



# South Coast Air Quality Management District

South Coast  
AQMD

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

## *SCAQMD SPECIAL MEETING IN LOS ANGELES*

### **A G E N D A**

**MEETING, OCTOBER 4, 2013**

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

#### **Questions About an Agenda Item**

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

#### **Meeting Procedures**

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

#### **Questions About Progress of the Meeting**

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

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

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

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

## **CALL TO ORDER**

- Pledge of Allegiance
- Opening Comments: William A. Burke, Ed.D., Chair  
Other Board Members  
Barry R. Wallerstein, D. Env., Executive Officer
- Presentation to Outgoing Board Member Jan Perry

**Burke**

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Staff/Phone (909) 396-

## **CONSENT CALENDAR (Items 1 through 21)**

Note: Consent Calendar items held for discussion will be moved to Item No. 22

1. Approve Minutes of September 6, 2013 Board Meeting **McDaniel/2500**
2. Set Public Hearing November 1, 2013 to Consider Amendments and/or Adoption to SCAQMD Rules and Regulations **Wallerstein/3131**
  - Amend Rule 1146 – Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters and Rule 1146.1 – Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters **Cassmassi/3155**

The proposed amendments to Rules 1146 and 1146.1 will address a SIP approvability issue related to rule enforceability raised by U.S. EPA. U.S. EPA has required that the rules clarify that source test results showing emissions in excess of rule limits must result in a violation. Under the current language, an owner or operator has 72 hours to remedy an exceedance. Also proposed are rule clarifications. None of the proposed changes will affect rule emission limits or result in any adverse environmental, socioeconomic, or cost impacts. (Reviewed: Stationary Source Committee, September 20, 2013)

### **Budget/Fiscal Impact**

3. Approve Annual Report on AB 2766 Funds from Motor Vehicle Registration Fees for FY 2011-12 **Chang/3186**

This report contains data on the AB 2766 Subvention Fund Program for FY 2011-12 as requested by CARB. (Reviewed: Mobile Source Committee, September 20, 2013; Recommended for Approval)

4. **Execute Contract for Review of SCAQMD Socioeconomic Assessment** **Chang/3186**

On June 7, 2013, the Board authorized the release of an RFP to evaluate and enhance the SCAQMD socioeconomic impact assessments. Six proposals were received and evaluated and Abt Associates is recommended as the primary contractor. The evaluators also proposed that UCLA be contacted to further investigate innovative enhancements to the socioeconomic assessment. This action is to (1) execute a contract with Abt Associates in an amount not to exceed \$153,208 to review the SCAQMD socioeconomic assessments and recommend future actions, and (2) direct staff to negotiate a potential supplemental assessment with UCLA. (Reviewed: Administrative Committee, September 13, 2013; Recommended for Approval)
  
5. **Amend Contracts to Provide Short- and Long-Term Systems Development, Maintenance and Support Services** **Marlia/3148**

The SCAQMD currently has contracts with several companies for short- and long-term systems development, maintenance and support services. These contracts are periodically amended to add budgeted funds as additional needs are defined. This action is to amend the contracts approved by the Board to add additional funding of \$387,500 for needed development and maintenance work. This purchase is included in the FY 2013-14 Budget. (Reviewed: Administrative Committee, September 13, 2013; Recommended for Approval)
  
6. **Issue RFP for Phone System Replacement** **Marlia/3148**

The SCAQMD has existing phone systems which require replacement due to the age of the equipment and advances in technology. SCAQMD is seeking a contractor to install a full turnkey Cisco IP Communications solution to replace the existing phone systems (with all current capabilities) and provide new communication features. This action is to issue an RFP to solicit proposals from qualified vendors to replace SCAQMD's outdated Avaya phone systems at the Diamond Bar headquarters and Long Beach offices. (Reviewed: Administrative Committee, September 13, 2013; Recommended for Approval)
  
7. **Execute Contracts for FY 2012-13 "Year 15" Carl Moyer Program and Transfer Funds** **Miyasato/3249**

On June 4, 2013, proposals were received in response to the Program Announcement issued for the "Year 15" Carl Moyer Program. This action is to execute contracts for the "Year 15" Carl Moyer Program in an amount not to exceed \$18,729,371 from the Carl Moyer Program Fund (32), comprised of \$17,758,268 in SB 1107 funds and \$971,103 in accrued interest. Furthermore, this action is to transfer up to \$4,218,898 from the Carl Moyer Program Fund (32) to the VIP Fund (59) for implementation of truck projects. (Reviewed: Technology Committee, September 20, 2013; Recommended for Approval)

8. **Execute Contract for 2013 Leaf Blower Exchange Program** **Miyasato/3249**

At its June 7, 2013 meeting, the Board approved release of a Program Announcement to solicit competitive bids from manufacturers of low-emission leaf blowers. This action is to award a contract to Pacific STIHL to conduct the 2013 Leaf Blower Exchange Program in an amount not to exceed \$269,925 from the Rule 2202 AQIP Special Revenue Fund (27). (Reviewed: Mobile Source Committee, September 20, 2013; Recommended for Approval)

9. **Recognize Revenue and Execute Contracts for Development, Integration, and Demonstration of Ultra-Low Emission Natural Gas Engines for On-Road Heavy-Duty Vehicles** **Miyasato/3249**

In May 2013, the Board released an RFP for the development, integration and demonstration of ultra-low emission natural gas engines for heavy-duty vehicles. Six proposals were received in response to the RFP. This action is to recognize up to \$5,000,000 in revenue from the CEC and Southern California Gas Company, and to execute contracts with Cummins Westport Inc. and Cummins Inc. to conduct engine development and demonstration activities at a total cost not to exceed \$7,000,000 from the Clean Fuels Fund (31). (Reviewed: Technology Committee, September 20, 2013; Recommended for Approval)

10. **Issue Purchase Order for Three Jerome 631-X Hydrogen Sulfide Analyzer Systems** **Fine/2239**

In May 2013 the Board adopted Rule 1148.2 - Notification and Reporting Requirements for Oil and Gas Wells and Chemical Suppliers - to establish notification requirements for owners and operators of onshore and gas wells. The Board also directed staff to measure the concentration of certain air toxics from a sufficient number of drilling operations to quantify potential air quality impacts and to determine if air pollution controls are needed. The purchase of three additional Jerome 631-X Hydrogen Sulfide Analyzer Systems is necessary to fully characterize these emissions. This action is to issue a sole source purchase order with Arizona Instrument, LLC for the purchase of three hydrogen sulfide analyzer systems for an amount not to exceed \$36,000 from the FY 2013-14 District General Budget, Unbudgeted Capital Outlay Line Item 1. (Reviewed: Administrative Committee, September 13, 2013; Recommended for Approval)

