especially for the in-use fleet due to low turnover. This project category is to investigate the use of hybrid technologies to achieve similar performance as the conventional fueled counterparts while achieving both reduced emissions and improved fuel economy. Development and validation of emission test procedures is needed, but is complicated due to the low volume and variety of medium- and heavy-duty vehicles.

Platforms to be considered include utility trucks, delivery vans, shuttle buses, transit buses, waste haulers, construction equipment, cranes and other off-road vehicles. Innovations that may be considered for demonstration include: advancements in the auxiliary power unit, either ICE or other heat engine; battery-dominant hybrid systems utilizing off-peak re-charging, with advanced battery technologies such as lithium-ion; and hydraulic energy storage technologies where applicable. Alternative fuels are preferred in these projects, e.g., natural gas, LPG, hydrogen, GTL and hydrogen-natural gas blends, but conventional fuels such as gasoline, clean diesel, or even biodiesel may be considered if the emissions benefits can be demonstrated as equivalent or superior to alternative fuels. Both new designs and retrofittable technologies and related charging infrastructure will be considered.

Federal recovery act funding combined with state and local support has accelerated the development and demonstration of medium-duty plug-in hybrid electric truck platforms. Analysis of project data and use profiles will help optimize drive systems, target applications for early commercialization and fill gaps in product offerings.

#### **Potential Air Quality Benefits:**

The 2012 AQMP identifies zero- or near-zero emitting vehicles as a key attainment strategy. Hybrid technologies have the potential to redirect previously wasted kinetic energy into useable vehicle power. This proposed project category will evaluate various hybrid systems and fuel combinations to identify their performance and emissions benefits. Given the variety of hybrid systems under development, it is critical to determine the true emissions and performance of these prototypes, especially if both emissions and fuel economy advantages are achieved.

Expected benefits include the establishment of criteria for emissions evaluations, performance requirements and customer acceptability of the technology. This will help both regulatory agencies and OEMs to expedite introduction of near-zero emitting vehicles in the South Coast Basin, which is a high priority of the AQMP.

Proposed Project: Demonstrate Alternative Energy Storage

**Expected SCAQMD Cost:** \$300,000 **Expected Total Cost:** \$2,000,000

### **Description of Technology and Application:**

The SCAQMD has been involved in the development and demonstration of energy storage systems for electric and hybrid-electric vehicles, mainly Lithium ion chemistry battery packs. Over the past few years, additional technology consisting of nickel sodium chloride, lithium-ion and lithium iron phosphate batteries have shown robust performance. Other technology manufacturers have also developed energy storage devices including flywheels, hydraulic systems and ultracapacitors. Energy storage systems optimized to combine the advantages of ultracapacitors and advanced batteries could yield further benefits. This project category is to apply these advanced storage technologies in vehicle platforms to identify best fit applications, demonstrate their viability (reliability, maintainability and durability), gauge market preparedness and provide a pathway to commercialization.

The long-term objective of this program is to decrease fuel consumption and resulting emissions without any changes in performance compared to conventional vehicles. This program will support several projects for development and demonstration of different types of low emission hybrid vehicles using advanced energy strategies and conventional or alternative fuels. The overall net emissions and fuel consumption of these types of vehicles are expected to be much lower than traditional engine systems. Both new and retrofit technologies will be considered.

### **Potential Air Quality Benefits:**

Certification of low emission vehicles and engines and their integration into the Basin's transportation sector is a high priority under the 2012 AQMP. This program is expected to develop alternative energy storage technologies that could be implemented in medium- and heavy-duty trucks, buses and other applications. Benefits will include proof of concept for the new technologies, diversification of transportation fuels and lower emissions of criteria, toxic pollutants and greenhouse gases.

**Proposed Project:** Develop and Demonstrate Electric Container Transport Technologies

**Expected SCAQMD Cost:** \$3,000,000 **Expected Total Cost:** \$5,000,000

# **Description of Technology and Application:**

Advanced transportation systems can be used to transfer cargo containers from ports to both local and "distant" intermodal facilities, thereby significantly reducing emissions from on-road trucks and locomotives and also reducing traffic congestion in local transportation corridors. Such systems could be stand-alone systems that use magnetic levitation (maglev), linear synchronous motors or linear induction motors on dedicated guideways. A more near-term design could use existing roadways that are electrified with catenary electric lines or linear electric motors to move containers on modified trucks equipped to run on electricity. In both scenarios, containers are transported relatively quietly and without direct emissions. The footprints for such systems are similar to conventional rail systems but have reduced impact on adjacent property owners including noise and fugitive dust. These systems can even be built above or adjacent to freeways or on elevated guideways. These container freight systems are not designed to carry any operators on the guideways, where the over-the-roadway system may require the operator to actively control the transport of the containers.

One of the container transportation concepts the SCAQMD is actively pursuing is the eHighway catenary hybrid truck system by Siemens Mobility. Siemens and their partners have developed a catenary system and hybrid electric trucks to utilize the catenary for zero emission transport of containers. The hybrid drive system will extend the operating range of the truck beyond the allelectric range of the catenary system, thus enabling the truck to perform regional drayage operations and bridge gaps in catenary infrastructure as it is deployed on a regional level. The proposed Siemens pantograph system will allow for seamless connection and disconnection from the catenary wires. When entering the catenary system corridor, the pantograph system will verify the presence of catenary lines and allow the driver to raise the pantograph from within the cab of the truck. Upon leaving the catenary system, the pantograph automatically retracts and the truck switches to on-board power systems. The on-board power systems could be a range of technologies, including batteries, fuel cells, or internal combustion engines. In addition, SCAQMD is administering a project to develop and demonstrate zero emission drayage trucks for goods movement operations, consisting of three different battery electric truck technologies and a fuel cell hybrid electric truck platform. This project is funded by a \$4.2 million award from Department of Energy to promote the deployment of zero emission cargo transport technologies. These trucks can be also upfitted to connect to wayside power via a catenary or LSM system in the future.

In addition to these technologies, there are other options for electric container applications such as dual-mode locomotives, hybrid electric technologies with battery storage, a battery tender car, magnetic levitation, fuel cell propulsion systems and other wayside power alternatives. This program will evaluate all available technology options to determine whether their systems can be successfully developed and deployed, financially viable, and reliably operated on a long-term basis.

### **Potential Air Quality Benefits:**

On-road heavy-duty diesel truck travel is an integral part of operations at the ports moving cargo containers into the Basin and beyond. The 2012 AQMP proposes to reduce emissions from this activity by modernizing the fleet and retrofitting NO<sub>x</sub> and PM emission controls on older trucks. An alternative approach, especially for local drayage to the nearby intermodal facilities, is to use advanced container transport systems that use electric propulsion for the containers on fixed guideways or modified trucks able to operate on electricity which will eliminate local diesel truck emissions. The emission benefits have not yet been estimated because the fate of the displaced trucks has not been determined.

# **Engine Systems**

**Proposed Project**: Develop and Demonstrate Advanced Alternative Fuel Medium- and

**Heavy-Duty Engines and Vehicles** 

**Expected SCAQMD Cost:** \$2,000,000 **Expected Total Cost:** \$20,000,000 **Description of Technology and Application:** 

The objective of this proposed program is to support development and certification of near commercial prototype low emission heavy-duty alternative fuel engine technologies and demonstration of these technologies in on-road vehicles. The NO<sub>x</sub> emissions target for this program area is 0.2 g/bhp-hr and lower and the PM emissions target is below 0.01 g/bhp-hr. To achieve these targets, an effective emission control strategy must employ advance fuel or alternative fuels, engine design features, improved exhaust or recirculation systems, and aftertreatment devices that are optimized using a system approach. This program is expected to result in several projects, including:

- demonstration of advanced engines in medium- and heavy-duty vehicles and high horsepower applications;
- development of durable and reliable retrofit technologies to convert engines and vehicles from petroleum fuels to alternative fuels; and
- anticipated fuels for these projects include but are not limited to CNG, LNG, LPG, emulsified diesel and GTL fuels. The program proposes to expand field demonstration of these advanced technologies in various vehicle fleets operating with different classes of vehicles.

The use of alternative fuel in heavy-duty trucking applications has been demonstrated in certain local fleets within the Basin. These vehicles typically require 200-300 horsepower engines. Higher horsepower alternative fuel engines are beginning to be introduced. However, vehicle range, lack of experience with alternative fuel engine technologies and limited selection of appropriate alternative fuel engine products have made it difficult for more firms to consider significant use of alternative fuel vehicles. For example, in recent years, several large trucking fleets have expressed interest in using alternative fuels. However, at this time the choice of engines over 350 HP or more is limited. Continued development of cleaner dedicated natural gas or other alternative fuel engines such as natural gas-hydrogen blends over 350 HP would increase availability to end-users and provide additional emission reductions.

### **Potential Air Quality Benefits:**

This program is intended to expedite the commercialization of low emission alternative fuel heavy-duty engine technology in California, both in the Basin and in intrastate operation. The emission reduction benefit of replacing one 4.0 g/bhp-hr heavy-duty engine with a 0.2 g/bhp-hr engine in a vehicle that consumes 10,000 gallons of fuel per year is about 1400 lb/yr of NO<sub>x</sub>. Clean alternative fuels, such as natural gas, or natural gas blends with hydrogen can also reduce heavy-duty engine particulate emissions by over 90 percent compared to current diesel technology. This program is expected to lead to increased availability of low emission alternative fuel heavy-duty engines. Fleets can use the engines and vehicles emerging from this program to comply with SCAQMD fleet regulations.

Proposed Project: Develop and Demonstrate Alternative Fuel and Clean Conventional

Fueled Light-Duty Vehicles

**Expected SCAQMD Cost:** \$200,000 **Expected Total Cost:** \$1,500,000

#### **Description of Technology and Application:**

Although new conventional fueled vehicles are much cleaner than their predecessors, not all match the lowest emissions standards often achieved by alternative fuel vehicles. This project would assist in the development, demonstration and certification of both alternative-fueled and conventional-fueled vehicles to meet the strictest emissions requirements by the state, e.g., SULEV for light-duty vehicles. The candidate fuels include CNG, LPG, ethanol, GTL, clean diesel, bio-diesel and ultra low-sulfur diesel, and compressed air technologies. The potential vehicle projects may include:

- certification of CNG light-duty sedans and pickup trucks used in fleet services;
- resolution of higher concentration ethanol (E-85) affect on vehicle fueling system ("permeation issue");
- certification of E85 vehicles to SULEV standards;
- assessment of "clean diesel" vehicles, including hybrids and their ability to attain SULEV standards; and
- assessment of compressed air technologies.

Other fuel and technology combinations may also be considered under this category.

### **Potential Air Quality Benefits:**

The 2012 AQMP identifies the use of alternative clean fuels in mobile sources as a key attainment strategy. Pursuant to AQMP goals, the SCAQMD has in effect several fleet rules that require public and certain private fleets to purchase clean-burning alternative-fueled vehicles when adding or replacing vehicles to their vehicle fleets. This program is expected to lead to increased availability of low emission alternative-and conventional-fueled vehicles for fleets as well as consumer purchase.

# Hydrogen and Fuel Cell Technologies & Infrastructure

**Proposed Project:** Develop and Demonstrate Operation and Maintenance Business Case

Strategies for Hydrogen Stations

**Expected SCAQMD Cost:** \$350,000 **Expected Total Cost:** \$4,000,000

### **Description of Technology and Application:**

California regulations require automakers to place increasing numbers of zero emission vehicles into service every year. By 2050, CARB projects that 87% of light-duty vehicles on the road will be zero emission battery and fuel cell vehicles with fuel cell electric becoming the dominant powertrain.

In 2013, cash-flow analysis resulting in a Hydrogen Network Investment Plan and fuel cell vehicle development partnership announcements by major automakers enabled the passage of AB 8 which provides \$20 million per year for hydrogen infrastructure cofunding through the CEC. This resulted in limited fuel cell vehicle production announcements by Hyundai, Toyota and Honda for 2014-2015.

In mid-2014 the CaFCP published the *Hydrogen Progress, Priorities and Opportunities* (HyPPO) report, an update of their roadmap describing the first network of commercial hydrogen stations in California.

Additional work in this project category would develop a plan to secure long-term funding to complete the hydrogen fueling network build-out, provide details how funding can be invested, assess alternative revenue streams such as renewable incentives, propose alternative financing structures to leverage/extend CEC funding, and support station operation during the transition to commercial viability.

### **Potential Air Quality Benefits:**

The 2012 AQMP identifies the use of alternative fuels and zero emission transportation technologies as necessary to meet federal air quality standards. One of the major advantages of Fuel Cell vehicles (FCEVs) is the fact that they use hydrogen, a fuel that can be domestically produced from a variety of resources such as natural gas, solar, wind and biomass. The technology and means to produce hydrogen fuel to support FCEVs are available now. The deployment of large numbers of FCEVs, which is an important strategy to attain air quality goals, requires a well planned and robust hydrogen fueling infrastructure. This SCAQMD program with additional funding from other entities will provide the hydrogen fueling infrastructure that is necessary in the South Coast Air Basin. The deployment of FCEVs and the development of the necessary fueling infrastructure will lead to substantial reductions in NOx, VOC, CO, PM and toxic air contaminants from vehicles.

Proposed Project: Develop and Demonstrate Distributed Hydrogen Production and Fueling

Stations

**Expected SCAQMD Cost:** \$2,000,000 **Expected Total Cost:** \$6,000,000

### **Description of Technology and Application:**

Alternative fuels, such as hydrogen and the use of advanced technologies, such as fuel cell vehicles, are necessary to meet future clean air standards. A key element in the widespread acceptance and resulting increased use of alternative fuel vehicles is the development of an infrastructure to support the refueling of vehicles, cost-effective production and distribution and clean utilization of these new fuels.

A major challenge to the entry and acceptance of direct-hydrogen fuel cell vehicles is the limited number of hydrogen refueling sites. This program would support the development and demonstration of hydrogen refueling technologies. Proposed projects would address:

- Fleet and Commercial Refueling Stations: Further expansion of the hydrogen fueling network based on retail models, providing renewable generation, adoption of standardized measurements for hydrogen refueling, other strategic refueling locations and increased dispensing pressure of 10,000 psi and compatibility with existing CNG stations may be considered.
- Energy Stations: Multiple-use energy stations that can produce hydrogen for fuel cell vehicles or for stationary power generation are considered an enabling technology with the potential for costs competitive with large-scale reforming. System efficiency, emissions, hydrogen throughput, hydrogen purity and system economics will be monitored to determine the viability of this strategy for hydrogen fueling infrastructure deployment and as a means to produce power and hydrogen from renewable feedstocks (biomass, digester gas, etc.).

Home Refueling Appliances: Home refueling/recharging is an attractive advancement for alternative clean fuels due to the limited conventional refueling infrastructure. Similar to the natural gas home refueling appliance currently commercially available, this project would evaluate a hydrogen home refueler for cost, compactness, performance, durability, emission characteristics, ease of assembly and disassembly, maintenance and operations. Other issues such as building permits, building code compliance and UL ratings for safety would also be evaluated. It is estimated that approximately 50,000 fuel cell vehicles will be deployed by 2017 in California and the majority of these vehicles will be in the South Coast Air Basin. To provide fuel for these vehicles, the hydrogen fueling infrastructure needs to be significantly increased. SCAQMD will seek additional funding from CEC and CARB to construct and operate hydrogen fueling stations.

### **Potential Air Quality Benefits:**

The 2012 AQMP identifies the use of alternative clean fuels in mobile sources as a key attainment strategy. Pursuant to AQMP goals, the SCAQMD has in effect several fleet rules that require public and certain private fleets to purchase clean-burning alternative-fueled vehicles when adding or replacing vehicles to their vehicle fleets. Fuel cell vehicles constitute the cleanest alternative-fuel vehicles today. Since hydrogen is a key fuel for fuel cell vehicles, this program would address some of the barriers faced by hydrogen as a fuel and thus assist in accelerating its acceptance and ultimate commercialization. In addition to supporting the immediate deployment of the demonstration fleet, expanding the hydrogen fuel infrastructure should contribute to the

market acceptance of fuel cell technologies in the long run, leading to substantial reductions in  $NO_x$ , VOC, CO, PM and toxic compound emissions from vehicles.

25 October 2014

**Proposed Project:** Develop and Demonstrate Medium- and Heavy-Duty Fuel Cell Vehicles

**Expected SCAQMD Cost:** \$\$3,000,000 **Expected Total Cost:** \$\$10,000,000

**Description of Technology and Application:**This proposed project would support evaluation including descriptions.

This proposed project would support evaluation including demonstration of promising fuel cell technologies for applications using direct hydrogen with proton exchange membrane (PEM) fuel cell technology. Battery fuel cell hybrids are another potential technology being mentioned by battery experts as a way of reducing costs and enhancing performance of fuel cell vehicles.

The California ZEV Action Plan specifies actions to help deploy an increasing number of zero emission vehicles, including medium- and heavy-duty ZEVs. Fleets are useful demonstration sites because economies of scale exist in central refueling, in training skilled personnel to operate and maintain the vehicles, in the ability to monitor and collect data on vehicle performance and for manufacturer technical and customer support. In some cases, medium- and heavy-duty fuel cell vehicles could leverage the growing network of hydrogen stations, providing an early base load of fuel consumption until the number of passenger vehicles grows. These vehicles could include hybrid-electric vehicles powered by fuel cells and equipped with batteries capable of being charged from the grid and even supplying power to the grid.

In 2012 SCAQMD launched demonstrations of Zero Emission Container Transport (ZECT) technologies. This project included development and demonstration of a fuel cell hybrid electric truck platform. In 2015 staff proposes to launch ZECT II to develop and demonstrate additional fuel cell truck platforms and vehicles.