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

SCAQMD Administrative Policies and Procedures No. 20 requires each organizational unit to review fixed assets for obsolescence and disposal every six months. This action is to approve removal of surplus equipment and motor vehicles determined to be obsolete, non-operational and not worth repairing. (Reviewed: Administrative Committee, September 13, 2013; Recommended for Approval)



12. Approve Contracts for Consultant Services in Connection with Analysis of Odor Control Problems at Sunshine Canyon Landfill **Wiese/3460**

Sunshine Canyon Landfill has agreed to reimburse SCAQMD for payment of \$208,000 to execute a contract with Hydro Geo Chem, Inc. for \$178,000 and with Ramin Yazdani, Ph.D., P.E., for \$30,000, to develop the gas flow characteristics at the landfill, identify and quantify the mechanisms that are creating odor emissions, and develop a solution. This item is to approve those contracts. (Reviewed: Administrative Committee, September 13, 2013; Recommended for Approval)

13. Establish List of Pre-qualified Legal Counsel to Provide Employee and Labor Relations Legal Services **Wiese/3460**

On October 5, 2012, the Board approved issuance of an RFP to pre-qualify outside legal counsel having expertise in handling employee and labor relations matters. The evaluation of responding firms has been completed. This action is to establish a list of pre-qualified counsel to advise and represent the SCAQMD in employee and labor relations matters. (Reviewed: Administrative Committee, September 13, 2013; Recommended for Approval)

14. Approve Contract Award and Modifications Approved by MSRC **Pettis**

The MSRC previously released an RFP to solicit technical advisor services. The MSRC unanimously awarded the contract to Raymond Gorski as part of FYs 2012-14 and 2014-15 AB 2766 Discretionary Fund Work Programs. The MSRC also approved modifications to their previous award under the FYs 2012-14 Work Program to provide bus service to Dodger games, expanding the duration of service to cover post-season games, as well as a modified implementation schedule for long-distance shuttle service to the Coachella Festival as part of the FY 2011-12 Work Program. At this time, the MSRC seeks Board approval of the contract award and modifications. (Reviewed: Mobile Source Air Pollution Reduction Review Committee, September 19, 2013; Recommended for Approval)

**Items 15 through 21 - Information Only/Receive and File**

15. Legislative & Public Affairs Report **Smith/3242**

This report highlights the August 2013 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)

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

This reports the action taken by the Hearing Board during the period of August 1 through August 31, 2013. (No Committee Review)

17. **Civil Filings and Civil Penalties Report** **Wiese/3460**
- This reports the monthly penalties from August 1 through August 31, 2013, and legal actions filed by the General Counsel's Office during August 1 through August 31, 2013. An Index of District Rules is attached with the penalty report. (Reviewed: Stationary Source Committee, September 20, 2013)
18. **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 August 1, 2013 and August 31, 2013, and those projects for which the SCAQMD is acting as lead agency pursuant to CEQA. (Reviewed: Mobile Source Committee, September 20, 2013)
19. **Rule and Control Measure Forecast** **Chang/3186**
- This report highlights SCAQMD rulemaking activity and public workshops potentially scheduled for the year 2013 and portions of 2014. (No Committee Review)
20. **Report of RFPs and RFQs Scheduled for Release in October** **O'Kelly/2828**
- This report summarizes the RFPs and RFQs for budgeted services over \$75,000 scheduled to be released for advertisement for the month of October. (Reviewed: Administrative Committee, September 13, 2013; Recommended for Approval)
21. **Status Report on Major Projects for Information Management Scheduled to Start During First Six Months of FY 2013-14** **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 2013-14. (No Committee Review)
22. **Items Deferred from Consent Calendar**

## **BOARD CALENDAR**

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

24. Legislative Committee **Chair: Gonzales** **Smith/3242**

Receive and file; and adopt the following positions as recommended:

<b>Agenda Item</b>	<b>Recommended Position</b>
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S. 1392 (Shaheen-Portman) Energy Savings and Industrial Competitiveness Act of 2013	Support
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S. 1435 (Gillibrand)/ H.R. 2958 (Nadler) Clean Ports Act of 2013	Support
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25. Mobile Source Committee (Receive & File) **Chair: Parker** **Chang/3186**

26. Stationary Source Committee (Receive & File) **Chair: Yates** **Nazemi/2662**

27. Technology Committee (Receive & File) **Chair: J. Benoit** **Miyasato/3249**

28. Mobile Source Air Pollution Reduction  
Review Committee (Receive & File) **Board Liaison: Antonovich** **Hogo/3184**

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

30. Clean Fuels Program Draft Plan Update  **Miyasato/3249**

Every fall staff brings the Clean Fuels Program Draft Plan Update before the Board as a separate item to solicit more direct input before requesting final approval each year in early spring. This action is to receive and file the calendar year 2014 Clean Fuels Program Draft Plan Update. Staff proposes continued support for a wide portfolio of technologies, but with particular emphasis in this Draft Plan on heavy-duty truck technologies with zero and near-zero emissions for goods movement applications, including the infrastructure for such technologies. (Reviewed: Technology Committee, September 20, 2013)

## **OTHER BUSINESS**

31. Approve Amendments to SCPEA 2011-2014 MOU and Approve Amendments to Salary Resolution for Non-Represented Employees (*Continued from September 6, 2013 Board Meeting*) **Johnson/3018**

***Chairman Burke requests this item be carried over one more month to the November 1, 2013 meeting to allow additional discussions with SCPEA representing the Professional employees and Teamsters Local 911 representing the Technical/Enforcement and Office Clerical and Maintenance bargaining units.***

SCAQMD management and representatives of SCPEA representing the Professional employees bargaining unit have a current 2011-2014 Memorandum of Understanding. This action is to ratify an agreement between the parties to provide a one-time payment of \$491 per Professional employee in exchange for elimination of a previously negotiated benefit from the MOU. This action is also to approve a 0.5% increase of annual base salary, as a one-time payment, for non-represented employees. (No Committee Review)

32. Provide Status Report of Electric Grid Reliability, Power Plants Siting and Seek Initial Board Direction on Existing Offset Issues (*No Written Material*) **Nazemi/2662**

Staff will make a presentation on the state agencies' preliminary grid reliability plan for L.A. Basin and San Diego and associated status of power plant siting due to permanent retirement of San Onofre Generating Station and state policy on Once Through Cooling replacements and corresponding offset issues. Staff will also recommend and seek Board direction regarding actions to be undertaken in the remaining portion of 2013, as well as 2014, to respond to the limited availability of certain types of offsets. (No Committee Review)

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

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

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

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

**Wiese/3460**

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

- Abayan, et al. v. SCAQMD, Los Angeles Superior Court Case No. BC499729;

- California Building Industry Association v. Bay Area AQMD, 1st Appellate District Case Nos. A135335 and A136212;
- CBE, CCAT v. EPA, U.S. Court of Appeals, Ninth Circuit, Case No. 12-72353 (1315);
- Communities for a Better Environment, et al. v. U.S. EPA, et al., U.S. Court of Appeals, Ninth Circuit, Case No. 13-70167 (Sentinel);
- Flashberg, et al. v. Dublin, et al., Los Angeles Superior Court Case No. BC463159;
- Medical Advocates for Healthy Air v. EPA, U.S. Court of Appeals, Ninth Circuit, Case No. 12-73386 (San Joaquin §185 Fees);
- NRDC, CBE v. U.S. EPA, U.S. Court of Appeals, Ninth Circuit, Case No. 13-70544 (Rule 317);
- Physicians For Social Responsibility, et al. v. U.S. EPA, U.S. Court of Appeals, Ninth Circuit, Case No. 12-56175 (1-hour ozone);
- Physicians for Social Responsibility, et al. v. U.S. EPA, U.S. Court of Appeals, Ninth Circuit, Case No. 12-70016 (Monitoring);
- Physicians for Social Responsibility, et al. v. U.S. EPA, U.S. Court of Appeals, Ninth Circuit, Case No. 12-70079 (PM2.5);
- SCAQMD v. City of Los Angeles, et al., Los Angeles Superior Court Case No. BS143381; and
- State of Alaska v. Kerry; U.S. EPA, No. 3:12-cv-00142 (D. AK. Filed July 16, 2012).

It is also necessary for the Board to recess to closed session under Government Code section 54956.9(c) to consider initiation of litigation (three cases).

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

**ACRONYMS**

AQIP = Air Quality Investment Program	NESHAPS = National Emission Standards for Hazardous Air Pollutants
AVR = Average Vehicle Ridership	NGV = Natural Gas Vehicle
BACT = Best Available Control Technology	NO <sub>x</sub> = Oxides of Nitrogen
Cal/EPA = California Environmental Protection Agency	NSPS = New Source Performance Standards
CARB = California Air Resources Board	NSR = New Source Review
CEMS = Continuous Emissions Monitoring Systems	PAMS = Photochemical Assessment Monitoring Stations
CEC = California Energy Commission	PAR = Proposed Amended Rule
CEQA = California Environmental Quality Act	PHEV = Plug-In Hybrid Electric Vehicle
CE-CERT =College of Engineering-Center for Environmental Research and Technology	PM <sub>10</sub> = Particulate Matter ≤ 10 microns
CNG = Compressed Natural Gas	PM <sub>2.5</sub> = Particulate Matter ≤ 2.5 microns
CO = Carbon Monoxide	PR = Proposed Rule
CTG = Control Techniques Guideline	RFP = Request for Proposals
DOE = U.S. Department of Energy	RFQ = Request for Quotations
EV = Electric Vehicle	SCAG = Southern California Association of Governments
FY = Fiscal Year	SIP = State Implementation Plan
GHG = Greenhouse Gas	SO <sub>x</sub> = Oxides of Sulfur
HRA = Health Risk Assessment	SOON = Surplus Off-Road Opt-In for NO <sub>x</sub>
IAIC = Interagency AQMP Implementation Committee	SULEV = Super Ultra Low Emission Vehicle
LEV = Low Emission Vehicle	TCM = Transportation Control Measure
LNG = Liquefied Natural Gas	ULEV = Ultra Low Emission Vehicle
MATES = Multiple Air Toxics Exposure Study	U.S. EPA = United States Environmental Protection Agency
MOU = Memorandum of Understanding	VMT = Vehicle Miles Traveled
MSERCs = Mobile Source Emission Reduction Credits	VOC = Volatile Organic Compound
MSRC = Mobile Source (Air Pollution Reduction) Review Committee	ZEV = Zero Emission Vehicle
NATTS =National Air Toxics Trends Station	

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BOARD MEETING DATE: October 4, 2013

AGENDA NO. 1

MINUTES: Governing Board Monthly Meeting

SYNOPSIS: Attached are the Minutes of the September 6, 2013 meeting.

**RECOMMENDED ACTION:**

Approve Minutes of the September 6, 2013 Board Meeting.

Sandra McDaniel,  
Clerk of the Boards

SM:dp

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**FRIDAY, SEPTEMBER 6, 2013**

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

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

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

Supervisor Michael D. Antonovich (arrived at 9:10 a.m.)  
County of Los Angeles

Councilmember Ben Benoit  
Cities of Riverside County

Supervisor John J. Benoit  
County of Riverside

Councilmember Joe Buscaino  
City of Los Angeles

Councilmember Michael A. Cacciotti (arrived at 9:10 a.m.)  
Cities of Los Angeles County – Eastern Region

Supervisor Josie Gonzales  
County of San Bernardino

Dr. Joseph K. Lyou  
Governor's Appointee

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

Supervisor Shawn Nelson (arrived at 9:25 a.m.)  
County of Orange

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

Mayor Miguel A. Pulido (left at 11:10 a.m.)  
Cities of Orange County



**CALL TO ORDER:** Chairman Burke called the meeting to order at 9:00 a.m.

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

Dr. Wallerstein. Noted that a delegation of scientists from Taiwan has been visiting the District throughout the week and were in attendance at the meeting. He added that a group from Iran, taking part in a State Department scientific diplomacy exchange program, visited the District yesterday. In discussions with them, there were similarities identified between the air pollution problems they face and those that are present in the South Coast region.

- Presentation in Recognition of Dr. Burke for 20 Years of Governing Board Service

Vice Chairman Yates presented an award to Dr. Burke for his service on the Board since September 1993.

(Supervisor Antonovich and Councilman Cacciotti arrived at 9:10 a.m.)

- Swearing In of Newly Appointed Board Member Joe Buscaino

Chairman Burke administered the oath of office to Councilman Joe Buscaino, who was appointed to the Board by the Mayor of Los Angeles, for a term ending January 15, 2016.