This category may include projects in the following applications:

On-Road:

- Transit Buses
- Shuttle Buses
- Medium- & Heavy-Duty Trucks

#### Off-Road:

- Vehicle Auxiliary Power Units
- Construction Equipment
- Lawn and Garden Equipment
- Cargo Handling Equipment

### **Potential Air Quality Benefits:**

The 2012 AQMP identifies the need to implement zero emission vehicles. SCAQMD adopted fleet regulations require public and some private fleets within the Basin to acquire alternatively fueled vehicles when making new purchases. In the future, such vehicles could be powered by zero emission fuel cells operating on hydrogen fuel. The proposed projects have the potential to accelerate the commercial viability of fuel cell vehicles. Expected immediate benefits include the establishment of zero- and near-zero emission proof-of-concept vehicles in numerous applications. Over the longer term, the proposed projects could help foster wide-scale implementation of zero emission fuel cell vehicles in the Basin. The proposed projects could also lead to significant fuel economy improvements, manufacturing innovations and the creation of high-tech jobs in Southern California, besides realizing the air quality benefits projected in the AQMP.

**Proposed Project:** Demonstrate Light-Duty Fuel Cell Vehicles

**Expected SCAQMD Cost:** \$100,000 **Expected Total Cost:** \$100,000

### **Description of Technology and Application:**

This proposed project would support the demonstration of limited production and early commercial fuel cell passenger vehicles using gaseous hydrogen with proton exchange membrane (PEM) fuel cell technology. Recent designs of light-duty fuel cell vehicles include hybrid batteries to recapture regenerative braking and improve overall system efficiency.

With the implementation of the California ZEV Action Plan, supplemented by the existing and planned hydrogen refueling stations in the Southern California area, light-duty fuel cell limited-production vehicles are planned for retail deployment in early commercial markets near hydrogen stations by several automakers. Fleets are useful demonstration sites because economies of scale exist in central refueling, in training skilled personnel to operate and maintain the vehicles, in the ability to monitor and collect data on vehicle performance and for manufacturer technical and customer support. SCAQMD has included fuel cell vehicles as part of its demonstration fleet since our first hydrogen station began operation in 2005; strengthening support, education, and outreach regarding fuel cell vehicle technology on an on-going basis. In addition, demonstration vehicles could include hybrid-electric vehicles powered by fuel cells and equipped with larger batteries capable of being charged from the grid and even supplying power to the grid.

### **Potential Air Quality Benefits:**

The 2012 AQMP identifies the need to implement zero emission vehicles. SCAQMD adopted fleet regulations require public and some private fleets within the Basin to acquire alternatively fueled vehicles when making new purchases. In the future, such vehicles could be powered by zero emission fuel cells operating on hydrogen fuel. The proposed projects have the potential to accelerate the commercial viability of fuel cell vehicles. Expected immediate benefits include the deployment of zero- emission vehicles in SCAQMD's demonstration fleet. Over the longer term, the proposed projects could help foster wide-scale implementation of zero emission fuel cell vehicles in the Basin. The proposed projects could also lead to significant fuel economy improvements, manufacturing innovations and the creation of high-tech jobs in Southern California, besides realizing the air quality benefits projected in the AQMP.

# Infrastructure and Deployment (NG)

Proposed Project: Deploy Natural Gas Vehicles in Various Applications

**Expected SCAQMD Cost:** \$500,000 **Expected Total Cost:** \$2,000,000

#### **Description of Technology and Application:**

Natural gas vehicles (NGVs) have been very successful in reducing emissions in the South Coast Air Basin due to the deployment of fleets and heavy-duty vehicles utilizing this clean fuel. In order to maintain the throughput, utility and commercial potential of the natural gas infrastructure and the corresponding clean air benefits, deploying additional models of NGVs in existing applications are needed. This technology category seeks to support the implementation of early-commercial vehicles in a wide variety of applications, such as taxis, law enforcement vehicles, shuttle buses, delivery vans, transit buses, waste haulers, class 8 tractors and off-road equipment such as construction vehicles and yard hostlers.

# **Potential Air Quality Benefits:**

Natural gas vehicles have inherently lower engine criteria pollutant emissions than conventional vehicles, especially in the heavy-duty applications where older diesel engines are being replaced. Incentivizing these vehicles in city fleets, goods movement applications and transit bus routes help to reduce the local emissions and exposure to nearby residents. Natural gas vehicles also can have lower greenhouse gas emissions and increase energy diversity depending on the feedstock and vehicle class. Deployment of additional NGVs is in agreement with SCAQMD's AQMP as well as the state's Alternative Fuels Plan as part of AB 1007 (Pavley).

**Proposed Project:** Develop, Maintain & Expand Natural Gas Infrastructure

**Expected SCAQMD Cost:** \$300,000 **Expected Total Cost:** \$2,000,000

### **Description of Technology and Application:**

This program would support the development, maintenance and expansion of natural gas fueling station technologies and incorporate advancing concepts to increase the overall number of such fueling stations in strategic locations throughout the Basin including the Ports, reduce the cost of natural gas equipment, standardize fueling station design and construction and help with the implementation of SCAQMD's fleet rules. As natural gas fueling equipment begins to age or has been placed in demanding usage, components begin to age and deteriorate. This program offers an incentive to facilities to replace worn-out equipment or to upgrade existing fueling and/or garage and maintenance equipment to offer increased fueling capacity to public agencies, private fleets and school districts.

### **Potential Air Quality Benefits:**

The AQMP identifies the use of alternative clean fuels in mobile sources as a key attainment strategy. NGVs have significantly lower emissions than gasoline vehicles and represent the cleanest internal combustion engine powered vehicles available today. The project has the potential to significantly reduce the installation and operating costs of NGV refueling stations, besides improving the refueling time. While new or improved NGV stations have an indirect emissions reduction benefit, they help facilitate the introduction of low emission, NGVs in private and public fleets in the area, which have a direct emissions reduction benefit. The increased exposure and fleet and consumer acceptance of NGVs would lead to significant and direct reductions in NOx, VOC, CO, PM and toxic compound emissions from mobile sources. Such increased penetration of NGVs will provide direct emissions reductions of NO<sub>x</sub>, VOC, CO, PM and air toxic compounds throughout the Basin.

29 October 2014

**Proposed Project:** Demonstrate Natural Gas Manufacturing and Distribution Technologies

**Including Renewables** 

**Expected SCAQMD Cost:** \$500,000 **Expected Total Cost:** \$7,000,000

# **Description of Technology and Application:**

Lack of sufficient statewide LNG production results in increased fuel costs and supply constraints. The cost of transporting LNG from production facilities out-of-state increases the fuel cost anywhere from 15 to 20 cents per gallon of LNG and subjects users to the reliability of a single supply source. High capital costs prevent construction of closer, large scale liquefaction facilities. Small-scale, distributed LNG liquefaction systems may provide 25 percent lower capital costs than conventional technology per gallon of LNG produced. Because these smaller plants can be sited near fleet customers, costs for transporting the LNG to end users are much lower than those for remote larger plants. Beyond these cost reductions, the smaller plants offer key benefits of much smaller initial capital investment and wider network of supply than the larger plant model. Renewable feed stocks including landfill gas, green waste and waste gases can be processed to yield LNG or CNG.

Industry and government agree that LNG promises to capture a significant share of the heavy-duty vehicle and engine market. LNG is preferred for long distance trucking as it provides twice the energy per unit volume as CNG. This translates to longer driving ranges and lower-weight vehicle fuel storage.

The main objectives of this project are to investigate, develop and demonstrate:

- commercially viable methods for converting renewable feed stocks into CNG or LNG (e.g., production from biomass);
- economic small-scale natural gas liquefaction technologies;
- utilization of various gaseous feed stocks locally available;
- commercialize incentives for fleets to site, install and use LNG and L/CNG refueling facilities; and
- strategic placement of LNG storage capacity sufficient to provide supply to users in the event of a production outage.

### **Potential Air Quality Benefits:**

The SCAQMD relies on a significant increase in the penetration of zero- and low emission vehicles in the South Coast Basin to attain federal clean air standards by 2014, 2023 and 2032. This project would help develop a number of small-scale liquefaction technologies that can reduce LNG costs to be competitive with diesel fuel. Such advances are expected to lead to greater infrastructure development. This would make LNG fueled heavy-duty vehicles more available to the commercial market leading to direct reductions in NO<sub>x</sub>, PM and toxic compound emissions.

# **Emission Control Technologies**

Proposed Project: Develop and Demonstrate Advanced Aftertreatment Technologies

**Expected SCAQMD Cost:** \$300,000 **Expected Total Cost:** \$5,000,000

### **Description of Technology and Application:**

There are a number of aftertreatment technologies which have shown substantial emission reductions in diesel engines. These technologies include diesel particulate filters (DPFs), oxidation catalysts, selective catalytic reduction (SCR) systems and  $NO_x$  adsorbers. This project category is to develop and demonstrate these aftertreatment technologies alone or in tandem with an alternative fuel to produce the lowest possible PM, ultrafine particles, nanoparticles,  $NO_x$ , CO, carbonyl and hydrocarbon emissions in retrofit and new applications. With the increasing focus on zero- and near-zero emission goods movement technologies, this category should examine idle reduction concepts and technologies that can be employed at ports and airports.

Possible projects include advancing the technologies for on-road retrofit applications such as heavy-duty line-haul diesel engines, street sweepers, waste haulers and transit buses. Applications for non-road may include construction equipment, yard hostlers, gantry cranes, locomotives, marine vessels, ground support equipment and other similar industrial applications. Potential fuels to be considered in tandem are low-sulfur diesel, emulsified diesel, biodiesel, gas-to-liquids, hydrogen and natural gas. This project category will also explore the performance, economic feasibility, viability (reliability, maintainability and durability) and ease-of-use to ensure a pathway to commercialization.

### **Potential Air Quality Benefits:**

The transfer of mature emission control technologies, such as DPFs and oxidation catalysts, to the off-road sector is a potentially low-risk endeavor that can have immediate emissions reductions. Further development and demonstration of other technologies, such SCR and  $NO_x$  adsorbers, could also have  $NO_x$  reductions of up to 90%.

31 October 2014

**Proposed Project:** Demonstrate On-Road Technologies in Off-Road and Retrofit Applications

**Expected SCAQMD Cost:** \$250,000 **Expected Total Cost:** \$1,000,000

### **Description of Technology and Application:**

Heavy-duty on-road engines have demonstrated progress in meeting increasingly stringent Federal and state requirements. New heavy-duty engines have progressed from 2 g/bhp-hr  $NO_x$  in 2004 to 0.2 g/bhp-hr  $NO_x$  in 2010, which is an order of magnitude decrease in just six years. Offroad engines, however, have considerably higher emissions limits depending on the engine size. For example, Tier-3 standards for heavy-duty engines require only 3 g/bhp-hr  $NO_x$ . There are apparent opportunities to implement cleaner on-road technologies in off-road applications. There is also an opportunity to replace existing engines in both on-road and off-road applications with the cleanest available technology. Current regulations require a repower (engine exchange) to only meet the same emissions standards as the engine being retired. Unfortunately, this does not take advantage of recently developed clean technologies.

Exhaust gas cleanup strategies, such as SCR, electrostatic precipitators, baghouses and scrubbers, have been used successfully for many years on stationary sources. The exhaust from the combustion source is routed to the cleaning technology, which typically requires a large footprint for implementation. This large footprint has made installation of such technologies on some mobile sources prohibitive. However, in cases where the mobile source is required to idle for long periods of time, it may be more effective to route the emissions from the mobile source to a stationary device to clean the exhaust stream.

Projects in this category will include utilizing proven clean technologies in novel applications, such as:

- demonstrating certified LNG and CNG on-road engines in off-road applications including yard hostlers, switcher locomotives, gantry cranes, waste haulers and construction equipment;
- implementing lower emission engines in repower applications for both on-road and offroad applications; and
- application of stationary best available control technologies, such as SCR, scrubbers, baghouses and electrostatic precipitators, to appropriate on- and off-road applications, such as idling locomotives, marine vessels at dock and heavy-duty line-haul trucks at weigh stations.

### **Potential Air Quality Benefits:**

The transfer of mature emission control technologies, such as certified engines and SCR, to the non-road and retrofit sectors offers high potential for immediate emissions reductions. Further development and demonstration of these technologies will assist in the regulatory efforts which could require such technologies and retrofits.

### Fuels/Emission Studies

**Proposed Project:** <u>In-Use Emissions Studies for Advanced Technology Vehicle</u>

**Demonstrations** 

**Expected SCAQMD Cost:** \$500,000 **Expected Total Cost:** \$1,000,000

# **Description of Technology and Application:**

Hybrid electric, hybrid hydraulic, plug-in electric hybrid and pure EVs will all play a unique role in the future of transportation. Each of these transportation technologies has attributes that could provide unique benefits to different transportation sectors. Identifying the optimal placement of each transportation technology will provide the co-benefits of maximizing the environmental benefit and return on investment for the operator.

The environmental benefit for each technology class will be highly duty-cycle and application specific. Identifying the attributes of a specific application or drive cycle that would take best advantage of a specific transportation technology would speed the adoption and make optimal use of financial resources in the demonstration and deployment of a technology. The adoption rates would be accelerated since the intelligent deployment of a certain technology would ensure that a high percentage of the demonstration vehicles showed positive results. These positive results would spur the adoption of this technology in similar applications, as opposed to negative results derailing the further development or deployment of a certain technology.

The proposed project would conduct a characterization of application specific drive cycles to best match different transportation technologies to specific applications. The potential emissions reductions and fossil fuel displacement for each technology in a specific application would be quantified on a full-cycle basis. This information could be used to develop a theoretical database of potential environmental benefits of different transportation technologies when deployed in specific applications.

#### **Potential Air Quality Benefits:**

The development of an emissions reduction database, for various application specific transportation technologies, would assist in the targeted deployment of new transportation technologies. This database coupled with application specific vehicle miles traveled and population data would assist in intelligently deploying advanced technology vehicles to attain the maximum environmental benefit. These two data streams would allow vehicle technologies to be matched to an application that is best suited to the specific technology, as well as selecting applications that are substantial enough to provide a significant environmental benefit. The demonstration of a quantifiable reduction in operating cost through the intelligent deployment of vehicles will also accelerate the commercial adoption of the various technologies. The accelerated adoption of lower emitting vehicles will further assist in attaining SCAQMD's air quality goals.

33 October 2014

**Proposed Project:** Conduct Emissions Studies on Biofuels and Alternative Fuels

**Expected SCAQMD Cost:** \$500,000 **Expected Total Cost:** \$1,300,000

### **Description of Technology and Application:**

The use of biofuels can be an important strategy to reduce petroleum dependency, air pollution and greenhouse gas emissions. Biofuels are in fact receiving increased attention due to national support and state activities resulting from AB 32, AB 1007 and the Low-Carbon Fuel Standard. It's noteworthy to mention that last year the Low-Carbon Fuel Standard was upheld by the U.S. Court of Appeals for the Ninth Circuit last year and more recently opponents were denied further appeal by the Supreme Court. With an anticipated increase in biofuel use, it is the objective of this program to further analyze these fuels to better understand their benefits and impacts not only on greenhouse gases but also on air pollution and associated health effects.

In various diesel engine studies, replacement of petroleum diesel fuel with biodiesel fuel has demonstrated reduced PM, CO and air toxics emissions. Biodiesel also has the potential to reduce greenhouse gas emissions because it can be made from renewable feedstocks, such as soy and canola. However, certain blends of biodiesel have a tendency to increase NO<sub>x</sub> emissions, which exacerbates the ozone and PM<sub>2.5</sub> challenges faced in the Basin. In addition, despite recent advancements in toxicological research in the air pollution field, the relationship between biodiesel particle composition and associated health effects is still not completely understood.

Ethanol is another biofuel that is gaining increased national media and state regulatory attention. CARB has recently amended the reformulated gasoline regulation to further increase the ethanol content to 10% as a means to increase the amount of renewable fuels in the state. It is projected that the state's ethanol use will increase from 900 million gallons in 2007 to 1.5 billion gallons by 2012 as a result. As in the case of biodiesel, ethanol has demonstrated in various emission studies to reduce PM, CO and toxic emissions; however, the relationship between particle composition and associated health effects from the combustion of ethanol is not well understood either.

DME is another fuel which requires evaluation of in-use emissions, especially  $NO_x$ , in light of Volvo's announcement that they will commercialize class 8 trucks using DME in 2015. The impact of natural gas fuel composition on emissions from heavy-duty trucks and transit buses is also being studied.

In order to address these concerns on potential health effects associated with biofuels, namely biodiesel and ethanol blends, this program will investigate the physical and chemical composition and associated health effects of tailpipe PM emissions from light- to heavy-duty vehicles burning biofuels in order to ensure public health is not adversely impacted by broader use of these fuels. This program also supports future studies to identify mitigation measures to reduce  $NO_x$  emissions for biofuels. Additionally, a study of emissions from well-to-wheel for the extraction and use of shale gas might be considered.

#### **Potential Air Quality Benefits:**

If biodiesel and biodiesel blends can be demonstrated to reduce air pollutant emissions with the ability to mitigate any  $NO_x$  impact, this technology will become a viable strategy to assist in meeting air pollutant standards as well as the goals of AB 32 and the Low-Carbon Fuel Standard. The use of biodiesel is an important effort for a sustainable energy future. Emission studies are critical to understanding the emission benefits and any tradeoffs ( $NO_x$  impact) that may result from using this alternative fuel. With reliable information on the emissions from using biodiesel and biodiesel blends, the SCAQMD can take actions to ensure the use of biodiesel will obtain air

pollutant reductions without creating additional  $NO_x$  emissions that may exacerbate the Basin's ozone problem.

35 October 2014

**Proposed Project:** <u>Identify and Demonstrate In-Use Fleet Emissions Reduction Technologies</u>

and Opportunities

**Expected SCAQMD Cost:** \$250,000 **Expected Total Cost:** \$2,000,000

#### **Description of Technology and Application:**

New technologies, such as alternative fueled heavy-duty engines, are extremely effective at reducing emissions because they are designed to meet the most stringent emissions standards while maintaining vehicle performance. In addition, many new vehicles are now equipped with telematics enabling motorists to obtain transportation information such as road conditions to avoid excessive idling and track information about the vehicle maintenance needs, repair history, tire pressure and fuel economy. Telematics have been shown to reduce emissions from new vehicles. Unfortunately, the in-use fleet lacks telematic systems--particularly heavy-duty engines in trucks, buses, construction equipment, locomotives, marine vessels and cargo handling equipment--have fairly long working lifetimes (up to 20 years due to remanufacturing in some cases). Even light-duty vehicles routinely have lifetimes exceeding 200,000 miles and 10 years. And it is the in-use fleet, especially the oldest vehicles, which are responsible for the majority of emissions.

This project category is to investigate near-term emissions control technologies which can be economically applied to reduce emissions from the in-use fleet. The first part of the project is to identify and conduct proof-of-concept demonstrations of feasible candidate technologies, such as:

- remote sensing for heavy-duty vehicles;
- annual testing for high mileage vehicles (>100,000 miles);
- replace or upgrade emissions control systems at 100,000 mile intervals;
- on-board emission diagnostics with remote notification;
- low-cost test equipment for monitoring and identifying high emitters;
- test cycle development for different class vehicles (e.g. four wheel drive SUVs);
- electrical auxiliary power unit replacements; and
- development, deployment and demonstration of smart vehicle telematic systems

The second phase of the project is to validate the technology or strategy on a larger demonstration project over a longer period of time.

### **Potential Air Quality Benefits:**

Many of the technologies identified can be applied to light-duty and heavy-duty vehicles to identify and subsequently remedy high-emitting vehicles in the current fleet inventory. Estimates suggest that 5 percent of existing fleets account for up to 80 percent of the emissions. Identification of higher emitting vehicles would assist with demand-side strategies, where higher emitting vehicles have correspondingly higher registration charges.

# Health Impacts Studies

**Proposed Project:** Evaluate Ultrafine Particle Health Effects

**Expected SCAQMD Cost:** \$250,000 **Expected Total Cost:** \$3,000,000

### **Description of Technology and Application:**

Reducing diesel exhaust from vehicles has become a high priority in the South Coast Air Basin since CARB identified the particulate phase of diesel exhaust as a surrogate for all of the toxic air contaminant emitted from diesel exhaust. Additionally, recent health studies indicate that the ultrafine portion of particulate matter may be more toxic on a per-mass basis than other fractions. Several technologies have been introduced and others are under development to reduce diesel emissions. These include among others low-sulfur diesel fuel, particulate matter traps and heavy-duty engines operating on alternative fuel such as CNG and LNG. Recent studies have shown that control technologies applied to mobile sources have been effective in reducing the mass of particulates emitted. However, there is also evidence that the number of ultrafine particles on and near roadways has increased, even while the mass of particulates has decreased. To have a better understanding of changes in ultrafine particulate emissions from the application of the new technologies and the health effects of these emissions, an evaluation and comparison of ultrafine particulate matter and the potential impacts on community exposures are necessary.

In this program, measurements and chemical composition of ultrafine particulates will be done, as well as studies conducted to characterize their toxicity. The composition of the particulates can further be used to determine the contribution from specific combustion sources. Additionally, engine or chassis dynamometer testing may be conducted on heavy-duty vehicles to measure, evaluate and compare ultrafine particulate matter, PAH and other relevant toxic emissions from different types of fuels such as CNG, low-sulfur diesel, etc. These tests may also include comparisons with the application of particulate matter retrofit traps. This program needs to be closely coordinated with the development of technologies for alternative fuels, aftertreatment and new engines in order to determine the health benefits of such technologies.

### **Potential Air Quality Benefits:**

The AQMP for the South Coast Basin relies on significant penetration of low emission vehicles to attain federal clean air standards. Reduction of particulate emissions from the combustion of diesel and other fuels is a major priority in achieving these standards. This project would help to better understand the nature and amount of ultrafine particulates generated by different types of fuels and advanced control technologies as well as provide information on potential health effects of ultrafine particles. Such an understanding is important to assess the emission reduction potentials and health benefits of these technologies. In turn, this will have a direct effect on the policy and regulatory actions for commercial implementation of alternative fuel vehicles in the Basin.

**Proposed Project:** Conduct Monitoring to Assess Environmental Impacts

**Expected SCAQMD Cost:** \$250,000 **Expected Total Cost:** \$1,000,000

### **Description of Technology and Application:**

Facilities, buildings, structures, or highways which attract mobile sources of pollution are considered "indirect" sources. Ambient and saturation air monitoring near sources such as ports, airports, rail yards, distribution centers and freeways is important to identify the emissions exposure to the surrounding communities and provide the data to then conduct the health impacts due to these sources. This project category would identify areas of interest and conduct ambient air monitoring, conduct emissions monitoring, analyze the data and assess the health impacts from mobile sources. The projects would need to be at least one year in duration in order to properly assess the air quality impacts in the area.

# **Potential Air Quality Benefits:**

The proposed project will assist in the evaluation of adverse public health impacts associated with mobile sources. The information will be useful in (a) determining whether indirect sources have a relatively higher impact on residents living in close proximity; and (b) providing guidance to develop some area-specific control strategies in the future should it be necessary.

**Proposed Project:** Assess Sources and Health Impacts of Particulate Matter

**Expected SCAQMD Cost:** \$250,000 **Expected Total Cost:** \$300,000

### **Description of Technology and Application:**

Previous studies of ambient levels of toxic air contaminants, such as the MATES series of studies, have found that diesel exhaust is the major contributor to health risk from air toxics. Analyses of diesel particulate matter in ambient samples have been based on measurements of elemental carbon. While the bulk of particulate elemental carbon in the South Coast Air Basin is thought to be from combustion of diesel fuels, it is not a unique tracer for diesel exhaust.

The MATES III study collected particulate samples at ten locations in the South Coast Air Basin. Analysis of particulate bound organic compounds was utilized as tracers to estimate levels of ambient diesel particulate matter as well as estimate levels of particulate matter from other major sources. Other major sources that were taken into consideration include automobile exhaust, meat charbroiling, road dust, wood smoke and fuel oil combustion. Analyzing for organic compounds and metals in conjunction with elemental carbon upon collected particulate samples was used to determine contributing sources.

The measurement of organic compounds as tracers from specific sources is a technique that has been used in numerous source apportionment studies and published within the scientific literature. The resulting data on levels of tracers can be evaluated using Chemical Mass Balance Models and other source apportionment techniques, such as Positive Matrix Factorization, to estimate source contributions to particulate matter. The resulting estimates of ambient diesel particulate matter can then be used to assess potential health risks.

MATES IV was initiated in mid-2012 and includes an air monitoring program, an updated emissions inventory of toxic air contaminants and a regional modeling effort to characterize risk across the Basin. This follow-on study, for which preliminary results were just released with the formal draft report anticipated in the next few weeks, continued to focus on the carcinogenic risk from exposure to air toxics, but will not estimate mortality or other health effects from particulate exposures, as in previous studies. Instead, MATES IV did measure ultrafine particle concentrations and assess human exposure to ultrafines and back carbon near sources such as airports, freeways, rail yards, busy intersections and warehouse operations. This project category would include other related studies, such as toxicity assessment based on age, source (heavy-duty, light-duty engines) and composition (semi-volatile or non-volatile fractions) to better understand the health effects and potential community exposures.

### **Potential Air Quality Benefits:**

Results of this work will provide a more robust, scientifically sound estimate of ambient levels of diesel particulate matter as well as levels of particulate matter from other significant combustion sources. This will allow a better estimation of potential exposures to and health effects from toxic air contaminants from diesel exhaust in the South Coast Air Basin. This information in turn can be used to determine the health benefits of promoting clean fuel technologies.

# Stationary Clean Fuel Technologies

**Proposed Project:** Develop and Demonstrate Reliable, Low Emission Monitoring Systems

and Test Methods

**Expected SCAQMD Cost:** \$250,000 **Expected Total Cost:** \$500,000

### **Description of Technology and Application:**

Currently, the inability of air/fuel ratio control (AFRC) systems to keep rich-burn engines in compliance contributes significantly to air pollution in the basin. Reliable, low-cost emission monitoring systems are needed for small-to-intermediate size combustion devices, including stationary engines, boilers, heaters, furnaces and ovens that are not large enough to justify a continuous emission monitoring system (CEMS). This class of combustion device is often permitted on the basis of a single demonstration or periodic demonstrations of  $NO_x$  and CO emissions meeting SCAQMD rule requirements or a RECLAIM concentration limit. However, SCAQMD-unannounced tests on engines and boilers have found that in many cases  $NO_x$  and/or CO levels have increased significantly above levels that have been initially or periodically demonstrated due to equipment malfunction and/or inadequate operator attention. It is suspected that the same may be true of heaters, furnaces and ovens.

Demonstrations of newer technologies in recent years could result in a commercially viable alternative to CEMs that is both reliable and feasible in terms of lower costs. For example, manufacturers of flue gas analyzers have, in recent years, developed low-cost multi-gas analyzers suitable for portable or stack-mounted use. Some preliminary testing of a new type of AFRC, which uses a different type of O2 sensor known as a wide-band O2 sensor, is another alternative that can be analyzed. Another technical approach might be to deploy technology utilizing the O2 signature of a post-catalyst O2 sensor and additional control concepts being developed by manufacturers. Since an underlying problem has been that engine, catalyst and AFRC manufacturers have developed systems independently, a system being co-developed to perform continuous diagnostics to assist operators in keeping rich-burn engines in compliance is possibly another alternative for demonstration.

### **Potential Air Quality Benefits:**

Stationary engines, boilers, heaters, furnaces and ovens account for approximately 11 percent of total  $NO_x$  emissions and about 6 percent of total CO emissions. There has been a long-standing compliance problem with rich-burn IC engines in the basin and evidence indicates that many of these devices are operating with  $NO_x$  and/or CO emissions above levels required in their permits. Projects could potentially reduce a significant class of  $NO_x$  and CO emissions that are in excess of the assumptions in the AQMP and further enhance SCAQMD's ability to enforce full-time compliance.

Proposed Project: Develop and Demonstrate Clean Stationary Technologies

**Expected SCAQMD Cost:** \$250,000 **Expected Total Cost:** \$750,000

#### **Description of Technology and Application:**

Stationary sources, including VOC sources such as large printing facilities and furniture manufacturers, have become cleaner and cleaner due to the regulatory requirements for low emissions and the advancements in technology to meet those requirements. Best Available Control Technology (BACT) regulations, however, are only required for new, modified, or relocated sources. This project category is to develop and demonstrate new technologies that can provide emissions reductions in new installations or as retrofit modifications. Possible technology examples include:

- low NO<sub>x</sub> technologies (burners and ICEs);
- low-Btu gas technologies (e.g., digester, landfill, or diary gases);
- alternative fuels and hydrogen blends;
- alternative diesel fuels (emulsified, gas-to-liquids, biodiesel with aftertreatment);
- low emission refinery flares;
- catalytic combustion;
- cost-effective fuel cell and fuel cell hybrid distributed generation;
- fumes-to-fuel technology to replace thermal oxidizers and capture VOC emissions for electricity generation while ensuring no emission of air toxics; and
- boiler optimization design and strategies to improve efficiencies.

Depending on the technology, a proof-of-concept project, demonstration, or pre-commercial deployment would be considered to garner further information on the technology. Issues to investigate include viability (reliability, maintainability and durability) of the technology, cost-effectiveness and operator ease-of-use in order to assess commercialization.

### **Potential Air Quality Benefits:**

The SCAQMD has a substantial number of older, small, stationary source technologies within its jurisdiction. Since these devices are not subject to continuous emissions monitoring system requirements, evidence suggests that these devices may not be operating at their permitted  $NO_x$ , CO, hydrocarbon and PM emissions levels. Replacing these devices with cleaner and more reliable technologies or technology/fuel combinations can have dramatic reductions in all of these criteria pollutants. VOC emission reductions may also be achieved at larger stationary VOC sources to achieve the new federal ozone and  $PM_{2.5}$  standards.

Proposed Project: Develop and Demonstrate Renewables-Based Energy Generation

Alternatives

**Expected SCAQMD Cost:** \$200,000 **Expected Total Cost:** \$1,000,000

### **Description of Technology and Application:**

The objective of this proposed program is to support the development and demonstration of clean energy, renewable alternatives in stationary and mobile applications. The technologies to be considered include thermal, photovoltaic and other solar energy technologies; wind energy systems; energy storage and conservation potentially including vehicle to grid or vehicle to building functionalities for alternative energy storage; biomass conversion; and other renewable energy and recycling technologies. Innovative solar technologies, such as solar thermal air conditioning and photovoltaic-integrated roof shingles, are of particular interest. Also, in the agricultural sections of the Basin, wind technologies could potentially be applied to drive large electric motor-driven pumps to replace highly polluting diesel-fired pumps. Besides renewable technologies, electrolyzer technology could be used to generate hydrogen, a clean fuel. Hydrogen, when used in regular engines, can substantially reduce tail-pipe emissions, while in fuel cells the emissions are reduced to zero.

The project is expected to result in pilot-scale production demonstrations, scale-up process design and cost analysis, overall environmental impact analysis and projections for ultimate clean fuel costs and availability. This program is expected to result in several projects addressing technological advancements in these technologies that may improve performance and efficiency, potentially reduce capital and operating costs, enhance the quality of natural gas generated from renewable sources for injection into natural gas pipelines, improve reliability and user friendliness and identify markets that could expedite the implementation of successful technologies.

#### **Potential Air Quality Benefits:**

The 2012 AQMP identifies the development and ultimately the implementation of non-polluting power generation. To gain the maximum air quality benefit, polluting fossil fuel-fired electric power generation needs to be replaced with clean renewable energy resources or other advanced zero emission technologies, such as hydrogen fuel cells, particularly in a distributed generation context.

The proposed program is expected to accelerate the implementation of advanced zero emission energy sources. Expected benefits include directly reducing the emissions by the displacement of fossil generation; proof-of-concept and potential viability for such zero emission power generation systems; increased exposure and user acceptance of the new technology; reduced fossil fuel usage; and the potential for increased use, once successfully demonstrated, with resulting emission benefits, through expedited implementation. These technologies would also have a substantial influence in reducing global warming emissions.

# **Outreach and Technology Transfer**

Proposed Project: Assessment and Technical Support of Advanced Technologies and

<u>Information Dissemination</u>

**Expected SCAQMD Cost:** \$500,000 **Expected Total Cost:** \$800,000

### **Description of Project:**

This program supports the assessment of clean fuels and advanced technologies, their progress towards commercialization and the dissemination of information on demonstrated technologies. The objective of this program is to expedite the transfer of technology developed as a result of Technology Advancement Office projects to the public domain, industry, regulatory agencies and the scientific community. This program is a fundamental element in the SCAQMD's outreach efforts to expedite the implementation of low emission and clean fuels technologies and to coordinate these activities with other organizations.

This program may include the following:

- technical review and assessment of technologies, projects and proposals;
- support for alternative fuel refueling and infrastructure;
- advanced technology curriculum development, mentoring and outreach to local schools;
- emissions studies and assessments of zero emission alternatives;
- advanced technology vehicle demonstrations;
- preparation of reports, presentations at conferences, improved public relations and public communications of successful demonstrations of clean technologies;
- participation in and coordination of workshops and various meetings;
- support for training programs related to fleet operation, maintenance and refueling of alternative fuel vehicles;
- publication of technical papers, reports and bulletins; and
- production and dissemination of information, including web sites.

These objectives will be achieved by consulting with industry, scientific, health, medical and regulatory experts and co-sponsoring related conferences and organizations, resulting in multiple contracts. In addition, an ongoing outreach campaign will be conducted to encourage decision-makers to voluntarily switch to alternatively fueled vehicles and train operators to purchase, operate and maintain these vehicles and associated infrastructure.

### **Potential Air Quality Benefits:**

SCAQMD adopted fleet regulations requiring public and private fleets within the Basin to acquire alternatively fueled vehicles when making new purchases. Expected benefits of highlighting success stories in the use of advanced alternatively fueled vehicles could potentially expedite the acceptance and commercialization of advanced technologies by operators seeking to comply with the provisions of the recently adopted SCAQMD fleet rules. The resulting future emissions benefits will contribute to the goals of the AQMP.

**Proposed Project:** Support for Implementation of Various Clean Fuels Vehicle Incentive

**Programs** 

**Expected SCAQMD Cost:** \$400,000 **Expected Total Cost:** \$400,000

### **Description of Project:**

This program supports the implementation of zero emission vehicle incentive programs, the Carl Moyer incentives program and the school bus incentives program. Implementation support includes application approval, grant allocation, documentation to the CARB, verification of vehicle registration and other support as needed. Information dissemination is critical to successful implementation of a coordinated and comprehensive package of incentives. Outreach will be directed to vehicle dealers, individuals and fleets.

### **Potential Air Quality Benefits:**

As described earlier, the SCAQMD will provide matching funds to implement several key incentives programs to reduce diesel emissions in the Basin. Furthermore, the SCAQMD recently adopted fleet regulations requiring public and private fleets within the Basin to acquire alternatively fueled vehicles when making new purchases. Expected benefits of highlighting zero emission vehicle incentives could potentially expedite the acceptance and commercialization of advanced technologies by operators seeking to comply with the provisions of the recently adopted SCAQMD fleet rules. The resulting future emissions benefits will contribute to the goals of the AQMP. The school bus program and the Carl Moyer incentives program will also reduce large amounts of  $NO_x$  and PM emissions in the basin in addition to reducing toxic air contaminants.



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 38

PROPOSAL: Amend Rule 1325 – Federal PM<sub>2.5</sub> New Source Review Program

SYNOPSIS: Rule 1325 incorporates U.S. EPA's requirements for PM<sub>2.5</sub> into

Regulation XIII – New Source Review. The rule mirrors federal requirements and is applicable to major polluting facilities, which

are defined by rule as sources with actual emissions, or the potential to emit, 100 tons per year or more of  $PM_{2.5}$  or its precursors. Based on comments received from the U.S. EPA regarding SIP approvability of Rule 1325, the proposed amended

rule will incorporate administrative changes to definitions,

provisions and exclusions. Typographical corrections and other

minor clarifications are also included.

COMMITTEE: Stationary Source, October 17, 2014; Reviewed

### RECOMMENDED ACTION:

Adopt the attached resolution:

- 1. Determining that the proposed amendments to Rule 1325 Federal PM2.5 New Source Review Program, are exempt from the requirements of CEQA; and
- 2. Amending Rule 1325 Federal PM2.5 New Source Review Program.