### **CONSENT CALENDAR**

1. Approve Minutes of July 5, 2013 Board Meeting and Minutes of July 12, 2013 Special Board Meeting

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

2. Execute Contract for Media, Advertising and Public Outreach Campaign for Check Before You Burn Program 2013/14 Fall-Winter Season
3. Authorize Expenditures and Execute Contract Amendment for Technical and Administrative Assistance from Administration Portion of AB 1318 Mitigation Fees Fund

4. Execute Contract to Demonstrate Remote Sensing Technology for Fugitive Emissions from Refineries
5. Execute Contract for Development of Retrofit Technology for Natural Gas Engines and In-Use Emissions Testing of On-Road Heavy-Duty Trucks **E**
6. Execute Contracts for Air Pollution Health Effects Studies
7. Execute Contract for Natural Gas Fueling Station **E**
8. Issue Request for Information to Develop and Demonstrate Natural Gas Locomotives **E**
9. Issue RFP for Battery Electric Truck Replacement Projects and Buy-Down Incentives for EV Chargers **E**
10. Recognize Revenue, Issue RFP for Conference Organizer for Alternative Fuel Conference, and Execute and Amend Contracts for Alternative Fuel Infrastructure Planning **E**
11. Recognize Revenue and Issue RFP for DC Fast Charging Network Provider and Education Outreach Consultant **E**
12. Issue Program Announcements for Electric Lawn Mower Vendors, Licensed Scrappers and Support Service Providers **E**
13. Appoint Members to SCAQMD Hearing Board
14. Issue RFP for Document and Case Management System
15. Issue Solicitations and Approve Contract Award and Modifications Approved by MSRC

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

16. Legislative and Public Affairs Report
17. Hearing Board Report

18. Civil Filings and Civil Penalties Report
19. Lead Agency Projects and Environmental Documents Received by SCAQMD
20. Rule and Control Measure Forecast
21. FY 2012-13 Contract Activity
22. Summary of Changes to FY 2012-13 General Fund Budget and Fund Balance
23. Status Report on Major Projects for Information Management Scheduled to Start During First Six Months of FY 2013-14

Dr. Lyou announced his abstention on Item No. 1 because he was not present at the July 5, 2013 meeting and on Item No. 10 because SCAG and Gladstein, Neandross & Associates, LLC are potential sources of income to him.

Agenda Item Nos. 8 and 13 were withheld for discussion and comment.

MOVED BY MITCHELL, SECONDED BY CACCIOTTI, AGENDA ITEMS 1 THROUGH 7, 9 THROUGH 12 AND 14 THROUGH 23 APPROVED AS RECOMMENDED, BY THE FOLLOWING VOTE:

AYES: Antonovich, B. Benoit, J. Benoit, Burke, Buscaino, Cacciotti, Gonzales, Lyou (*except Items #1 & #10*), Mitchell, Parker, Pulido and Yates.

NOES: None.

ABSTAIN: Lyou (*Items #1 & #10 only*).

ABSENT: Nelson.

24. Items Deferred from Consent Calendar

8. Issue Request for Information to Develop and Demonstrate Natural Gas Locomotives 

The following individuals addressed the Board on Agenda Item No. 8.

Paul Dyson, RailPAC, expressed support for the Board's attention to locomotive initiatives, noting the importance of focusing on passenger locomotives such as Metrolink and Amtrak's Pacific Surf Liner Service. He added that research and development programs should focus on hybrid technology and natural gas conversion to obtain the benefits of reduced fuel costs and lower emissions.

David Cook, Energy Conversions, detailed the projects his company is involved in, including six international natural gas locomotive programs. He highlighted the successful implementation of existing technology through the CNG-powered Napa Wine Train, which has been carrying passengers for 12 years; and explained their willingness to work with Metrolink and other major locomotive lines to vastly expand natural gas or natural gas hybrid offerings.

(Supervisor Nelson arrived at 9:25 a.m.)

Councilman Cacciotti inquired about previous requests for staff to present an agenda item specifically related to locomotives and the many emerging technological advances in that field.

Chairman Burke requested that staff ensure that this topic be included in a potential upcoming workshop or retreat.

Dr. Wallerstein noted that the District has been trying to promote natural gas locomotives for nearly 15 years, and recent meetings with BNSF and Union Pacific have yielded further discussion of natural gas locomotive demonstration projects. He added that assistance is being provided to Metrolink to replace its locomotives with technology that will be essential to meeting clean air goals.

MOVED BY LYOU, SECONDED BY  
GONZALES, AGENDA ITEM 8 APPROVED  
AS RECOMMENDED, BY THE FOLLOWING  
VOTE:

AYES: Antonovich, B. Benoit, J. Benoit,  
Burke, Buscaino, Cacciotti,  
Gonzales, Lyou, Mitchell, Nelson,  
Parker, Pulido and Yates.

NOES: None.

ABSENT: None.

13. Appoint Members to SCAQMD Hearing Board

Dr. Lyou raised a concern that the public member candidate appointments may not have been made in accordance with the Health and Safety Code statute that states that the Board is to create an advisory committee to review and make recommendations to the appropriate Board committee; as opposed to simply recommending a group of candidates for interview, which appears to be the method used in the recent process.

Dr. Wallerstein explained that the applications are reviewed and applicants are interviewed by the Advisory Committee, who then provide a ranking of the top candidates to the Administrative Committee to aid in their recommendation for appointment by the Board.

Kurt Wiese, General Counsel, noted that the Board has some leeway in implementing the statute and the particular approach that has been utilized in recent years is a reasonable application of the statute.

MOVED BY YATES, SECONDED BY PARKER, AGENDA ITEM 13 APPROVED AS RECOMMENDED, BY THE FOLLOWING VOTE:

AYES: Antonovich, B. Benoit, J. Benoit, Burke, Buscaino, Cacciotti, Gonzales, Mitchell, Nelson, Parker, Pulido and Yates.

NOES: Lyou.

ABSENT: None.

**BOARD CALENDAR**

- 25. Administrative Committee
- 26. Mobile Source Committee
- 27. Stationary Source Committee
- 28. Technology Committee
- 29. Mobile Source Air Pollution Reduction Review Committee
- 30. California Air Resources Board Monthly Report

31. California Fuel Cell Partnership Steering Team Meeting Summary and Quarterly Update

MOVED BY YATES, SECONDED BY CACCIOTTI, AGENDA ITEMS 25 THROUGH 31 APPROVED AS RECOMMENDED, RECEIVING AND FILING THE BOARD COMMITTEES, MSRC, CARB AND CaFCP REPORTS, BY THE FOLLOWING VOTE:

AYES: Antonovich, B. Benoit, J. Benoit, Burke, Buscaino, Cacciotti, Gonzales, Lyou, Mitchell, Nelson, Parker, Pulido and Yates.

NOES: None.

ABSENT: None.

32. Status Report on Regulation XIII - New Source Review

Mohsen Nazemi, DEO/Engineering and Compliance, gave the staff presentation regarding Federal New Source Review.

In response to comments by Mayor Yates and Dr. Parker, Dr. Wallerstein noted that the role that Native American reservations play in regards to meeting federal regulations would be an appropriate topic for a future Board retreat.

RECEIVED AND FILED; NO ACTION NECESSARY.

### **PUBLIC HEARINGS**

33. Adopt Proposed Rule 1304.1 - Electrical Generating Facility Annual Fee for Use of Offset Exemption

Dr. Laki Tisopulos, Assistant DEO/Planning & Rules, gave the staff presentation. He noted an errata sheet amending a portion of the Resolution.