Barry R. Wallerstein, D.Env. Executive Officer

BB EC:PF:NB:RRP:MM

### **Background**

Rule 1325 was adopted June 3, 2011 to incorporate U.S. EPA's requirements for  $PM_{2.5}$  into Regulation XIII – New Source Review. The rule mirrors federal requirements which include the definition of major source, significant emissions rate, offset ratios, and the applicability requirements of LAER, facility compliance, offsets, and control of  $PM_{2.5}$  precursors. The rule is applicable to major polluting facilities, which are defined by rule as sources with actual emissions, or the potential to emit, 100 tons per year or more of  $PM_{2.5}$  or its precursors

In March 2014, U.S. EPA reviewed Rule 1325 – Federal PM<sub>2.5</sub> New Source Review Program for State Implementation Plan approvability and notified SCAQMD that there were clarifications needed in the rule even though the rule incorporates by reference federal regulations. Three areas of technical clarifications are being proposed to comport with U.S. EPA requirements.

### Proposal

The specific amendments to Rule 1325 consist of the following three elements:

# 1. Definitions (b)

- (b)(3) Lowest Achievable Emission Rate (LAER)
   The definition for (LAER) will be deleted as 40 CFR 51.165 is already referenced in the rule.
- $(b)(8) PM_{2.5}$

The definition for PM<sub>2.5</sub> has been modified to indicate that gaseous emissions which condense to form PM<sub>2.5</sub> at ambient temperatures are also to be included as PM<sub>2.5</sub>. The rule section which contains applicable testing requirements is also specified. This amendment addresses the second issue identified by U.S. EPA in their March 10, 2014 correspondence. A comment letter was received on October 28, 2014 from the Western States Petroleum Association, mainly suggesting an alternative to the revised definition of PM<sub>2.5</sub> proposed by staff. The proposed definition for PM<sub>2.5</sub>, however, is based on U.S. EPA request, and is consistent with the U.S. EPA required test method to measure PM<sub>2.5</sub> emissions.

# 2. Requirements (c)(3)

A provision is included to specify that approval to construct does not relieve owners and operators of the responsibility to comply fully with applicable provisions of the permit and other requirements under local, State or Federal law. This amendment addresses the third issue identified by U.S. EPA in their March 10, 2014 correspondence.

### 3. Exclusions (i)

Rule 1315 – Federal New Source Review Tracking System is included to denote that the provisions in Rule 1315 do not apply to Rule 1325. The provision that stated that Rule 1325 applied as opposed to other Regulation XIII rules was removed. The removal clarifies that Rules 1306 – Emission Calculations and 1309 – Emission Reduction Credits and Short Term Credits apply, which addresses the first issue identified by U.S. EPA in their March 10, 2014 correspondence, i.e. that the program specifically require offsets to meet federal CAA requirements, because Rules 1309 and 1306 include these requirements.

Minor corrections of typographical errors are also included in the proposed amended rule.

# **Resource Impacts**

The rule amendment is administrative in nature, and thus is not expected to impose any significant resource burden.

# **Socioeconomic Impact Analysis**

No socioeconomic impact assessment is required because the proposed amendments do not "significantly affect air quality or emissions limitations." (Health & Safety Code Section 40440.8(a)).

# California Environmental Quality Act

The SCAQMD has reviewed the proposed project pursuant to the CEQA Guidelines §15002 (k)(1), the first step of a three-step process for deciding which document to prepare for a project subject to CEQA. Because the proposed project would not increase emissions or create an adverse effect on air quality, it can be seen with certainty that there is no possibility that the proposed project may have a significant adverse effect on the environment. Since it can be seen with certainty that the proposed project has no potential to adversely impact air quality or any other environmental area, it is exempt from CEQA pursuant to CEQA Guidelines §15061(b)(3) – Review for Exemption. If adopted, the Notice of Exemption will be filed with the county clerks of Los Angeles, Orange, Riverside and San Bernardino counties immediately following action on the proposed project.

### **Attachments**

- A. Summary of Proposal
- B. Rule Development Process
- C. Key Contacts List
- D. Resolution
- E. Proposed Amended Rule 1325 Language
- F. Final Staff Report
- G. Notice of Exemption

# ATTACHMENT A SUMMARY OF PROPOSED AMENDMENTS

# • Applicability

A clarification is included to specify that the rule applies to PM<sub>2.5</sub> and its precursors.

# • Definitions

- The definition for LAER has been removed as it is incorporated by reference to 40 CFR 51.165 (a)(1)(xiii).
- The definition of PM<sub>2.5</sub> has been clarified to mirror the source test method which includes filterable and condensable PM<sub>2.5</sub>

# Requirements

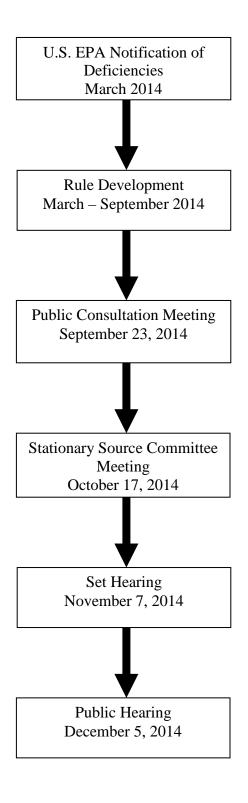
A provision is included to specify that approval to construct does not relieve owners and operators of the responsibility to comply fully with applicable provisions of the permit and other requirements under local, State or Federal law.

### Exclusions

Rule 1315 – Federal New Source Review Tracking System is included to denote that the provisions in Rule 1315 do not apply to Rule 1325. The provision that stated that Rule 1325 applied as opposed to other Regulation XIII rules was removed. The removal clarifies that Rules 1306 – Emission Calculations and 1309 – Emission Reduction Credits and Short Term Credits apply.

# **ATTACHMENT B**

# PAR 1325 RULE DEVELOPMENT PROCESS



### ATTACHMENT C KEY CONTACTS LIST

# **Regulatory Agencies**

U.S. Environmental Protection Agency California Air Resources Board

### **Others**

Western States Petroleum Association Southern California Edison Los Angeles Department of Water & Power

### **ATTACHMENT D**

#### **RESOLUTION NO. 2014 -**

A Resolution of the South Coast Air Quality Management District (SCAQMD) Governing Board certifying the Notice of Exemption for the proposed amendments to Rule 1325 – Federal  $PM_{2.5}$  New Source Review Program.

A Resolution of the SCAQMD Governing Board amending Proposed Amended Rule 1325 – Federal PM<sub>2.5</sub> New Source Review Program.

WHEREAS, the SCAQMD Governing Board finds and determines that the proposed amendments to Rule 1325 are considered a "project" pursuant to the California Environmental Quality Act (CEQA); however, SCAQMD staff reviewed the proposed project and determined with certainty that the proposed amendments are exempt from the requirements of CEQA pursuant to CEQA Guidelines §15061 (b)(3) and have prepared a Notice of Exemption (NOE); and

**WHEREAS**, the SCAQMD Governing Board voting on Proposed Amended Rule 1325 - Federal PM<sub>2.5</sub> New Source Review Program, has reviewed and considered the NOE prior to its certification; and

**WHEREAS**, the SCAQMD Governing Board has determined that a need exists to amend Proposed Amended Rule 1325 - Federal PM<sub>2.5</sub> New Source Review Program, to address the concerns expressed by the U.S. Environmental Protection Agency in the June 2011 adoption of Rule 1325; and

**WHEREAS**, the SCAQMD Governing Board of the South Coast Air Quality Management District obtains its authority to adopt this proposed amended rule from Sections 39002, 40000, 40001, 40440, 40702 and 41508 of the California Health and Safety Code; and

**WHEREAS**, the SCAQMD Governing Board has determined that Proposed Amended Rule 1325 - Federal PM<sub>2.5</sub> New Source Review Program, as proposed to be adopted is written or displayed so that its meaning can be easily understood by the persons directly affected by it; and

**WHEREAS**, the SCAQMD Governing Board has determined that Proposed Amended Rule 1325 - Federal PM<sub>2.5</sub> New Source Review Program, as

proposed to be adopted is in harmony with, and not in conflict with or contradictory to, existing federal or state statutes, court decisions, or regulations; and

WHEREAS, the SCAQMD Governing Board has determined that Proposed Amended Rule 1325 - Federal PM<sub>2.5</sub> New Source Review Program, as proposed to be adopted does not impose the same requirements as any existing state or federal regulation and the proposed rule is necessary and proper to execute the powers and duties granted to, and imposed upon, the District; and

WHEREAS, the SCAQMD Governing Board has determined that Proposed Amended Rule 1325 - Federal PM<sub>2.5</sub> New Source Review Program, as proposed to be adopted, references the following statutes which the SCAQMD hereby implements, interprets or makes specific; Health and Safety Code 40001(a) and (b) (air quality standards and air pollution episodes); 40702 (adoption of rules and regulations), and 40440 (rules and regulations to carry out the air quality management plan and to require best available retrofit control technology); 42300 et seq. (permit system), Clean Air Act sections 172, 173 (nonattainment permitting), and 188-190 (particulate matter); and

**WHEREAS**, the SCAQMD Governing Board has determined that a Socioeconomic Impact Assessment is not required, pursuant to Health and Safety Code Section 40440.8 or 40728.5, because these amendments do not have a significant impact on air quality or emissions limitations; and

**WHEREAS**, a public hearing has been properly noticed in accordance with the provisions of Health and Safety Code Section 40725; and

**WHEREAS**, the SCAQMD Governing Board has held a public hearing in accordance with all provisions of law; and

WHEREAS, the SCAQMD Governing Board specifies the manager of Proposed Amended Rule 1325 - Federal PM<sub>2.5</sub> New Source Review Program, as the custodian of the documents or other materials which constitute the record of proceedings upon which the adoption of this proposed amendment is based, which are located at the South Coast Air Quality Management District, 21865 Copley Drive, Diamond Bar, California; and

**WHEREAS**, the SCAQMD Governing Board finds and determines, taking into consideration the factors in Section (d)(4)(D) of the Governing Board

Procedures, that the modifications adopted which have been made to Proposed Amended Rule 1325 - Federal PM<sub>2.5</sub> New Source Review Program, since notice of public hearing was published do not significantly change the meaning of the proposed amended rule within the meaning of Health and Safety Code Section 40726; and

**WHEREAS**, the SCAQMD Governing Board has determined that Proposed Amended Rule 1325 - Federal PM<sub>2.5</sub> New Source Review Program, should be amended for the reasons contained in the Final Staff Report; and

**BE IT FURTHER RESOLVED**, that the South Coast Air Quality Management District Board requests that Proposed Amended Rule 1325 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 1325 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.

**NOW, THEREFORE, BE IT RESOLVED,** that the SCAQMD Governing Board does hereby certify the Notice of Exemption for Rule 1325, as proposed to be amended, is completed in compliance with CEQA Guidelines §15002 (k)(1) - Three Step Process and §15061(b)(3) – Review for Exemption (General Rule Exemption). This information was presented to the Governing Board, whose members reviewed, considered, and approved the information therein prior to acting on the proposed amendments.

**BE IT FURTHER RESOLVED**, that the SCAQMD Governing Board does hereby adopt, pursuant to the authority granted by law, Proposed Amended Rule 1325 - Federal PM<sub>2.5</sub> New Source Review Program, as set forth in the attached and incorporated herein by reference.

Date	Clerk of the Boards	

### **ATTACHMENT E**

-(Adopted June 3, 2011) (PAR 1325- December 5, 2014)

# **PROPOSED AMENDED** RULE 1325. FEDERAL PM<sub>2.5</sub> NEW SOURCE REVIEW PROGRAM

### (a) Applicability

This rule applies to any new major polluting facility, major modifications to a major polluting facility, and any modification to an existing facility that would constitute a major polluting facility in and of itself; located in areas federally designated pursuant to Title 40 of the Code of Federal Regulations (40 CFR) 81.305 as non-attainment for  $PM_{2.5}$ .

With respect to major modifications, this rule applies on a pollutant-specific basis to emissions of  $PM_{2.5}$  and its precursors, to those pollutants for which (1) the source is major, (2) the modification results in a significant increase, and (3) the modification results in a significant net emissions increase.

#### (b) Definitions

For the purposes of this rule, the definitions in Title 40 CFR 51.165(a)(1), as it exists on (*date of adoption*) June 3, 2011 shall apply, unless the same term is defined below, then the defined term below shall apply:

- (1) BASELINE ACTUAL EMISSIONS means the rate of emissions, in tons per year, of a regulated NSR pollutant, as determined in accordance with the following:
  - (A) For any existing electric utility steam generating unit, baseline actual emissions means the average rate, in tons per year, at which the unit actually emitted the pollutant during any consecutive 24-month period selected by the owner or operator within the 5-year period immediately preceding when the owner or operator begins actual construction of the project. The Executive Officer shall allow the use of a different time period upon a determination that it is more representative of normal source operation.
    - (i) The average rate shall include fugitive emissions to the extent quantifiable, and emissions associated with startups, shutdowns, and malfunctions.

- (ii) The average rate shall be adjusted downward to exclude any noncompliant emissions that occurred while the source was operating above any emission limitation that was legally enforceable during the consecutive 24-month period.
- (iii) For a regulated NSR pollutant, when a project involves multiple emissions units, only one consecutive 24-month period must be used to determine the baseline actual emissions for the emissions units being changed. A different consecutive 24-month period can be used for each regulated NSR pollutant.
- (iv) The average rate shall not be based on any consecutive 24-month period for which there is inadequate information for determining annual emissions, in tons per year, and for adjusting this amount if required by (b)(1)(A)(ii) above.
- (B) For an existing emissions unit (other than an electric utility steam generating unit), baseline actual emissions means the average rate, in tons per year, at which the emissions unit actually emitted the pollutant during any consecutive 24-month period selected by the owner or operator within the 10-year period immediately preceding either the date the owner or operator begins actual construction of the project, or the date a complete permit application is received by the Executive Officer for a permit required under NSR or Prevention of Significant Deterioration (PSD), whichever is earlier, except that the 10-year period shall not include any period earlier than November 15, 1990.
  - (i) The average rate shall include fugitive emissions to the extent quantifiable, and emissions associated with startups, shutdowns, and malfunctions.
  - (ii) The average rate shall be adjusted downward to exclude any noncompliant emissions that occurred while the source was operating above an emission limitation that was legally enforceable during the consecutive 24-month period.
  - (iii) The average rate shall be adjusted downward to exclude any emissions that would have exceeded an emission limitation with which the major polluting facility must currently comply, had such major polluting facility been required to comply with such limitations during the consecutive 24-month period.

- (iv) For a regulated NSR pollutant, when a project involves multiple emissions units, only one consecutive 24-month period must be used to determine the baseline actual emissions for all the emissions units being changed. A different consecutive 24-month period can be used for each regulated NSR pollutant.
- (v) The average rate shall not be based on any consecutive 24-month period for which there is inadequate information for determining annual emissions, in tons per year, and for adjusting this amount if required by (b)(2)(B)(ii) and (b)(2)(B)(iii) above.
- (C) For a new emissions unit, the baseline actual emissions for purposes of determining the emissions increase that will result from the construction and operation of such unit shall equal zero; and thereafter, for all other purposes, shall equal the unit's potential to emit.
- (D) For a Plantwide Applicability Limitation (PAL) for a major polluting facility, the baseline actual emissions shall be calculated for existing electric utility steam generating units in accordance with the procedures contained in paragraph (b)(1)(A), for other existing emissions units in accordance with the procedures contained in paragraph (b)(1)(B), and for a new emissions unit in accordance with the procedures contained in paragraph (b)(1)(C).
- (2) FACILITY means any source or group of sources or other air contaminant-emitting activities which are located on one or more contiguous properties within the District, in actual physical contact or separated solely by a public roadway or other public right-of-way, and are owned or operated by the same person (or by persons under common control), or an outer continental shelf (OCS) source as determined in 40CFR 55.2. Such above-described groups, if noncontiguous, but connected only by land carrying a pipeline, shall not be considered one facility. Sources or installations involved in crude oil and gas production in Southern California Coastal or OCS Waters and transport of such crude oil and gas in Southern California Coastal or OCS Waters shall be included in the same facility which is under the same ownership or use entitlement as the crude oil and gas production facility on-shore.
- (3) LOWEST ACHIEVABLE EMISSIONS RATE (LAER) means the more stringent rate of emissions as defined in 40CFR 51.165(a)(1)(xiii).
- (4)(3) MAJOR MODIFICATION means:

- (A) Any physical change in or change in the method of operation of a major polluting facility that would result in: a significant emissions increase of a regulated NSR pollutant; and a significant net emissions increase of that pollutant from the major polluting facility.
- (B) A physical change or change in the method of operation shall not include:
  - (i) Routine maintenance, repair, and replacement;
  - (ii) Use of an alternative fuel or raw material by reason of an order under section 2 (a) and (b) of the Energy Supply and Environmental Coordination Act of 1974 (or any superseding legislation) or by reason of a natural gas curtailment plan pursuant to the Federal Power Act;
  - (iii) Use of an alternative fuel by reason of an order or rule under section 125 of the Energy Supply and Environmental Coordination Act;
  - (iv) Use of an alternative fuel at a steam generating unit to the extent that the fuel is generated from municipal solid waste;
  - (v) Use of an alternative fuel or raw material by a polluting facility which:
    - (A) The source was capable of accommodating before January 6, 1975, unless such change would be prohibited under any federally enforceable permit condition which was established after January 6, 1975, pursuant to 40 CFR 52.21 or under regulations approved pursuant to 40 CFR subpart I or 40 CFR 51.166; or
    - (B) The source is approved to use under any permit issued under 40 CFR 51.165;
  - (vi) An increase in the hours of operation or in the production rate, unless such change would be prohibited under any federally enforceable permit condition which was established after January 6, 1975 pursuant to 40 CFR 52.21 or under regulations approved pursuant to 40 CFR subpart I or 40 CFR 51.166;
  - (vii) Any change in ownership at a polluting facility.
- (C) This definition shall not apply with respect to a particular regulated NSR pollutant when the major polluting facility is complying with the requirements under subdivision (e) of this rule for a Plantwide

Applicability Limit (PAL) for that pollutant. Instead, the definition in paragraph (e)(2)(H) shall apply.

- (5)(4) MAJOR POLLUTING FACILITY means, on a pollutant specific basis, any emissions source located in areas federally designated pursuant to 40 CFR 81.305 as non-attainment for the South Coast Air Basin (SOCAB) which has actual emissions of, or the potential to emit, 100 tons or more per year of PM<sub>2.5</sub>, or its precursors. A facility is considered to be a major polluting facility only for the specific pollutant(s) with a potential to emit of 100 tons or more per year.
- (6)(5) MAJOR SOURCE as used in any definition found in 40CFR 51.165(a)(1), means the same as Major Polluting Facility, as defined in this rule.
- PLANTWIDE APPLICABILITY LIMITATION means an emissions limitation as defined in 40 CFR 51.165(f)(2)(v).
- (8)(7) PM<sub>2.5</sub> means airborne particulate matter with a nominal aerodynamic diameter of 2.5 micrometers or less as measured by an applicable the reference test methods in paragraph (h). Gaseous emissions which condense to form PM<sub>2.5</sub> at ambient temperatures shall also be included as PM<sub>2.5</sub>.
- (9)(8) PRECURSORS means, for the purposes of this rule, nitrogen oxides (NOx) and sulfur dioxides (SO<sub>2</sub>).
- (10)(9) PROJECTED ACTUAL EMISSIONS means the maximum annual rate, in tons per year, at which an existing emissions unit is projected to emit a regulated NSR pollutant in any one of the 5 years (12-month period) following the date the unit resumes regular operation after the project, or in any one of the 10 years following that date, if the project involves increasing the emissions unit's design capacity or its potential to emit that regulated NSR pollutant and full utilization of the unit would result in a significant emissions increase or a significant net emissions increase at the major polluting facility. In determining the projected annual emissions before beginning actual construction, the owner or operator of the major polluting facility:
  - (A) Shall consider all relevant information, including but not limited to, historical operational data, the company's own representations, the company's expected business activity and the company's highest projections of business activity, the company's filings with the State or Federal regulatory authorities, and any compliance plans; and

- (B) Shall include fugitive emissions to the extent quantifiable, and emissions associated with startups, shutdowns, and malfunctions; and,
- (C) Shall exclude, in calculating any increase in emissions that results from the particular project, that portion of the unit's emissions following the project that an existing unit could have accommodated during the consecutive 24-month period used to establish the baseline actual emissions and that are also unrelated to the particular project, including any increased utilization due to product demand growth.
- (11)(10) REGULATED NSR POLLUTANT means for the purpose of this rule any of the following pollutants: Nitrogen oxides (NOx), and sulfur dioxide (SO<sub>2</sub>) as  $PM_{2.5}$  precursors, and  $PM_{2.5}$ .
- (12)(11) REVIEWING AUTHORITY as used in any definition found in 40CFR 51.165(a)(1), means the same as Executive Officer, as defined in District Rule 102.
- (13)(12) SIGNIFICANT means, in reference to a net emissions increase or the potential of a source to emit any of the following pollutants, a rate of emissions that would equal or exceed any of the following rates:

Nitrogen oxides: 40 tons per year Sulfur dioxide: 40 tons per year

 $PM_{2.5}$ : 10 tons per year

(14)(13) SOURCE means, any permitted individual unit, piece of equipment, article, machine, process, contrivance, or combination thereof, which may emit or control an air contaminant. This includes any permit unit at any non-RECLAIM facility and any device at a RECLAIM facility.

#### (c) Requirements

- (1) The Executive Officer shall deny the Permit for a new major polluting facility; or major modification to a major polluting facility; or any modification to an existing facility that would constitute a major polluting facility in and of itself s, unless each of the following requirements is met:
  - (A) <u>Lowest Achievable Emission Rate (LAER)</u> is employed for the new or relocated source or for the actual modification to an existing source; and

- (B) Emission increases shall be offset\_at an offset ratio of 1.1:1 for  $PM_{2.5}$  and the ratio required in Regulation XIII or Rule 2005 for  $NO_x$  and  $SO_2$  as applicable; and
- (C) Certification is provided by the owner/operator that all major sources, as defined in the jurisdiction where the facilities are located, that are owned or operated by such person (or by any entity controlling, controlled by, or under common control with such person) in the State of California are subject to emission limitations and are in compliance or on a schedule for compliance with all applicable emission limitations and standards under the Clean Air Act; and
- (D) An analysis is conducted of alternative sites, sizes, production processes, and environmental control techniques for such proposed source and demonstration made that the benefits of the proposed project outweigh the environmental and social costs associated with that project.
- At such time that a particular source or a source undergoing modification becomes a major polluting facility or major modification solely by virtue of a relaxation in any enforcement limitation which was established after (date of adoption), June 3, 2011 on the capacity of the polluting facility or modification otherwise to emit PM<sub>2.5</sub> or its precursors to avoid applicability of this rule, such as a restriction on hours of operation, then the requirements of this rule shall apply to the source or modification as though construction had not yet commenced on the source or modification.
- (2)(3) Approval to construct shall not relieve any owner or operator of the responsibility to comply fully with applicable provisions of the permit and any other requirements under local, State, or Federal law."

### (d) Emission Calculations

(1) Except as provided in subdivision (e) of this rule, and consistent with the definition of a major modification, a project is a major modification for a regulated NSR pollutant if it causes two types of emission increases—a significant emissions increase and a significant net emissions increase. The procedure for calculating whether a significant emissions increase will occur at the major polluting facility depends on the type of emissions units being modified, according to paragraphs (d)(2) through (d)(5). The procedure for calculating whether a significant net emissions increase will occur at the

- major polluting facility is contained in the definition of the term Net Emission Increase.
- (2) Actual-to-projected-actual applicability tests for projects that only involve existing emissions units. A significant emissions increase of a regulated NSR pollutant is projected to occur if the sum of the difference between the projected actual emissions and the baseline actual emissions [as defined in sub-paragraph (b)(1)(A) and (b)(1)(B), as applicable] for each existing emissions unit, equals or exceeds the significant amount for that pollutant.
- (3) Actual-to-potential tests for projects that only involve construction of a new emissions unit(s). A significant emissions increase of a regulated NSR pollutant is projected to occur if the sum of the difference between the potential to emit from each new emissions unit following completion of the project and the baseline actual emissions (as defined in sub-paragraph (b)(1)(C)) of these units before the project equals or exceeds the significant amount for that pollutant.
- (4) Hybrid tests for projects that involve multiple types of emissions units. A significant emissions increase of a regulated NSR pollutant is projected to occur if the sum of the emissions increases for each emissions unit, using the method specified in paragraphs (d)(2) and (d)(3) as applicable with respect to each emissions units for each type of emissions unit equals or exceeds the significant amount for that pollutant.
- (5) In lieu of using the method set out in paragraph (d)(2), the owner or operator of a major polluting facility may elect to use the emissions unit's potential to emit, in tons per year to determine if a significant emissions increase is projected to occur. For this purpose, the unit's potential to emit shall include fugitive emissions (to the extent quantifiable).
- (e) Plantwide Application Applicability Limitation (PAL)
  - (1) Applicability
    - (A) The Executive Officer may approve the use of an actuals PAL for any existing major polluting facility if the PAL meets the requirements in paragraphs (e)(1) through (15) of this rule. The term "PAL" shall mean "actuals PAL" throughout subdivision (e) of this rule.

- (B) Any physical change in or change in the method of operation of a major polluting facility that maintains its total source-wide emissions below the PAL level, meets the requirements in paragraphs (e)(1) through (e)(15) of this rule, and complies with the PAL permit:
  - (i) Is not a major modification for the PAL pollutant;
  - (ii) Is not subject to the provisions in subdivision (c) of this rule; and
  - (iii) Is not subject to the provisions in paragraph (c)(2) of this rule.
- (C) Except as provided under clause (e)(1)(B)(iii), a major polluting facility shall continue to comply with all applicable Federal or State requirements, emission limitations, and work practice requirements that were established prior to the effective date of the PAL.
- (2) Definitions. The following definitions in subparagraphs (e)(2)(A) through (K) apply for the purposes of subdivision (e) of this rule. When a term is not defined below-, it shall have the meaning given in paragraph (b)(1) of this rule or in the Clean Air Act.
  - (A) ACTUALS PAL FOR A MAJOR POLLUTING FACILITY means a PAL based on the baseline actual emissions, of all emissions units at the source, that emit or have the potential to emit the PAL pollutant.
  - (B) ALLOWABLE EMISSIONS means "allowable emissions" as defined in 40CFR 51.165(a)(1)(xi), except as this definition is modified according to clauses (e)(2)(B(i) and (ii).
    - (i) The allowable emissions for any emissions unit shall be calculated considering any emission limitations that are enforceable as a practical matter on the emissions unit's potential to emit.
    - (ii) An emissions unit's potential to emit shall be determined using the definition in 40CFR 51.165(a)(1)(iii), except that the words "or enforceable as a practical matter" should be added after "federally enforceable."
  - (C) SMALL EMISSIONS UNIT means an emissions unit that emits or has the potential to emit the PAL pollutant in an amount less than the significant level for that PAL pollutant, as defined in paragraph (b)(12) of this rule or in the Clean Air Act, whichever is lower.
  - (D) MAJOR EMISSIONS UNIT means:
    - (i) Any emissions unit that emits or has the potential to emit 100 tons per year or more of the PAL pollutant in an attainment area; or

- (ii) Any emissions unit that emits or has the potential to emit the PAL pollutant in an amount that is equal to or greater than the major source threshold for the PAL pollutant as defined by the Clean Air Act for non-attainment areas.
- (E) PLANTWIDE APPLICABILITY LIMITATION (PAL) means an emission limitation expressed in tons per year, for a pollutant at a major polluting facility, that is enforceable as a practical matter and established source-wide in accordance with paragraphs (e)(1) through (e)(15) of this rule.
- (F) PAL EFFECTIVE DATE generally means the date of issuance of the PAL permit. The PAL effective date for an increased PAL is the date any emissions unit which is part of the PAL major modification becomes operational and begins to emit the PAL pollutant.
- (G) PAL EFFECTIVE PERIOD means the period beginning with the PAL effective date and ending 10 years later.
- (H) PAL MAJOR MODIFICATION means any physical change in or change in the method of operation of the PAL source that causes it to emit the PAL pollutant at a level equal to or greater than the PAL.
- (I) PAL PERMIT means the major NSR permit, the minor NSR permit, or the Title V permit issued by the Executive Officer that establishes a PAL for a major polluting facility.
- (J) PAL POLLUTANT means the pollutant for which a PAL is established at a major polluting facility.
- (K) SIGNIFICANT EMISSIONS UNIT means an emissions unit that emits or has the potential to emit a PAL pollutant in an amount that is equal to or greater than the significant level (as defined in paragraph (b)(12) of this rule or in the Clean Air Act, whichever is lower) for that PAL pollutant, but less than the amount that would qualify the unit as a major emissions unit as defined in subparagraph (e)(2)(D) of this rule.
- (3) Permit application requirements-
  - As part of a permit application requesting a PAL, the owner or operator of a major polluting facility shall submit the following information to the Executive Officer for approval:
  - (A) A list of all emissions units at the source designated as small, significant or major based on their potential to emit. In addition, the owner or

- operator of the source shall indicate which, if any, Federal or State applicable requirements, emission limitations or work practices apply to each unit.
- (B) Calculations of the baseline actual emissions (with supporting documentation). Baseline actual emissions are to include emissions associated not only with operation of the unit, but also emissions associated with startup, shutdown and malfunction.
- (C) The calculation procedures that the major polluting facility owner or operator proposes to use to convert the monitoring system data to monthly emissions and annual emissions based on a 12-month rolling total for each month as required by subparagraph (e)(13)(A) of this rule.
- (4) General requirements for establishing PALs
  - (A) The Executive Officer may establish a PAL at a major polluting facility, provided that at a minimum, the requirements in sub-paragraph (e)(4)(A) of this rule are met.
    - (i) The PAL shall impose an annual emission limitation, in tons per year, that is enforceable as a practical matter, for the entire major polluting facility. For each month during the PAL effective period after the first 12 months of establishing a PAL, the major polluting facility owner or operator shall show that the sum of the monthly emissions from each emissions unit under the PAL for the previous 12 consecutive months is less than the PAL (a 12-month average, rolled monthly). For each month during the first 11 months from the PAL effective date, the major polluting facility owner or operator shall show that the sum of the preceding monthly emissions from the PAL effective date for each emissions unit under the PAL is less than the PAL.
    - (ii) The PAL shall be established in a PAL permit that meets the public participation requirements in paragraph (e)(5) of this rule.
    - (iii) The PAL permit shall contain all the requirements of paragraph (e)(7) of this rule.
    - (iv) The PAL shall include fugitive emissions, to the extent quantifiable, from all emissions units that emit or have the potential to emit the PAL pollutant at the major polluting facility.
    - (v) Each PAL shall regulate emissions of only one pollutant.

- (vi) Each PAL shall have a PAL effective period of 10 years.
- (vii) The owner or operator of the major polluting facility with a PAL shall comply with the monitoring, recordkeeping, and reporting requirements provided in paragraphs (e)(12) through (14) of this rule for each emissions unit under the PAL through the PAL effective period.
- (B) At no time (during or after the PAL effective period) are emissions reductions of a PAL pollutant, which occur during the PAL effective period, creditable as decreases for purposes of generating offsets unless the level of the PAL is reduced by the amount of such emissions reductions and such reductions would be creditable in the absence of the PAL.
- (5) Public participation requirement for PALs-

Prior to the issuance of a new, renewed or increased PAL, the Executive Officer shall comply with the public participation requirements of District Rule 212(g). The Executive Officer must address all material comments before taking final action on the permit.

- (6) Setting the 10-year actuals PAL level
  - (A) Except as provided in paragraph (e)(6)(B) of this rule, the actuals PAL level for a major polluting facility shall be established as the sum of the baseline actual emissions of the PAL pollutant for each emissions unit at the source; plus an amount equal to the applicable significant level for the PAL pollutant under paragraph (b)(12) of this rule or under the Act, whichever is lower. When establishing the actuals PAL level, for a PAL pollutant, only one consecutive 24-month period must be used to determine the baseline actual emissions for all existing emissions units. However, a different consecutive 24-month period may be used for each different PAL pollutant. Emissions associated with units that were permanently shut down after this 24-month period must be subtracted from the PAL level. The Executive Officer shall specify a reduced PAL level(s) (in tons/yr) in the PAL permit to become effective on the future compliance date(s) of any applicable Federal or State regulatory requirement(s) that the Executive Officer is aware of prior to issuance of the PAL permit.

- (B) For newly constructed units (which do not include modifications to existing units) on which actual construction began after the 24-month period, in lieu of adding the baseline actual emissions as specified in sub-paragraph (f)(6)(A) of this rule, the emissions must be added to the PAL level in an amount equal to the potential to emit of the units.
- (7) Contents of the PAL permit.

The PAL permit shall contain, at a minimum, the following information.

- (A) The PAL pollutant and the applicable source-wide emission limitation in tons per year.
- (B) The PAL permit effective date and the expiration date of the PAL (PAL effective period).
- (C) Specification in the PAL permit that if a major polluting facility owner or operator applies to renew a PAL in accordance with paragraph (e)(10) of this rule before the end of the PAL effective period, then the PAL shall not expire at the end of the PAL effective period. It shall remain in effect until a revised PAL permit is issued by the Executive Officer.
- (D) A requirement that emission calculations for compliance purposes include emissions from startups, shutdowns and malfunctions.
- (E) A requirement that, once the PAL expires, the major polluting facility is subject to the requirements of paragraph (e)(9) of this rule.
- (F) The calculation procedures that the major polluting facility owner or operator shall use to convert the monitoring system data to monthly emissions and annual emissions based on a 12-month rolling total for each month as required by sub-paragraph (e)(13)(A) of this rule.
- (G) A requirement that the major polluting facility owner or operator monitor all emissions units in accordance with the provisions under paragraph (e)(12) of this rule.
- (H) A requirement to retain the records required under paragraph (e)(13) of this rule on site. Such records may be retained in an electronic format.
- (I) A requirement to submit the reports required under paragraph (e)(14) of this rule by the required deadlines.
- (J) Any other requirements that the Executive Officer deems necessary to implement and enforce the PAL.
- (8) PAL effective period and reopening of the PAL permit.

The PAL shall include the following information:

- (A) PAL effective period. The Executive Officer shall specify a PAL effective period of 10 years.
- (B) Reopening of the PAL permit.
  - (i) During the PAL effective period, the plan shall require the Executive Officer to reopen the PAL permit to:
    - (A) Correct typographical/calculation errors made in setting the PAL or reflect a more accurate determination of emissions used to establish the PAL.
    - (B) Reduce the PAL if the owner or operator of the major polluting facility creates creditable emissions reductions for use as offsets.
    - (C) Revise the PAL to reflect an increase in the PAL as provided under paragraph (e)(11) of this rule.
  - (ii) The Executive Officer may reopen the PAL permit for the following:
    - (A) Reduce the PAL to reflect newly applicable Federal requirements (for example, New Source Performance Standard) with compliance dates after the PAL effective date.
    - (B) Reduce the PAL consistent with any other requirement, that is enforceable as a practical matter, and that the State may impose on the major polluting facility under the District rules.
    - (C) Reduce the PAL if the Executive Officer determines that a reduction is necessary to avoid causing or contributing to a NAAQS or PSD increment violation, or to an adverse impact on an air quality related value that has been identified for a Federal Class I area by a Federal Land Manager and for which information is available to the general public.
  - (iii) Except for the permit reopening in paragraph (e)(8)(B)(i)(A) of this rule for the correction of typographical/calculation errors that do not increase the PAL level, all other re-openings shall be carried out in accordance with the public participation requirements of paragraph (e)(5) of this rule.
- (9) Expiration of a PAL.

Any PAL which is not renewed in accordance with the procedures in paragraph (e)(10) of this rule shall expire at the end of the PAL effective period, and the requirements in paragraph (e)(9) shall apply.