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

CHERYL PARK, City of Redondo Beach

Noted that the Redondo Beach City Council passed a resolution in support of the Board's adoption of the proposed rule. (Submitted Written Comments)

DREW BOHAN, California Energy Commission

Expressed support for the rule; and thanked staff for engaging the public throughout the rule development process. (Submitted Written Comments)

BILL QUINN, California Council for Environmental and Economic Balance

Thanked staff for addressing many concerns noted throughout the rule development process, including changes to the fee schedule, a common sense cancellation policy, and a workable payment schedule.

GEORGE PIANTKA, NRG Energy  
JENNIFER DIDLO, AES Southland

Expressed appreciation to staff for taking all stakeholder concerns into account and removing previous impediments towards reliable clean energy for the region. They noted their support for the utilization of the fees in local communities.

TOM GROSS, Southern California Edison

Noted their support for public policy that balances environmental concerns with the need for reliable, affordable and safely-delivered electric power; and expressed appreciation for the effort to craft an equitable rule.

CHUCK TIMMS, Cities of Burbank and Glendale

Acknowledged that recent revisions to the proposed rule address the concerns that were conveyed regarding a burdensome fee for boiler replacement projects. (Submitted Written Comments)

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

Supervisor Benoit noted his abstention on Item 33 because of his involvement with the CPV Sentinel Power Plant.

Mayor Pulido thanked staff, as well as the members of industry, that worked towards a mutually agreeable proposed rule.

Councilman Cacciotti explained that he visited the City of Glendale's facility and was surprised to see the amount of inefficient, outdated boilers in place; and encouraged the use of technology that can more efficiently use resources.

Mayor Pro Tem Mitchell requested that language be added to the rule that expresses the intent that a priority will be placed on the use of the funds to improve air quality consistent with the AQMP in the surrounding, impacted communities.

In response to Dr. Parker's inquiry, Dr. Wallerstein explained the purpose of the proposed rule, including the potential use of any revenues for air quality

improvement projects. Dr. Wallerstein further committed to report to the Board with a plan on utilization of any revenues.

Supervisor Nelson expressed disappointment that businesses are being charged when they choose to update extremely outdated equipment instead of providing a true incentive for them to do so.

Dr. Lyou noted that the no-cost exemption for boilers has been in place for 25 years and many entities still have not taken advantage of it, so he does not believe the proposed rule will have much impact on the replacement of existing boilers.

Supervisor Gonzales stressed the importance of balancing the needs of a growing business economy while also working towards accomplishing clean air goals.

MOVED BY PULIDO, SECONDED BY CACCIOTTI, AGENDA ITEM NO. 33 APPROVED, AS RECOMMENDED BY STAFF, ADOPTING RESOLUTION NO. 13-18 CERTIFYING THE FINAL ENVIRONMENTAL ASSESSMENT, AND ADOPTING RULE 1304.1, WITH MODIFICATIONS TO THE RESOLUTION AS SET FORTH IN THE ERRATA SHEET AND NOTED BELOW, AND ADDITION TO RULE LANGUAGE PROPOSED BY MAYOR PRO TEM MITCHELL AS NOTED BELOW, BY THE FOLLOWING VOTE:

AYES: Antonovich, B. Benoit, Burke, Buscaino, Cacciotti, Gonzales, Lyou, Mitchell, Parker and Yates.

NOES: Nelson.

ABSTAIN: J. Benoit.

ABSENT: Pulido.

**Amend Page 2 of the Resolution as follows:**

**WHEREAS**, it is the intent of the AQMD Governing Board to not expand the concept of charging fees for the use of offset exemptions ~~Proposed Rule 1304.1 Electrical Generating Facility Fee For Use Of Offset Exemption~~ to industry sectors other than the power generation sector;



**Add rule language that:**

Expresses the intent that a priority will be placed on the use of the funds to improve air quality consistent with the AQMP in the impacted, surrounding communities.

(Mayor Pulido left at 11:10 a.m.)

34. Amend Rule 314 - Fees for Architectural Coatings

Naveen Berry, Planning and Rules Manager, gave the staff presentation.

In response to Dr. Parker's inquiry, Mr. Berry indicated that there are more than 10,000 different products from about 200 manufacturers of architectural coatings that utilize the online program to report their sales volumes as well as any associated emissions.

In response to Supervisor Nelson's questioning, Mr. Berry explained the annual quantity and emissions reporting process applicable to manufacturers and big box retailers.

The public hearing was opened and the following individuals addressed the Board on Agenda Item 34.

MADELYN HARDING, The Sherwin-Williams Company

Spoke in support of the amendments that will make the rule more effective; and suggested a clarification be made to the Exemption portion of the rule by adding the word "potential" in regard to annual VOC emissions from the sale of coatings within the District.

DAVID DARLING, American Coatings Association

Thanked staff for addressing many of industry's concerns with the rule.

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

In response to Ms. Harding's comment, Dr. Wallerstein noted that staff proposes the addition of "potential" to the annual VOC emissions language.

MOVED BY CACCIOTTI, SECONDED BY  
LYOU, AGENDA ITEM 34 APPROVED AS  
RECOMMENDED, ADOPTING  
RESOLUTION NO. 13-19 CERTIFYING THE  
NOTICE OF EXEMPTION AND AMENDING  
RULE 314, WITH THE MODIFICATION  
NOTED BELOW, BY THE FOLLOWING  
VOTE:

AYES: Antonovich, B. Benoit, J. Benoit, Burke, Buscaino, Cacciotti, Gonzales, Lyou, Mitchell, Nelson, Parker, Pulido and Yates.

NOES: None.

ABSENT: None.

**Add the word “potential” to subparagraph (p)(3) of the rule:**

“(3) Fees pursuant to subparagraph (g)(2) shall not be assessed on any architectural coatings manufacturer whose distribution or sale of coatings into or within the District for use in the District are less than 1,000 gallons and have annual **potential** VOC emissions...”

35. Amend Rule 1113 - Architectural Coatings

Naveen Berry, Planning and Rules Manager, gave the staff presentation.

The individuals who had requested to testify waived their comments in support of the rule amendment.

MOVED BY GONZALES, SECONDED BY CACCIOTTI, AGENDA ITEM 35 APPROVED AS RECOMMENDED, ADOPTING RESOLUTION NO. 13-20 CERTIFYING THE NOTICE OF EXEMPTION AND AMENDING RULE 1113, BY THE FOLLOWING VOTE:

AYES: Antonovich, B. Benoit, J. Benoit, Burke, Buscaino, Cacciotti, Gonzales, Mitchell, Nelson, Parker and Yates.

NOES: None.

ABSENT: Lyou and Pulido.