- (A) Each emissions unit (or each group of emissions units) that existed under the PAL shall comply with an allowable emission limitation under a revised permit established according to the following procedures:
  - (i) Within the time frame specified for PAL renewals in subparagraph (e)(10)(B), the major polluting facility shall submit a proposed allowable emission limitation for each emissions unit (or each group of emissions units, if such a distribution is more appropriate as decided by the Executive Officer) by distributing the PAL allowable emissions for the major polluting facility among each of the emissions units that existed under the PAL. If the PAL had not yet been adjusted for an applicable requirement that became effective during the PAL effective period, as required under paragraph (e)(10)(E) of this rule, such distribution shall be made as if the PAL had been adjusted.
  - (ii) The Executive Officer shall decide whether and how the PAL allowable emissions will be distributed and issue a revised permit incorporating allowable limits for each emissions unit, or each group of emissions units, as the Executive Officer determines is appropriate.
- (B) Each emissions unit shall comply with the allowable emission limitation on a 12-month rolling basis. The Executive Officer may approve the use of monitoring systems (source testing, emission factors, etc.) other than CEMS (Continuous emissions monitoring system), CERMS (Continuous emissions rate monitoring system), PEMS (Predictive emissions monitoring system) or CPMS (Continuous parameter monitoring system) to demonstrate compliance with the allowable emission limitation.
- (C) Until the Executive Officer issues the revised permit incorporating allowable limits for each emissions unit, or each group of emissions units, as required under clause (e)(9)(A)(i) of this rule, the source shall continue to comply with a source-wide, multi-unit emissions cap equivalent to the level of the PAL emission limitation.

- (D) Any physical change or change in the method of operation at the major polluting facility will be subject to the nonattainment major NSR requirements if such change meets the definition of major modification in paragraph (b)(3) of this rule.
- (E) The major polluting facility owner or operator shall continue to comply with any State or Federal applicable requirements (BACT, RACT, NSPS, etc.) that may have applied either during the PAL effective period or prior to the PAL effective period except for those emission limitations that had been established pursuant to 40CFR 51.165 (a)(5)(ii), but were eliminated by the PAL in accordance with the provisions in paragraph (e)(1)(B)(iii) of this rule.

### (10) Renewal of a PAL.

- (A) The Executive Officer shall follow the procedures specified in paragraph (e)(5) of this rule in approving any request to renew a PAL for a major polluting facility, and shall provide both the proposed PAL level and a written rationale for the proposed PAL level to the public for review and comment. During such public review, any person may propose a PAL level for the source for consideration by the Executive Officer.
- (B) Application deadline. The plan shall require that a major polluting facility owner or operator shall submit a timely application to the Executive Officer to request renewal of a PAL. A timely application is one that is submitted at least 6 months prior to, but not earlier than 18 months from, the date of permit expiration. If the owner or operator of a major polluting facility submits a complete application to renew the PAL within this time period, then the PAL shall continue to be effective until the revised permit with the renewed PAL is issued.
- (C) Application requirements. The application to renew a PAL permit shall contain the information required in paragraphs (e)(10)(C)(i) through (iv) of this rule.
  - (i) The information required in paragraphs (e)(3)(A) through (C) of this rule.
  - (ii) A proposed PAL level.
  - (iii) The sum of the potential to emit of all emissions units under the PAL (with supporting documentation).

- (iv) Any other information the owner or operator wishes the Executive Officer to consider in determining the appropriate level for renewing the PAL.
- (D) PAL adjustment. In determining whether and how to adjust the PAL, the Executive Officer shall consider the options outlined in paragraphs (e)(10)(D)(i) and (ii) of this rule. However, in no case may any such adjustment fail to comply with paragraph (e)(10)(D)(iii) of this rule.
  - (i) If the emissions level calculated in accordance with paragraph (e)(6) of this rule is equal to or greater than 80 percent of the PAL level, the Executive Officer may renew the PAL at the same level without considering the factors set forth in paragraph (e)(10)(D)(ii) of this rule; or
  - (ii) The Executive Officer may set the PAL at a level that it determines to be more representative of the source's baseline actual emissions, or that it determines to be appropriate considering air quality needs, advances in control technology, anticipated economic growth in the area, desire to reward or encourage the source's voluntary emissions reductions, or other factors as specifically identified by the Executive Officer in its written rationale.
  - (iii) Notwithstanding (e)(10)(D)(i) and (ii) of this rule,
    - (A) If the potential to emit of the major polluting facility is less than the PAL, the Executive Officer shall adjust the PAL to a level no greater than the potential to emit of the source; and
    - (B) The Executive Officer shall not approve a renewed PAL level higher than the current PAL, unless the major polluting facility has complied with the provisions of paragraph (e)(11) of this rule.
- (E) If the compliance date for a State or Federal requirement that applies to the PAL source occurs during the PAL effective period, and if the Executive Officer has not already adjusted for such requirement, the PAL shall be adjusted at the time of PAL permit renewal or title V permit renewal, whichever occurs first.
- (11) Increasing a PAL during the PAL effective period.

- (A) The plan shall require that the Executive Officer may increase a PAL emission limitation only if the major polluting facility complies with the provisions in clause (e)(11)(A)(i) through (e)(11)(A)(iv) of this rule.
  - (i) The owner or operator of the major polluting facility shall submit a complete application to request an increase in the PAL limit for a PAL major modification. Such application shall identify the emissions unit(s) contributing to the increase in emissions so as to cause the major polluting facility's emissions to equal or exceed its PAL.
  - As part of this application, the major polluting facility owner or (ii) operator shall demonstrate that the sum of the baseline actual emissions of the small emissions units, plus the sum of the baseline actual emissions of the significant and major emissions units assuming application of BACT equivalent controls, plus the sum of the allowable emissions of the new or modified emissions unit(s) exceeds the PAL. The level of control that would result from BACT equivalent controls on each significant or major emissions unit shall be determined by conducting a new BACT analysis at the time the application is submitted, unless the emissions unit is currently required to comply with a BACT or LAER requirement that was established within the preceding 10 years. In such a case, the assumed control level for that emissions unit shall be equal to the level of BACT or LAER with which that emissions unit must currently comply.
  - (iii) The owner or operator obtains a major NSR permit for all emissions unit(s) identified in paragraph (e)(11)(A)(i) of this rule, regardless of the magnitude of the emissions increase resulting from them. These emissions unit(s) shall comply with any emissions requirements resulting from the nonattainment major NSR program process (for example, LAER), even though they have also become subject to the PAL or continue to be subject to the PAL.
  - (iv) The PAL permit shall require that the increased PAL level shall be effective on the day any emissions unit that is part of the PAL major modification becomes operational and begins to emit the PAL pollutant.

- (B) The Executive Officer shall calculate the new PAL as the sum of the allowable emissions for each modified or new emissions unit, plus the sum of the baseline actual emissions of the significant and major emissions units (assuming application of BACT equivalent controls as determined in accordance with paragraph (e)(11)(A)(ii)), plus the sum of the baseline actual emissions of the small emissions units.
- (C) The PAL permit shall be revised to reflect the increased PAL level pursuant to the public notice requirements of paragraph (e)(5) of this rule.

#### (12) Monitoring requirements for PALs

- (A) General requirements.
  - i) Each PAL permit must contain enforceable requirements for the monitoring system that accurately determines plantwide emissions of the PAL pollutant in terms of mass per unit of time. Any monitoring system authorized for use in the PAL permit must be based on sound science and meet generally acceptable scientific procedures for data quality and manipulation. Additionally, the information generated by such system must meet minimum legal requirements for admissibility in a judicial proceeding to enforce the PAL permit.
  - (ii) The PAL monitoring system must employ one or more of the four general monitoring approaches meeting the minimum requirements set forth in paragraphs (e)(12)(B)(i) through (iv) of this rule and must be approved by the Executive Officer.
  - (iii) Notwithstanding paragraph (e)(12)(A)(ii) of this rule, a major polluting facility may also employ an alternative monitoring approach that meets paragraph (e)(12)(A)(i) of this rule if approved by the Executive Officer.
  - (iv) Failure to use a monitoring system that meets the requirements of this rule renders the PAL invalid.
- (B) Minimum Performance Requirements for Approved Monitoring Approaches. The following are acceptable general monitoring approaches when conducted in accordance with the minimum requirements in paragraphs (e)(12)(C) through (I) of this rule:
  - (i) Mass balance calculations for activities using coatings or solvents;

- (ii) CEMS;
- (iii) CPMS or PEMS; and
- (iv) Emission Factors.
- (C) Mass Balance Calculations. An owner or operator using mass balance calculations to monitor PAL pollutant emissions from activities using coating or solvents shall meet the following requirements:
  - (i) Provide a demonstrated means of validating the published content of the PAL pollutant that is contained in or created by all materials used in or at the emissions unit;
  - (ii) Assume that the emissions unit emits all of the PAL pollutant that is contained in or created by any raw material or fuel used in or at the emissions unit, if it cannot otherwise be accounted for in the process; and
  - (iii) Where the vendor of a material or fuel, which is used in or at the emissions unit, publishes a range of pollutant content from such material, the owner or operator must use the highest value of the range to calculate the PAL pollutant emissions unless the Executive Officer determines there is site-specific data or a sitespecific monitoring program to support another content within the range.
- (D) CEMS. An owner or operator using CEMS to monitor PAL pollutant emissions shall meet the following requirements:
  - (i) CEMS must comply with applicable Performance Specifications found in 40 CFR part 60, appendix B; and
  - (ii) CEMS must sample, analyze and record data at least every 15 minutes while the emissions unit is operating.
- (E) CPMS or PEMS. An owner or operator using CPMS or PEMS to monitor PAL pollutant emissions shall meet the following requirements:
  - (i) The CPMS or the PEMS must be based on current site-specific data demonstrating a correlation between the monitored parameter(s) and the PAL pollutant emissions across the range of operation of the emissions unit; and
  - (ii) Each CPMS or PEMS must sample, analyze, and record data at least every 15 minutes, or at another less frequent interval approved by the Executive Officer, while the emissions unit is operating.

- (F) Emission factors. An owner or operator using emission factors to monitor PAL pollutant emissions shall meet the following requirements:
  - (i) All emission factors shall be adjusted, if appropriate, to account for the degree of uncertainty or limitations in the factors' development;
  - (ii) The emissions unit shall operate within the designated range of use for the emission factor, if applicable; and
  - (iii) If technically practicable, the owner or operator of a significant emissions unit that relies on an emission factor to calculate PAL pollutant emissions shall conduct validation testing to determine a site-specific emission factor within 6 months of PAL permit issuance, unless the Executive Officer determines that testing is not required.
- (G) A source owner or operator must record and report maximum potential emissions without considering enforceable emission limitations or operational restrictions for an emissions unit during any period of time that there is no monitoring data, unless another method for determining emissions during such periods is specified in the PAL permit.
- (H) Notwithstanding the requirements in paragraphs (e)(12)(C) through (G) of this rule, where an owner or operator of an emissions unit cannot demonstrate a correlation between the monitored parameter(s) and the PAL pollutant emissions rate at all operating points of the emissions unit, the Executive Officer shall, at the time of permit issuance:
  - (i) Establish default value(s) for determining compliance with the PAL based on the highest potential emissions reasonably estimated at such operating point(s); or
  - (ii) Determine that operation of the emissions unit during operating conditions when there is no correlation between monitored parameter(s) and the PAL pollutant emissions is a violation of the PAL.
- (I) Re-validation. All data used to establish the PAL pollutant must be revalidated through performance testing or other scientifically valid means approved by the Executive Officer. Such testing must occur at least once every 5 years after issuance of the PAL.
- (13) Recordkeeping requirements.

- (A) The PAL permit shall require an owner or operator to retain a copy of all records necessary to determine compliance with any requirement of paragraph (e) of this rule and of the PAL, including a determination of each emissions unit's 12-month rolling total emissions, for 5 years from the date of such record.
- (B) The PAL permit shall require an owner or operator to retain a copy of the following records for the duration of the PAL effective period plus 5 years:
  - (i) A copy of the PAL permit application and any applications for revisions to the PAL; and
  - (ii) Each annual certification of compliance pursuant to title V and the data relied on in certifying the compliance.
- (14) Reporting and notification requirements. The owner or operator shall submit semi-annual monitoring reports and prompt deviation reports to the Executive Officer in accordance with the applicable title V operating permit program. The reports shall meet the requirements in paragraphs (e)(14)(A) through (C).
  - (A) Semi-Annual Report. The semi-annual report shall be submitted to the Executive Officer within 30 days of the end of each reporting period. This report shall contain the information required in paragraphs (e)(14)(A)(i) through (vii) of this rule.
    - (i) The identification of owner and operator and the permit number.
    - (ii) Total annual emissions (tons/year) based on a 12-month rolling total for each month in the reporting period recorded pursuant to paragraph (e)(13)(A) of this rule.
    - (iii) All data relied upon, including, but not limited to, any Quality Assurance or Quality Control data, in calculating the monthly and annual PAL pollutant emissions.
    - (iv) A list of any emissions units modified or added to the major polluting facility during the preceding 6-month period.
    - (v) The number, duration, and cause of any deviations or monitoring malfunctions (other than the time associated with zero and span calibration checks), and any corrective action taken.
    - (vi) A notification of a shutdown of any monitoring system, whether the shutdown was permanent or temporary, the reason for the shutdown, the anticipated date that the monitoring system will be

- fully operational or replaced with another monitoring system, and whether the emissions unit monitored by the monitoring system continued to operate, and the calculation of the emissions of the pollutant or the number determined by method included in the permit, as provided by paragraph (e)(12)(G) of this rule.
- (vii) A signed statement by the responsible official (as defined by the applicable title V operating permit program) certifying the truth, accuracy, and completeness of the information provided in the report.
- (B) Deviation report. The major polluting facility owner or operator shall promptly submit reports of any deviations or exceedance of the PAL requirements, including periods where no monitoring is available. A report submitted pursuant to 40CFR 70.6(a)(3)(iii)(B) shall satisfy this reporting requirement. The deviation reports shall be submitted within the time limits prescribed by District Rule 3004(g)(4). The reports shall contain the following information:
  - (i) The identification of owner and operator and the permit number;
  - (ii) The PAL requirement that experienced the deviation or that was exceeded:
  - (iii) Emissions resulting from the deviation or the exceedance; and
  - (iv) A signed statement by the responsible official (as defined by the applicable title V operating permit program) certifying the truth, accuracy, and completeness of the information provided in the report.
- (C) Re-validation results. The owner or operator shall submit to the Executive Officer the results of any re-validation test or method within 3 months after completion of such test or method.
- (15) Transition requirements.
  - (A) The Executive Officer may not issue a PAL that does not comply with the requirements in paragraphs (e)(1) through (15) of this rule after the EPA has approved this rule as part of the California State Implementation Plan.
- (f) Two Year Limit on Facility Exemption

Any facility, with accumulated emission increases in excess of 100 tons per year of  $PM_{2.5}$  due to permit actions within any two-year period after June 3, 2011, shall offset the total emission increases during such period to zero.

### (g) Recordkeeping Requirements

- (1) If an owner or operator uses the calculation methods specified in paragraphs (d)(2) or (d)(4) of this rule to calculate projected actual emissions, and where there is a reasonable possibility, within the meaning of paragraph (g)(6) of this rule, that a project that is not a part of a major modification may result in a significant emissions increase of such pollutant, then before beginning actual construction of the project, the owner or operator shall document and maintain a record of the following information:
  - (A) A description of the project;
  - (B) Identification of the emissions unit(s) whose emissions of a regulated NSR pollutant could be affected by the project; and
  - (C) A description of the applicability test used to determine that the project is not a major modification for any regulated NSR pollutant, including the baseline actual emissions, the projected actual emissions, the amount of emissions excluded under paragraph (b)(9)(C) of this rule and an explanation for why such amount was excluded, and any netting calculations, if applicable.
- (2) If the emissions unit is an existing electric utility steam generating unit, before beginning actual construction, the owner or operator shall provide a copy of the information set out in paragraph (g)(1) to the Executive Officer. Nothing in this paragraph shall be construed to require the owner or operator of such a unit to obtain any determination from the Executive Officer before beginning actual construction.
- (3) The owner or operator shall monitor the emissions of any regulated NSR pollutant that could increase as a result of the project and that is emitted by any emissions units identified in paragraph (g)(1)(B); and calculate and maintain a record of the annual emissions, in tons per year on a calendar year basis, for a period of 5 years following resumption of regular operations after the change, or for a period of 10 years following resumption of regular operations after the change if the project increases the design capacity or potential to emit of that regulated NSR pollutant at such emissions unit.

- (4) If the unit is an existing electric utility steam generating unit, the owner or operator shall submit a report to the Executive Officer within 60 days after the end of each year during which records must be generated under paragraph (g)(3) setting out the unit's annual emissions.
- (5) If the unit is an existing unit other than an electric utility steam generating unit, the owner or operator shall submit a report to the Executive Officer if the annual emissions, in tons per year, from the project identified in paragraph (g)(1), exceed the baseline actual emissions (as documented and maintained pursuant to paragraph (g)(1)(C), by a significant amount (as defined in paragraph (b)(12) of this rule) for that regulated NSR pollutant, and if such emissions differ from the preconstruction projection as documented and maintained pursuant to paragraph (g)(1)(C). Such report shall be submitted to the Executive Officer within 60 days after the end of such year. The report shall contain the following:
  - (A) The name, address and telephone number of the major polluting facility;
  - (B) The annual emissions as calculated pursuant to paragraph (g)(3); and
  - (C) Any other information that the owner or operator wishes to include in the report (e.g., an explanation as to why the emissions differ from the preconstruction projection).
- (6) A "reasonable possibility" occurs when the owner or operator calculates the project to result in either:
  - (A) A projected actual emissions increase of at least 50 percent of the amount that is a "significant emissions increase," as defined under paragraph (b)(12) of this rule (without reference to the amount that is a significant net emissions increase), for the regulated NSR pollutant; or
  - (B) A projected actual emissions increase that, added to the amount of emissions excluded under paragraph (b)(9)(C), sums to at least 50 percent of the amount that is a "significant emissions increase," as defined under paragraph (b)(12) of this rule (without reference to the amount that is a significant net emissions increase), for the regulated NSR pollutant. For a project for which a reasonable possibility occurs only within the meaning of paragraph (g)(6)(B) of this rule, and not also within the meaning of paragraph (g)(6)(A) of this rule, then provisions (g)(2) through (5) do not apply to the project.

### (h) Test Methods

For the purpose of this rule only, testing for point sources of  $PM_{2.5}$  shall be in accordance with U.S. EPA Test Methods 201A and 202.

### (i) Exclusions

The provisions of Rule 1304 – Exemptions, and Rule 1309.1 – Priority Reserve, and Rule 1315 – Federal New Source Review Tracking System do not apply for the purposes of this rule. Rule 1325 and not other provisions of Regulation XIII regulates PM<sub>2.5</sub> as a non attainment pollutant.

### ATTACHMENT F

# SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

# **Staff Report**

Proposed Amended Rule 1325 – Federal PM<sub>2.5</sub> New Source Review Program

#### December 2014

### **Deputy Executive Officer**

Planning, Rule Development, and Area Sources Elaine Chang, Dr.PH

### **Assistant Deputy Executive Officer**

Planning, Rule Development, and Area Sources Philip M. Fine, Ph.D.

# **Planning and Rules Manager**

Planning, Rule Development, and Area Sources Naveen Berry

AUTHORS: Cynthia Carter AQ Specialist

Mike Morris AQ Specialist

REVIEWED BY: Robert Pease Program Supervisor

William Wong Principal Deputy District Counsel

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# SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT GOVERNING BOARD

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Cities of Los Angeles County/Western Region

SHAWN NELSON

Supervisor, Fourth District

County of Orange

DR. CLARK E. PARKER, SR.

Senate Rules Appointee

MIGUEL A. PULIDO

Mayor, Santa Ana

Cities of Orange County

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

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### INTRODUCTION

In March 2014, U.S. Environmental Protection Agency (EPA) reviewed Rule 1325 – Federal PM<sub>2.5</sub> New Source Review Program for State Implementation Plan approvability and notified SCAQMD that there were corrections needed in the rule even though the rule incorporates by reference federal regulations. The specific changes are described below under Regulatory History.

### **REGULATORY HISTORY**

Rule 1325 was adopted June 3, 2011 to incorporate U.S. EPA's requirements for PM<sub>2.5</sub> into Regulation XIII – New Source Review. The rule mirrors federal requirements which include the definition of major source, significant emissions rate, offset ratios, and the applicability requirements of LAER, facility compliance, offsets, and control of PM<sub>2.5</sub> precursors. The rule is applicable to major polluting facilities, which are defined by rule as sources with actual emissions, or the potential to emit, 100 tons per year or more of PM<sub>2.5</sub> or its precursors.

With respect to precursors, NOx and SOx are considered PM2.5 precursors in all cases. Under U.S. EPA's earlier guidance, VOC and ammonia were presumed not to be precursors required to be subject to PM2.5 NSR rules. Under a 2013 court discussion decision, U.S. EPA has been required to apply PM10-specific provisions of the CAA to PM2.5. Therefore, U.S. EPA asked staff to address § 189 (e) of the CAA, under which all precursors, including ammonia and VOC are subject to the PM10 requirements of the CAA unless U.S. EPA determines that such sources do not contribute significantly to PM10 levels (here, PM2.5 levels) which exceed the standard.

On March 10, 2014, U.S. EPA specified three desired clarifications with respect to the Clean Air Act. The specific clarifications described by U.S. EPA are as follows:

- 1. While Rule 1325 (c)(1)(B) states that offsets are required, it does not contain any specific requirements that ensure that the offsets meet federal requirements, ie.:
  - a) That the offsets are in effect by the time of permit issuance and enforceable by the time the source commences operation;
  - b) That the offsets are based on real reductions in actual emissions; and
  - c) That emission reductions must be surplus to other Part D offset requirements (CAA § 173(c)).
- 2. The definition of Regulated NSR Pollutant needs to include any language to satisfy the provision in 40 CFR 51.165 (a)(1)(xxxvii)(D). To correct this, SCAQMD must add

substantially equivalent language to either the definition of Regulated NSR Pollutant or the definition of  $PM_{2.5}$ .

3. There are no provisions to implement the enforcement procedures of 40 CFR 51.165 (a)(5)(i) to provide that issuance of an approval to construct shall not relieve any owner or operator of the responsibility to comply fully with applicable provisions of the plan and any other requirements under local, State or Federal law.

(Staff is treating this comment as pertaining to permits. It should also be noted that all SCAQMD permits have contained this language for decades, but there is no specific rule provision so stating).

In response to their request, SCAQMD staff has proposed amendments to the rule to address the U.S. EPA comments.

### PROPOSED MODIFICATIONS TO RULE 1325

### Applicability (a)

A clarification is included to specify that the rule applies to PM<sub>2.5</sub> and its precursors.

### Definitions (b)

(b)(3) - Lowest Achievable Emission Rate (LAER)

The definition for (LAER) will be deleted as 40 CFR 51.165 is already referenced in the rule.

$$(b)(7) - PM_{2.5}$$

The definition for  $PM_{2.5}$  has been modified to indicate that gaseous emissions which condense to form  $PM_{2.5}$  at ambient temperatures are also to be included as  $PM_{2.5}$ . The rule section which contains applicable testing requirements is also specified. This amendment addresses the second issue identified by U.S. EPA in their March 10, 2104 correspondence.

However, staff's analysis concluded that all of the applicable sources (Major Polluting Facilities actual or potential to emit 100 tons or greater per year of VOC or ammonia) make up a small fraction of the overall contribution of gaseous emissions contributing to ambient levels of PM2.5. As shown in Table 1 below, all of the Major Polluting Facilities' VOC or ammonia emissions contribute less than two percent of the overall contributions from these potential precursors. Furthermore, both VOC and ammonia emissions are subject to BACT under the existing NSR at a zero threshold, so those emissions will still be minimized. VOC emissions are also required to be offset when a

new or modified source has the potential to emit four tons per year or more of VOC, which is well below the PM2.5 rule level that would require offsets. So the only practical difference is that any new or modified source of 100 tons per year or more of ammonia will not need offsets. It is staff's opinion that this showing comports with the requirements of Section 189 (e) of the CAA, such that EPA should find that VOC and ammonia are not required to be treated as precursors of PM2.5 under this rule.

**Table 1 – Gaseous Emissions Contributions** 

	All Sources	Major Polluting Facilities	Relative
Pollutant	(tons per day)	(tons per day)	Contribution
Ammonia	99 <sup>1</sup>	$1.7^{2}$	1.7%
VOC	451 <sup>3</sup>	$8.0^{2}$	1.8%

- ARB Almanac 2013 Appendix B: County Level Emissions and Air Quality by Air Basin; County Emission Trends and Forecasts 2012 Emissions
- 2. 2013 SCAQMD Annual Emission Reporting
- 2012 AQMP Appendix III: Base and Future Year Emission Inventory; 2014 Annual Average Emissions by Source Category in South Coast Air Basin

### Requirements (c)(3)

A provision is included to specify that approval to construct does not relieve owners and operators of the responsibility to comply fully with applicable provisions of the permit and other requirements under local, State or Federal law. This amendment addresses the third issue identified by U.S. EPA in their March 10, 2014 correspondence.

#### Exclusions (i)

Rule 1315 – Federal New Source Review Tracking System is included to denote that the provisions in Rule 1315 do not apply to Rule 1325. The provision that stated that Rule 1325 applied as opposed to other Regulation XIII rules was removed. The removal clarifies that Rules 1306 – Emission Calculations and 1309 – Emission Reduction Credits and Short Term Credits apply, which addresses the first issue identified by U.S. EPA in their March 10, 2014 correspondence, i.e. that the program specifically require offsets to meet federal CAA requirements, because Rules 1309 and 1306 include these requirements.

Minor corrections of typographical errors are also included in the proposed amended rule.

#### **EMISSION IMPACT ASSESSMENT**

The proposed amendments are administrative in nature and will not impact the emission inventory nor result in any emission reductions.

#### SOCIOECONOMIC IMPACT ASSESSMENT

The proposed amendments to Rule 1325 do not significantly affect air quality or emission limitations and therefore a socioeconomic impact analysis pursuant to California Health and Safety Code Sections 40440.8 and 40728.5 is not required.

#### Cost and Cost-Effectiveness

The proposed amendments will not result in additional costs to industry. Since there is no additional cost and no change in emissions, cost effectiveness is not applicable.

#### **Incremental Cost-Effectiveness**

Under Health and Safety Code Section 40920.6, the SCAQMD is required to perform an incremental cost analysis when adopting a Best Available Retrofit Control Technology (BARCT) rule or feasible measure required by the California Clean Air Act. To perform this analysis, the SCAQMD must (1) identify one or more control options achieving the emission reduction objectives for the proposed rule, (2) determine the cost effectiveness for each option, and (3) calculate the incremental cost effectiveness for each option. To determine incremental costs, the SCAQMD must "calculate the difference in the dollar costs divided by the difference in the emission reduction potentials between each progressively more stringent potential control option as compared to the next less expensive control option."

Proposed Amended Rule 1325 addresses administrative issues identified by the U.S. EPA. The proposed amended rule does not implement a BARCT rule or a feasible measure required by the California Clean Air Act. Thus an incremental cost analysis is not required.

#### CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The SCAQMD has reviewed the proposed project pursuant to CEQA Guidelines §15002 (k)(1) - General Concepts, the first step of a three-step process for deciding which document to prepare for a project subject to CEQA. The SCAQMD has determined that 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 pursuant to CEQA Guidelines §15061 - Review for Exemption, paragraph (b)(3) – "general rule" exemption.

A Notice of Exemption has been prepared pursuant to CEQA Guidelines §15062 - Notice of Exemption. If the proposed project is approved, the Notice of Exemption will be filed with the county clerks of Los Angeles, Orange, Riverside and San Bernardino counties.

#### **COMPARATIVE ANALYSIS**

A comparative analysis is not applicable for Proposed Amended Rule 1325 as the SCAQMD is adopting the federal mandated requirements for PM<sub>2.5</sub> NSR. Proposed Rule 1325 does not impose a new emissions limitation or standard or make an existing emissions limitation or standard more stringent.

#### PUBLIC PROCESS

A public consultation meeting was held on September 23, 2014. Written comments on the proposal were requested by October 8, 2014. As of October 24, 2014, no comments had been received. A comment letter was received on October 28, 2014 and staff responses are shown on page 12 of this staff report in the "Comment Letter 1" section.

#### EPA COMMENTS AND RESPONSES

The following comments and SCAQMD staff responses address the concerns of U.S. EPA staff, included in their March 10, 2014 e-mail.

**Comment:** 

Although Rule 1325 Section (c)(1)(B) states offsets are required, it does not contain any specific requirements that ensure these emissions offsets are in effect by the time of permit issuance and enforceable by the time the source commences operation, as required by CAA section 173(c)(1). Thus, we find Rule 1325 is deficient with respect to the CAA 173(c)(1) requirement that the rule contain provisions to ensure offsets are in effect by the time of permit issuance and enforceable by the time the source commences operation.

**Comment:** 

Although Rule 1325 Section (c)(1)(B) states that offsets are required, it does not contain any specific requirements that ensure these offsets are based on real reductions in actual emissions as required by CAA section 173(c)(1). Thus, we find Rule 1325 deficient with respect to the CAA 173(c)(1) provision that requires emission increases to be offset by real reductions in actual emissions.

**Comment:** 

Rule 1325 does not contain any specific requirements that satisfy CAA 173(c)(2) which essentially states that emissions reductions must be surplus to other part D requirements. Thus, we find Rule 1325 is deficient with respect to the CAA 173(c)(2) requirement that the rule contain provisions to prevent emissions reductions otherwise required by the Act from being credited for purposes of satisfying the part D offset requirements.

Staff Response:

Staff has proposed to revise the "Exclusion" section of the current rule by removing the provision that Rule 1325 applied and other provisions of Regulation XIII rules did not. Furthermore, staff is adding a reference to Rule 1315 – Federal New Source Review Tracking System in the "Exclusion" section.

**Comment:** 

Definitions which contain language which is either identical or equivalent to that found in CAA Sections 169, 169A(g) and 171, and in 40 CFR 51.100 and 51.165(a)(1).

The definition of *Regulated NSR Pollutant* is deficient because it does not include any language to satisfy the provision in 51.165 (a)(1)(xxxvii)(D) which states:

" $PM_{2.5}$  emissions and  $PM_{10}$  emissions shall include gaseous emissions from a source or activity which condense to form particulate matter at ambient temperatures. On or after January 1, 2011 (or any earlier date established in the upcoming rulemaking codifying test methods), such condensable particulate matter shall be accounted for in applicability determinations and in establishing emissions limitations for  $PM_{2.5}$  and  $PM_{10}$  in nonattainment major NSR permits. Compliance with emissions limitations for  $PM_{2.5}$  and  $PM_{10}$  issued prior to this date shall not be based on condensable particulate matter unless required by the terms and conditions of the permit or the applicable implementation plan. Applicability determinations made prior to this date without accounting for condensable particulate matter shall not be considered in violation of this section unless the applicable implementation plan required condensable particulate matter to be included."

To correct the above deficiency, SCAQMD must add substantially equivalent language to either the definition of Regulated NSR Pollutant or the definition of  $PM_{2.5}$ .

Staff Response:

Staff has modified the definition of  $PM_{2.5}$  to address this concern by adding "Gaseous emissions which condense to form  $PM_{2.5}$  at ambient temperatures shall also be included as  $PM_{2.5}$ ."

**Comment:** 

Provisions to implement the enforcement procedures of 40 CFR 51.165(a)(5)(i) to provide that issuance of an approval to construct shall not relieve any owner or operator of the responsibility to comply fully with applicable provisions of the plan and any other requirements under local, State or Federal law. We could not find any provisions in Rule 1325 to satisfy this requirement. Thus, we find Rule 1325 deficient with respect to the requirements of 40 CFR 51.165(a)(5)(i).

Staff Response:

Staff is proposing a new provision under 1325 (c)(3) to denote that approval to construct shall not relieve any owner or operator of the responsibility to comply fully with applicable provisions of the plan and any other requirements under local, State or Federal law.

#### COMMENT LETTER 1

**Western States Petroleum Association** 

October 28, 2014



#### Western States Petroleum Association

Credible Solutions • Responsive Service • Since 1907

#### Patty Senecal

Manager, Southern California Region and Infrastructure Issues

#### **VIA ELECTRONIC MAIL**

October 28, 2014

Mr. Mike Morris South Coast Air Quality Management District 21865 Copley Drive Diamond Bar, CA 91765

Re: Proposed Rule 1325, Federal PM2.5 New Source Review Program

Mr. Mike Morris:

Western States Petroleum Association (WSPA) is a non-profit trade association representing twenty-six companies that explore for, produce, refine, transport and market petroleum, petroleum products, natural gas and other energy supplies in California, Arizona, Nevada, Oregon, and Washington. WSPA member companies operate petroleum refineries and other facilities in the South Coast Air Basin which is the reason for the following comments.

This comment letter is being submitted regarding the proposed amendment to Rule 1325 – Federal PM2.5 New Source Review Program, dated 4 September 2014. The purpose of the amendment is to incorporate corrections to the Rule recently recommended by the U.S. Environmental Protection Agency (EPA) regarding offset requirements, the definitions for Regulated NSR Pollutant and PM2.5, and enforcement procedures. Specifically, this amendment would modify the definition for PM2.5 to include "gaseous emissions that condense to form PM2.5 at ambient temperatures." WSPA is concerned that proposed change of this definition may create confusion in the proposed rule regarding what is included as condensable PM2.5; as opposed to precursor emissions, and in what physical state the mass of such emissions are to be quantified.

The South Coast Air Quality Management District (SCAQMD) adopted Rule 1325 – Federal PM2.5 New Source Review Program on 3 June 2011 to incorporate U.S. EPA requirements for PM2.5 into its New Source Review (NSR) regulations. The rule applies to major polluting facilities and incorporates federal requirements regarding the definition of major source, significant emission rates, offset ratios, and the applicability requirements of LAER, facility compliance, offsets, and control of PM2.5 precursors. Major polluting facilities are defined by rule as sources with actual emissions, or the potential to emit, 100 tons per year or more of PM2.5 or its precursors.

In March 2014, the U.S. EPA reviewed Rule 1325 for State Implementation Plan approvability and specified three corrections with respect to the Clean Air Act. These are as follows:

- 1) Though offsets are required by Rule 1325(c)(1)(B), no specific language ensures that the offsets meet federal requirements. Therefore requirements that offsets are in effect by the time of permit issuance, based on real reductions in actual emissions, and are surplus to other Part D offset requirements should be included in the Rule.
- 2) The definition of Regulation NSR Pollutant or PM2.5 must include language to satisfy the provision in 40 CFR 51.165(a)(1)(xxxvii)(D), which states that emissions of PM2.5 shall include gaseous emissions that condense to form particulate matter at ambient temperatures.
- 3) Provisions to ensure that issuance of an approval to construct shall not relieve any owner or operator of the responsibility to comply fully with applicable provisions of the plan any other requirements under local, State, or Federal law should be included in the rule as per 40 CFR 51.165(a)(5)(i).

To address the second correction, SCAQMD has proposed to amend the definition for PM2.5 to include gaseous emissions that condense to form PM2.5 at ambient temperatures. However, the rule does not specify which emissions are to be considered as condensable PM2.5, as opposed to precursors, and in what physical state those emissions are to be measured. There is potential for double counting between precursor emissions and condensable PM2.5 emissions, specifically a double counting of NOx and SOx which could be counted in a gaseous state as precursors as well as in solid-state ammonium salts as condensable PM2.5.

WSPA recommends that SCAQMD incorporate a new definition for "Condensable PM2.5" in Proposed Rule 1325, which would explicitly be limited to semi-volatile organic compounds that condense at ambient temperatures as well as ammonia. Language in the rule should also clarify that Condensable PM2.5 emissions shall be quantified in their gaseous state in order to avoid double counting, with semi-volatile organic compounds quantified as methane, and that Condensable PM2.5 emissions shall exclude NOX and SOX by definition. With the addition of a definition for Condensable PM2.5, it is recommended that the definition for PM2.5 be revised to indicate that PM2.5 includes Condensable PM2.5 emissions as defined in the Rule, rather than any "gaseous emissions" that condense form PM2.5 at ambient temperatures.

Lastly, WSPA recommends that the discussion regarding the definition of PM2.5 be revised in the Staff Report for Proposed Rule 1325. This discussion should reflect the recommendations herein regarding a separate definition for Condensable PM2.5. This discussion also needs to be revised to include the fact that the U.S. EPA is defining volatile organic compounds and ammonia as condensable PM2.5.