**OTHER BUSINESS**

36. Approve Amendments to SCPEA 2011-2014 MOU and Approve Amendments to Salary Resolution for Non-Represented Employees

Bill Johnson, Assistant DEO of Administrative and Human Resources, gave the staff presentation.

Ray Whitmer, Teamsters Local 911, urged the Board to continue the item to the next meeting to allow time for a meeting between Chairman Burke and the Office Clerical and Maintenance and Technical and Enforcement Bargaining Units to take place.

MOVED BY LYOU, SECONDED BY GONZALES, AND UNANIMOUSLY CARRIED (Absent: Pulido), THE BOARD CONTINUED ITEM 36 TO THE OCTOBER 4, 2013 MEETING.

37. Special Membership Meeting of Brain & Lung Tumor and Air Pollution Foundation

Kurt Wiese, General Counsel, explained that this item seeks to appoint Dr. Clark Parker to the Board of the BLTAP Foundation to replace Dr. Thomas Godfrey in his retirement.

MOVED BY NELSON, SECONDED BY GONZALES, AGENDA ITEM 37 APPROVED AS RECOMMENDED, BY THE FOLLOWING VOTE:

AYES: Antonovich, B. Benoit, J. Benoit, Burke, Buscaino, Cacciotti, Gonzales, Lyou, Mitchell, Nelson, Parker and Yates.

NOES: None.

ABSENT: Pulido.

38. Legislative Committee

Dr. Wallerstein explained that a special meeting of the Legislative Committee was held to discuss SB 804 which pertains to conversion technology that can be used to treat or divert materials from landfills. He noted that discussions with the bill's sponsors are still ongoing to correct significant problems in the bill and will proceed per the Committee's recommendation.

MOVED BY GONZALES, SECONDED BY PARKER, AGENDA ITEM 38 APPROVED AS RECOMMENDED, RECEIVING AND FILING THE LEGISLATIVE COMMITTEE REPORT, AND ADOPTING THE POSITION ON LEGISLATION AS SET FORTH BELOW, BY THE FOLLOWING VOTE:

AYES: Antonovich, B. Benoit, J. Benoit, Burke, Buscaino, Cacciotti, Gonzales, Lyou, Mitchell, Nelson, Parker and Yates.

NOES: None.

ABSENT: Pulido.

<b>Agenda Item</b>	<b>Recommended Position</b>
SB 804 (Lara) Solid Waste: Energy	Continue to inform author, sponsor, and legislative bodies regarding provisions negatively impacting public health, SCAQMD operations, and creating legal liability. Further direct staff to seek necessary amendments and only oppose the bill if major required amendments are not accepted. Support bill if major required amendments are accepted. Continue to support the development of conversion technology alternatives consistent with SCAQMD Governing Board clean air policies and programs.

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

There was no public comment on non-agenda items.

**CONFLICT OF INTEREST DISCLOSURES**

Under the approval authority of the Contract Administrator, the District will enter into contract modifications with Fraser Communications (Contract No. MS12062A), and with Clean Energy (Contract Nos. MS06049B and MS08072A). In addition, under the approval authority of the Executive Officer, the District will enter into a contract (Contract No. C13409) and a contract modification (Contract No. C13465) with Southern California Edison, a subsidiary of Edison International. Each of these entities is a potential source of income for Governing Board Member Joseph Lyou, which qualifies for the remote interest exception of Section 1090. Dr. Lyou abstained from any participation in the making of the contract or contract modifications.

**NO CLOSED SESSION**

**ADJOURNMENT**

There being no further business, the meeting was adjourned by Chairman Burke at 11:20 a.m. in memory of Jane Warner, President and CEO of the American Lung Association in California.

The foregoing is a true statement of the proceedings held by the South Coast Air Quality Management District Board on September 6, 2013.

Respectfully Submitted,

Denise Pupo  
Senior Deputy Clerk

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

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

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**ACRONYMS**

CARB = California Air Resources Board

EV = Electric Vehicle

FY = Fiscal Year

MSRC = Mobile Source (Air Pollution Reduction) Review Committee

RFP = Request for Proposals

SCAG = Southern California Association of Governments

U.S. EPA = United States Environmental Protection Agency

 [Back to Agenda](#)

BOARD MEETING DATE: October 4, 2013

AGENDA NO. 2

PROPOSAL: Set Public Hearing November 1, 2013 to Consider Amendments and/or Adoption to AQMD Rules and Regulations:

Amend Rule 1146 –Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters and Rule 1146.1 – Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters. The proposed amendments to Rules 1146 and 1146.1 will address a SIP approvability issue related to rule enforceability raised by U.S. EPA. U.S. EPA has required that the rules clarify that source test results showing emissions in excess of rule limits must result in a violation. Under the current language, an owner or operator has 72 hours to remedy an exceedance. Also proposed are rule clarifications. None of the proposed changes will affect rule emission limits or result in any adverse environmental, socioeconomic, or cost impacts. (Reviewed: Stationary Source Committee, September 20, 2013)

The complete text of the proposed amendments, staff report, and other supporting documents are available from the District's Public Information Center, (909) 396-2550, and on the Internet ([www.aqmd.gov](http://www.aqmd.gov)) as of October 2, 2013.

RECOMMENDED ACTION:

Set Public Hearing November 1, 2013 to amend Rules 1146 and 1146.1.

Barry R. Wallerstein, D.Env.  
Executive Officer

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BOARD MEETING DATE: October 4, 2013

AGENDA NO. 3

REPORT: Approve Annual Report on AB 2766 Funds from Motor Vehicle Registration Fees for FY 2011-12

SYNOPSIS: This report contains data on the AB 2766 Subvention Fund Program for FY 2011-12 as requested by CARB.

COMMITTEE: Mobile Source, September 20, 2013; Recommended for Approval

**RECOMMENDED ACTION:**

Approve the Annual Report on AB 2766 Funds from Motor Vehicle Registration Fees for FY 2011-12 for submittal to CARB.

Barry R. Wallerstein, D.Env.  
Executive Officer

EC:LT:CG:KH:ED

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**Background**

In September 1990, Assembly Bill 2766 was signed into law authorizing a \$2 motor vehicle registration fee surcharge, with a subsequent increase to \$4 in 1992. Section 44223 of the Health & Safety Code (H&SC), enacted by AB 2766, specifies that this motor vehicle registration fee be used “...for the reduction of air pollution from motor vehicles pursuant to, and for related planning, monitoring, enforcement, and technical studies necessary for the implementation of the California Clean Air Act of 1988.”