Thank you in advance for your consideration of these comments and recommendations.

Sincerely, Poetty Genecal

1-1

1-2

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Proposed Amended Rule 1325

#### **Response to Comments**

1-1 Rule 1325 implements federal requirements for major sources of PM 2.5 and its precursors. Precursors to PM 2.5 are NOx and SOx as detailed in definition (b)(8). To implement federal requirements, the rule mirrors US EPA language and by and large incorporates 40 CFR 51.165. The proposed amendments do not change the definition of precursors nor change the test method. To wit, the test method that existed prior to this amendment has not been changed nor have the compounds considered to be condensable PM2.5. The test method in the rule is the US EPA required test method for PM 2.5.

The test method for PM2.5 includes condensables as those compounds that condense to form particulate matter at ambient temperatures as specified in the WSPA letter Item #2. This was addressed by EPA through the recent revision to EPA Method 202 to include, among other changes, collection of the sample at ambient temperatures. Gaseous emissions such as NOx and SOx are measured separately. EPA has determined that Method 202 shall be used to determine emissions that are considered as directly emitted PM and that the gaseous precursors are measured by a different test method and considered independently under the rule. As each pollutant is addressed by itself concerning the applicability of Rule 1325, there should not be any double counting of pollutants.

- 1-2 The definition for PM 2.5 is as requested by US EPA. PM 2.5 emissions are defined as those measured by the US EPA reference test method.
- 1-3 Condensable emissions are those that are measured by the US EPA test method as specified in section (h) of the rule. There are no specific requirements in the rule for VOC or ammonia as neither is considered a precursor to PM 2.5 as noted in response to comment 1-1.

#### ATTACHMENT G



SUBJECT: NOTICE OF EXEMPTION FROM THE CALIFORNIA

**ENVIRONMENTAL QUALITY ACT** 

PROJECT TITLE: PROPOSED AMENDED RULE 1325 – FEDERAL PM2.5

**NEW SOURCE REVIEW PROGRAM** 

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.

The SCAQMD has reviewed the proposed project pursuant to CEQA Guidelines §15002 (k)(1) - General Concepts, the first step of a three-step process for deciding which document to prepare for a project subject to CEQA. The proposed amendments do not require any major modifications or changes to existing operations. The SCAQMD has determined that 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 pursuant to CEQA Guidelines §15061 - Review for Exemption, paragraph (b)(3) – "general rule" exemption.

A Notice of Exemption has been prepared pursuant to CEQA Guidelines §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 Cynthia Carter (c/o Planning, Rule Development and Area Sources) at the above address. Ms. Carter can also be reached at (909) 396-2431. Mr. Robert Pease is also available at (909) 396-3118 to answer any questions regarding the proposed amended rule.

**Date:** December 5, 2014 **Signature:** 

Michael Krause

Program Supervisor, CEQA Section Planning, Rules, and Area Sources

Reference: California Code of Regulations, Title 14

#### NOTICE OF EXEMPTION

To: County Clerks From: South Coast Air Quality Management District

Counties of Los Angeles, Orange, 21865 Copley Drive Riverside and San Bernardino Diamond Bar, CA 91765

#### **Project Title:**

Proposed Amended Rule 1325 – Federal PM<sub>2.5</sub> New Source Review Program

#### **Project Location:**

South Coast Air Quality Management District: the four-county South Coast Air Basin (Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties) and the Riverside County portion of the Mojave Desert Air Basin.

#### Description of Nature, Purpose, and Beneficiaries of Project:

The proposed amendments to Rule 1325 seek to make administrative changes to the rule's definitions, requirements, and exclusions. A clarification will be added to specify that the rule applies to PM<sub>2.5</sub> and its precursors. The Lowest Achievable Emission Rate (LAER) definition has been modified to reference 40 CFR 51.165 (a)(1)(xiii). A provision is included to specify that approval to construct does not relieve owners and operators of the responsibility to comply fully with applicable provisions of the permit and other requirements under local, State or Federal law. Rule 1315 – Federal New Source Review Tracking System is included to denote that the provisions in Rule 1315 do not apply to Rule 1325. In addition, the provision that stated that Rule 1325 applied as opposed to other Regulation XIII rules was removed. The removal clarifies that Rules 1306 – Emission Calculations and 1309 – Emission Reduction Credits and Short Term Credits apply. Finally, the proposed amendments to Rule 1325 would update existing definitions, and include other minor changes for clarity and consistency throughout the rule.

Public Agency Approving Project: Agency Carrying Out Project:

South Coast Air Quality Management District

South Coast Air Quality Management District

#### **Exempt Status:**

CEQA Guidelines §15002 (k)(1) – General Concepts; and CEQA Guidelines §15061 (b)(3) – Review for Exemption

#### Reasons why project is exempt:

The SCAQMD has reviewed the proposed amendments to Rule 1325 pursuant to CEQA Guidelines \$15002 (k)(1) - General Concepts, the first step of a three-step process for deciding which document to prepare for a project subject to CEQA. The SCAQMD has determined that 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 pursuant to CEQA Guidelines \$15061 - Review for Exemption, paragraph (b)(3) – "general rule" exemption.

#### **Project Approval Date:**

SCAQMD Governing Board Hearing: December 5, 2014, 9:00 a.m.; SCAQMD Headquarters

CEQA Contact Person: Ms. Cynthia Carter	<b>Phone Number:</b> (909) 396-2431	<b>Fax Number:</b> (909) 396-3324	Email: ccarter@aqmd.gov
Rule Contact Person: Mr. Robert Pease	<b>Phone Number:</b> (909) 396-3118	<b>Fax Number:</b> (909) 396-3324	Email: rpease@aqmd.gov

**Date Received for Filing:** Signature: (To be signed upon project approval)

Michael Krause, Program Supervisor Planning, Rule Development & Area Sources



BOARD MEETING DATE: December 5, 2014 AGENDA NO. 39

PROPOSAL: Approve Three-Year Labor Agreement with Teamsters Local 911

and Approve Comparable Terms for Non-Represented Employees

SYNOPSIS: SCAQMD management and representatives of Teamsters Local 911,

representing the Technical & Enforcement and Office Clerical & Maintenance bargaining units, have continued the bargaining process. Teamsters Local 911 have proposed terms of agreement. This action is to present the proposed agreement to the Board for

consideration and approval. This action is also to approve

comparable terms for non-represented employees for the Board's

consideration and approval.

COMMITTEE: No Committee Review

#### **RECOMMENDED ACTIONS:**

- 1. Authorize the Executive Officer to sign the ratified three-year agreement for a successor 2015-2017 Teamsters MOU, representing the Technical & Enforcement and Office Clerical & Maintenance bargaining units. Changes to the 2015-2017 Teamsters MOU are shown in Attachment A. All other provisions remain unchanged from the previous 2013-14 MOU.
- 2. Approve the amendments to the *Salary Resolution* and *Administrative Code* to effect comparable terms for non-represented employees. Changes to the *Salary Resolution* and *Administrative Code* are shown in Attachments B and C.
- 3. Adopt the Resolution in Attachment D, amending SCAQMD's *Salary Resolution* and *Administrative Code*.

Barry R. Wallerstein, D.Env. Executive Officer

#### **Background**

On June 7, 2013, the Board approved a two-year MOU with Teamsters Local 911, representing the Technical & Enforcement and Office Clerical & Maintenance bargaining units, for the time period of January 1, 2013 to December 31, 2014. The Board also approved amendments to the 2013-14 Teamsters MOU on December 6, 2013, providing for an increased payment for health insurance benefits. Additionally, at its December 6, 2013 meeting, the Board approved changes to the *Salary Resolution* and *Administrative Code*, to provide to non-represented employees a one-time payment of 0.5% of annual base salary, as well as a \$100 per month increased contribution towards health insurance premiums. The last across-the-board salary increase for these employees was in July 2008.

Management has met and conferred with the representatives for Teamsters Local 911. The Teamsters bargaining unit members have approved the proposed terms of an agreement. This action is to present the proposed amendments to the 2013-2014 Teamsters MOU to the Board for its consideration. The proposed Teamsters MOU changes are shown in Attachment A. All other provisions in the MOU remain the same.

#### **Proposal**

The proposed changes for a successor Teamsters MOU include a three-year term, from January 1, 2015 to December 31, 2017; annual salary increases effective the pay period encompassing January 1<sup>st</sup> of each year of the agreement; employee payment of the employee's share of the retirement contribution with offsetting increases to salary; and a reopener of the MOU in October 2015 and 2016 to discuss possible increases in health insurance premiums.

Comparable terms to the Teamsters MOU for non-represented employees are proposed for approval, and these changes to the *Salary Resolution* and *Administrative Code* are reflected in Attachments B and C.

#### **Resource Impacts**

There is sufficient funding available for the first six months of the three year agreement in the FY 2014-15 Budget. Funding for the remaining term of the labor agreement will be requested in future fiscal years' budgets.

#### **Attachments**

Attachment A – Teamsters MOU Changes

Attachment B – Salary Resolution Changes

Attachment C – Administrative Code Changes

Attachment D – Resolution

#### **ATTACHMENT A**

# SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

**MEMORANDUM** 

**OF** 

**UNDERSTANDING** 

TECHNICAL & ENFORCEMENT

AND

OFFICE CLERICAL & MAINTENANCE

**UNITS** 

**January 1, 2015 – December 31, 2017** 

#### **ARTICLE 3**

#### **SALARIES**

<u>Section 1</u>. Salaries during the term of this contract will be those in effect as of <u>July 14, 2008</u> the start of the pay period encompassing <u>January 1<sup>st</sup> of 2015, 2016</u>, and 2017, as listed in Appendices A and B.

#### ARTICLE 17

#### GROUP INSURANCE (Health, Dental, Life and Vision Insurance

<u>Section 7</u>. No earlier than October 1, 201<u>35</u> and 2016, the parties agree to a reopener of Article 17, Section 2 of the MOU for purposes of discussing potential health insurance increases effective on or after January 1, 2014<u>6</u> and 2017, respectively.

#### **ARTICLE 21**

#### **RETIREMENT**

#### Section 1.5

Effective the start of the pay period encompassing July 1, 2015, T&E members will contribute an additional 1.08% towards the employee retirement contribution rate and will receive a 1.08% increase to base salary. Effective the start of the pay period encompassing July 1, 2016, T&E members will contribute an additional 1.08% and will receive a 1.08% increase to base salary. Effective the start of the pay period encompassing July 1, 2017, T&E members will contribute an additional 1.08% and will receive a 1.08% increase to base salary. T&E members who have 30 years or more of retirement service credit with SBCERA, were hired on or after July 1, 2012, and those employees hired on or after the implementation of PEPRA are not eligible to receive these increases to base salary and are not required to make the additional contribution described above. At the time a T&E member reaches 30 vears of SBCERA service credit, the salary increases to base salary previously received pursuant to this Section 1.5 shall be terminated and the employee's base salary will be adjusted accordingly.

Effective the start of the pay period encompassing July 1, 2015, OCM members will contribute an additional 2.163% towards the employee retirement contribution rate and will receive a 2.163% increase to base salary. Effective the start of the pay period encompassing July 1, 2016, OCM members will contribute an additional 2.163% and will

receive a 2.163% increase to base salary. Effective the start of the pay period encompassing July 1, 2017, OCM members will contribute an additional 2.163 % and will receive a 2.163% increase to base salary. OCM members who have 30 years or more of retirement service credit with SBCERA, were hired on or after July 1, 2012, and those employees hired on or after the implementation of PEPRA are not eligible to receive these increases to base salary and are not required to make the additional contribution described above. At the time an OCM member reaches 30 years of SBCERA service credit, the salary increases to base salary previously received pursuant to this Section 1.5 shall be terminated and the employee's base salary will be adjusted accordingly.

#### ARTICLE 42

RENEGOTIATION

Section 1. The parties shall commence renegotiations under the terms of this Agreement, no later than October 1, 20147, except as provided for in Section 2 of this Article.

#### ARTICLE 44

TERM OF MOU

<u>Section 1</u>. The term of this MOU shall commence on January 1, 20135, and shall continue for the period through December 31, 20147.

#### ARTICLE 49

RATIFICATION AND EXECUTION

Section 1. SCAQMD and the Union acknowledge that this MOU shall not be in full force and effect until ratified by the Union and adopted by the SCAQMD Board. Subject to the foregoing, this MOU is hereby executed by the authorized representatives of SCAQMD and the Union and entered into this \_\_\_\_\_\_ day of \_\_\_\_\_\_, 20134.

APPENDIX A
TECHNICAL & ENFORCEMENT
EFFECTIVE JULY 14, 2008 JANUARY 1, 2015

EFFECTIVE JANUARY 1, 2016 EFFECTIVE JANUARY 1, 2017 Upon adoption by the Governing Board of the percentage salary increases, the Executive Officer shall complete Appendix A with the appropriate salary ranges for T&E classifications.

## APPENDIX B OFFICE CLERICAL & MAINTENANCE EFFECTIVE JULY 14, 2008 JANUARY 1, 2015

EFFECTIVE JANUARY 1, 2016 EFFECTIVE JANUARY 1, 2017

Upon adoption by the Governing Board of the percentage salary increases, the Executive Officer shall complete Appendix B with the appropriate salary ranges for OCM classifications.

#### ATTACHMENT B

# SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

## **SALARY RESOLUTION**

#### **CHAPTER II**

#### **ARTICLE I**

#### Section 54. MANAGEMENT AND CONFIDENTIAL CLASSIFICATION SALARIES

**Effective January 1, 2015** 

Effective January 1, 2016

Effective January 1, 2017

Upon adoption by the Governing Board of the percentage salary increases, the Executive Officer shall complete Article I with the appropriate salary ranges for management, confidential and attorney classifications.

#### **CHAPTER III**

## TERMS AND CONDITIONS OF AT-WILL DESIGNATED DEPUTY APPOINTMENTS

#### **ARTICLE 2**

#### **DESIGNATED DEPUTY SALARIES**

Section 55. SALARY

Designated Deputy base salaries are listed in Chapter III, Article 7, of this document.

#### **ARTICLE 7**

#### **DESIGNATED DEPUTY ANNUAL SALARIES**

(Effective March 15 January 1, 20135)

Assistant Chief Deputy Counsel, Major Prosecutions Assistant Deputy Executive Officer

\$154,950

\$152,617

Chief Deputy Counsel	\$174,900
Deputy Executive Officer, including Chief Financial Officer	\$163,348
Director of Strategic Initiatives	\$145,807
Director of Technology Implementation	<del>\$145,807</del>
Health Effects Officer	\$145,807
Intergovernmental Affairs Officer	Vacant
Senior Policy Advisor	\$148,641

Upon adoption by the Governing Board of the percentage salary increases, the Executive Officer shall complete Article 7 with the appropriate salary ranges for Designated Deputy classifications.

#### **ARTICLE 3**

#### **BENEFITS**

#### Section 56. FRINGE BENEFITS

\* \* \*

#### a. Retirement.

The amount of the employee's share of the retirement contribution paid by SCAQMD for management, confidential and Designated Deputy employees (unrepresented employees) shall be divided into three equal portions. The first portion shall be added to unrepresented employees' obligations effective the start of the pay period encompassing July 1, 2015; the second portion effective the start of the pay period encompassing July 1<sup>st</sup>, 2016, and the final portion shall become effective the start of the pay period encompassing July 1<sup>st</sup>, 2017. With the start of the pay periods encompassing July 1<sup>st</sup> of 2015, 2016, and 2017, respectively, unrepresented employees shall receive a salary increase equivalent to the amount of the additional retirement obligation assumed under this provision. Unrepresented employees who have 30 years or more of retirement service credit with SBCERA, were hired on or after July 1, 2012, and those employees hired on or after the implementation of PEPRA are not eligible to receive these increases to base salary and are not required to make the additional contribution described above. At the time an unrepresented employee reaches 30 years of SBCERA service credit, the salary increases to base salary previously received pursuant to this section shall be terminated and the employee's base salary will be adjusted accordingly.

#### ATTACHMENT C

# SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

## **ADMINISTRATIVE CODE**

#### **Section 116.1 - Employee Contributions**

\* \* \* \*

The amount of the employee's share of the retirement contribution paid by SCAQMD for management, confidential and Designated Deputy employees (unrepresented employees) shall be divided into three equal portions. The first portion shall be added to unrepresented employees' obligations effective the start of the pay period encompassing July 1, 2015; the second portion effective the start of the pay period encompassing July 1<sup>st</sup>, 2016, and the final portion shall become effective the start of the pay period encompassing July 1<sup>st</sup>, 2017. With the start of the pay periods encompassing July 1<sup>st</sup> of 2015, 2016, and 2017, respectively, unrepresented employees shall receive a salary increase equivalent to the amount of the additional retirement obligation assumed under this provision. Unrepresented employees who have 30 years or more of retirement service credit with SBCERA, were hired on or after July 1, 2012, and those employees hired on or after the implementation of PEPRA are not eligible to receive these increases to base salary and are not required to make the additional contribution described above. At the time an unrepresented employee reaches 30 years of SBCERA service credit, the salary increases to base salary previously received pursuant to this section shall be terminated and the employee's base salary will be adjusted accordingly.

#### ATTACHMENT D

#### **RESOLUTION NO. 14-**

A Resolution of the South Coast Air Quality Management District Governing Board to amend SCAQMD's *Salary Resolution* and *Administrative Code*, to approve, for management, confidential, attorney classes, and Designated Deputies, annual increases to base salaries; and as applicable, additional salary increases in exchange for employees paying the entire portion of the employee's share of their retirement contribution.

**WHEREAS**, the Governing Board of the South Coast Air Quality Management District exercises its duty to review and determine appropriate wages, hours, and other terms and conditions of employment provided to its employees.

**THEREFORE, BE IT RESOLVED** that the Board of the South Coast Air Quality Management District, in a regular session assembled on December 5, 2014, in Diamond Bar, California, does hereby amend SCAQMD's *Salary Resolution* and *Administrative Code* to approve, for management, confidential, attorney classes, and Designated Deputies, annual increases to base salaries; and, as applicable, additional salary increases in exchange for employees paying the entire portion of the employee's share of their retirement contribution.

Date	Clerk of the Board	
ABSENT:		
ABSTAIN:		
NOES:		
AYES:		