Local jurisdictions receive 40% of the first \$4 of each vehicle registration fee to implement projects that reduce mobile source emissions. The SCAQMD distributes these dollars quarterly to South Coast cities and counties based upon their prorated share of population. In 2004, a \$2 surcharge was added pursuant to H&SC Section 44229 to provide a source of funding for expansion of the Carl Moyer Memorial Air Quality Standards Attainment Program. This additional funding will continue to drive early introduction of clean air technology such as cleaner vehicle engines, a Lower-Emission School Bus Program, and accelerated vehicle retirement and repair programs.



Local agencies that are subvented motor vehicle registration fees for air pollution programs report annually to SCAQMD on their use of the fees, and the results of programs funded by the fees. The reporting by local governments follows the guidelines and methodology specified by CARB. The attached report to CARB details local government expenditures during FY 2011-12.

### **Summary of Subvention Fund Program Report**

This report accounts for the projects, financial expenditures, quantifiable emission reductions and associated cost-effectiveness implemented by local governments through the AB 2766 Subvention Fund Program for FY 2011-12.

The SCAQMD staff provided technical assistance which consisted of meetings with local government staff to address program challenges unique to specific cities/counties, assisted with emissions calculations and provided hands-on instructions in the use of the automated reporting system developed by CARB. Further, enhanced AB 2766 outreach to city mayors, city managers and other decision-making local government staff was provided by SCAQMD AB 2766 technical staff, specifically to further educate and encourage implementation of SIP-credible, more cost-effective, quantifiable projects that would yield direct mobile source emission reductions.

During FY 2011-12, local governments received \$20.7 million from motor vehicle fees and spent \$19 million on mobile source emission reduction projects. Approximately \$28.2 million or 72% of their ending balances (that includes unspent monies from prior years) was pre-designated for future projects. This represents a decrease in funds pre-designated from FY 2010-11, where 75% of the ending balance was pre-designated for future projects. Expenditures in the Transportation Demand Management and Alternative Fuels/Electric Vehicles categories, as in prior years, were the two highest spending categories as many local governments continue to direct their spending priorities to comply with employee rideshare programs and to transition to cleaner fleets.

Quantifiable emission reductions from projects implemented during FY 2011-12 reduced 5,714 (VOC, NO<sub>x</sub>, PM<sub>10</sub> and CO/7) tons of emissions. The 5,714 tons of emissions reduced from projects funded during FY 2011-12 had an overall average cost-effectiveness of \$0.80 per pound of emissions reduced. Excluding one outlying Traffic Management project which had a significant effect on the overall cost-effectiveness, the average cost-effectiveness would be \$6.09 per pound, which is under the \$10 per pound cost-effectiveness threshold established by CARB.

In accordance with H&S Code 44244.1, any agency receiving AB 2766 fee revenues is subject to a program or funding audit conducted by an independent auditor selected by the SCAQMD. Further, in response to Board concerns raised regarding the pooling of AB 2766 funds between local governments and Councils of Governments, a new financial reporting element was added in FY 2007-08 for the Councils of Governments who receive AB 2766 subvention funds from member cities and counties to provide project descriptions and fund expenditure details.

**Proposal**

Approve the attached staff report for submittal to CARB.

**Attachment**

Annual Report on AB 2766 Funds from Motor Vehicle Registration Fees for FY 2011-12

<b>SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT</b>
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**Staff Report:**

**Annual Report on AB 2766 Funds from Motor Vehicle Registration Fees  
for FY 2011-12**

**October 4, 2013**

**Executive Officer**

Barry R. Wallerstein, D. Env.

**Deputy Executive Officer**

**Planning, Rule Development & Area Sources**

Elaine Chang, DrPH

**Planning and Rules Manager**

Carol Gomez

**Program Supervisor**

Kathryn Higgins

---

Author:	Eyvonne Drummonds	Air Quality Specialist
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Legal Counsel:	Barbara Baird Lauren Nevitt	Chief Deputy Counsel Senior Deputy District Counsel

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
GOVERNING BOARD**

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Speaker of the Assembly Appointee

Vice Chairman: DENNIS R. YATES  
Mayor, City of Chino  
Cities Representative, San Bernardino County

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JOSIE GONZALES  
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JOSEPH K. LYOU, Ph.D.  
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Cities Representative, Los Angeles County - Western Region

MIGUEL PULIDO  
Mayor, City of Santa Ana  
Cities Representative, Orange County

EXECUTIVE OFFICER:  
BARRY R. WALLERSTEIN, D.Env.

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### Other Information Available on SCAQMD's Website or Upon Request

AB 2766 Motor Vehicle Fee Subvention Fund Program Resource Guide  
CARB Criteria and Guidelines for the Use of Motor Vehicle Registration Fees  
CARB Motor Vehicle Registration Fees Automated Report  
AB 2766 Funds Report from Motor Vehicle Registration Fees – Past Reports

## **I. BACKGROUND**

On-road motor vehicles, including cars, trucks and buses make up the most significant sources of air pollution in the South Coast Air Basin (SCAB). Vehicle emissions from exhaust contribute to unhealthful levels of ozone and toxic air contaminants such as benzene and particulate matter. To protect public health, Assembly Bill 2766 was signed into law in September 1990. Section 44223 of the H&S Code authorized a \$2 motor vehicle registration fee surcharge, effective April 1991, to fund the implementation of programs designed to reduce air pollution from motor vehicles and to implement the California Clean Air Act of 1988. H&S Code Section 44225 authorized a subsequent increase in this fee to \$4 effective April 1992. In 2004, an additional \$2 surcharge was added pursuant to H&S Code 44229 to provide a long-term source of funding for expansion of the Carl Moyer Memorial Air Quality Standards Attainment Program and to incentivize early introduction of clean air technology such as cleaner diesel engines, a Lower-Emission School Bus Program and accelerated vehicle retirement and repair programs.

From the first \$4 of the funds, AB 2766 requires that fees collected by the Department of Motor Vehicles be subvended to the South Coast Air Quality Management District (SCAQMD) for the purpose of funding three programs with a prescribed allocation as follows: the local government Subvention Fund Program portion (40%) is distributed on a quarterly basis to South Coast Basin cities and counties based upon their prorated share of population to implement projects that reduce emissions from mobile sources; the SCAQMD Program Fund (30%) goes towards agency planning, monitoring, research and other activities that reduce mobile source emissions; the Discretionary Fund Program (30%) is administered by the Mobile Source Air Pollution Reduction Review Committee (MSRC), which awards money to project proponents that also reduce motor vehicle emissions. AB 2766 funded projects have many additional benefits including increasing transportation alternatives, relieving traffic congestion, conserving scarce energy resources and reducing greenhouse gas emissions.

## **II. REPORTING**

This Staff Report addresses solely the local government subvention portion of AB 2766 monies by accounting for projects, financial expenditures, emissions reduced and cost-effectiveness of projects implemented through the AB 2766 Subvention Fund Program during FY 2011-12.

AB 2766 fees are collected by the Department of Motor Vehicles and subvended to the SCAQMD on a monthly basis. The SCAQMD Finance Division disburses the AB 2766 revenues to local governments quarterly. During FY 2011-12, the total number of local governments eligible to receive AB 2766 funds (Motor Vehicle Fees) was 162 (see Attachment A). Project implementation and reporting began during the FY 2011-12 reporting cycle for two new Riverside County AB 2766 recipients, Jurupa Valley and Eastvale. Pursuant to H&S Code 44243 (b)(1), newly incorporated cities may receive subvention funds, provided they adopt and transmit to the SCAQMD the specified ordinance within 90 days of official incorporation.

Cities and counties complete and submit an annual report to the SCAQMD identifying the revenues received, project expenditures, emissions reduced and cost-effectiveness of each project implemented during the preceding fiscal year. Staff then reviews the data, which include project descriptions, funds expended, administrative costs, fund balances, emission reductions achieved and cost effectiveness. Local jurisdictions are encouraged to pre-designate (earmark) funds budgeted for specific projects that

may be implemented in the future. A summary of the information (see Attachment B) is forwarded to the California Air Resources Board (CARB) upon consent of the SCAQMD Governing Board.

Although SCAQMD staff reviews and evaluates the AB 2766 reports submitted, SCAQMD does not have the authority to “approve” or “disapprove” a local government’s use of AB 2766 funds for specific projects. Rather, staff is authorized to provide technical assistance and guidance according to AB 2766 criteria and guidelines established by CARB and “accept” the AB 2766 Annual Report submitted by each AB 2766 fund recipient.

### **III. PROGRAM GUIDANCE**

#### **Purpose**

As directed by the Governing Board in 1998, the SCAQMD’s AB 2766 staff continues to serve as a resource to cities and counties by providing technical guidance for project development and implementation. SCAQMD places special emphasis on the selection of cost-effective, quantifiable mobile source emission reduction Subvention Fund projects that meet the needs of the local jurisdiction. SCAQMD staff assists local jurisdictions with emission reduction calculations and advises them in the preparation of their annual reports.

To provide guidance in identifying projects that are eligible for AB 2766 funding, an AB 2766 Subvention Fund Program Resource Guide was developed and was recently updated, providing program clarifications, policies and guidance and is available to local jurisdictions that receive AB 2766 funds. Project descriptions and examples outlined in the Resource Guide are consistent with CARB’s Criteria and Guidelines for the Use of Motor Vehicle Registration Fees, which focus on strategies that directly reduce mobile source emissions.

#### **Activities**

The AB 2766 staff continues to provide recommendations to CARB staff on ways to improve the automated software for local government staff to report their annually funded projects. SCAQMD staff conducted, as in prior years, technical training sessions for local government representatives and Council of Government (COG) staff to familiarize them with the updated electronic program, respond to inquiries related to the annual reporting software and to solicit feedback on its usefulness. Several AB 2766 technical training sessions were conducted by SCAQMD staff during the month of January 2013, to which 97 local government representatives attended. Those training sessions included detailed instructions on the OnBase AB 2766 Annual Report submittal process. This submittal process, with customized logins, automatically notifies the transmitting entity, via email, of the status of the annual program report transmission, review and acceptance. In addition to the direct uploading of annual reports, the OnBase system allows local jurisdictions an opportunity to monitor the status of the SCAQMD review process. The OnBase system also has a feature which provides local governments access to previously submitted/accepted historical AB 2766 annual reports and other program information at their convenience. Therefore, it should be noted that overall, implementation of the OnBase system, over the last two reporting cycles, has resulted in enhanced AB 2766 program efficiency, time savings as well as record retention and accessibility for SCAQMD staff and participating local jurisdictions.

SCAQMD staff provided technical assistance which consisted of meetings with local government staff to address program challenges unique to specific cities/counties, assisted with emissions calculations and provided hands-on instructions in the use of the automated reporting system. Staff will continue to offer enhanced AB 2766 outreach to local council members and boards of supervisors, city mayors, city managers and other decision making local government staff in order to educate and encourage implementation of quantifiable, SIP credible, more cost-effective projects that yield direct mobile source emission reductions.

SCAQMD staff has reviewed and evaluated the FY 2011-2012 annual program reports submitted by the 162 participating local jurisdictions. The results are summarized in the Program Data section of this staff report.

### **Local Government Coordination**

Several local governments give a portion of their AB 2766 subvention funds to their respective Councils of Governments (COGs) in order to pool their resources to implement projects that reduce air pollution from motor vehicles. COGs must adhere to the same project eligibility requirements and guidelines as all local jurisdictions receiving AB 2766 funds when implementing air quality projects funded by the AB 2766 Program. Table 1 provides a summary of the projects and programs implemented, including a description of the activities conducted by COGs receiving AB 2766 funds from their member cities and is provided for informational purposes only. To monitor and track the cost effectiveness of subvention funds given by local governments to COGs, local governments have been asked to provide information on the use of the AB 2766 funds that they give to their COGs for mobile source emission reduction projects. COGs provide summary reports to their member cities and the SCAQMD identifying the funding amount and description of AB 2766 funded projects.

**Table 1**  
**Summary of COG Activities**

<b>COG Name</b>	<b>Expenditure Amount*</b>	<b>Project Description**</b>
Coachella Valley	\$334,192	Regional PM <sub>10</sub> Street Sweeping Program which uses alternative fuel equipment to sweep approximately 21,829 curb miles of regional arterials in the Coachella Valley.
San Gabriel Valley	\$24,900	Coordinated Congestion Pricing, Traffic Synchronization and Low Emission Fleet Vehicle workshops; ongoing corridor and rail extension planning activities.
Western Riverside	\$103,900	Ongoing Clean Cities Coalition outreach.
Gateway Cities	\$207,604	I-710 Corridor EIR/EIS; SR-91/I-605/I-405 Major Corridor Study; Air Quality Action Plan for Gateway Cities region and ITS initiative for freeway traffic flow improvements.

\*Expenditure amounts as reported by COG member cities.

\*\*Project descriptions as reported by the COG.



## IV. PROGRAM DATA

### Project Categories

Local governments are required, in accordance with AB 2766 legislation, to use the subvented funding dollars they receive to implement projects that reduce motor vehicle emissions. The AB 2766 Resource Guide summarizes CARB's fund usage criteria and identifies appropriate strategies that, through careful planning and design, will most cost effectively and efficiently reduce emissions from mobile sources. The following is the list of AB 2766 Project Categories (11) and examples of projects that meet the criteria and guidelines established by CARB for AB 2766 fund expenditures:

1. **Alternative Fuels/Electric Vehicles** - Promoting and encouraging the use of alternative fuels by purchasing or leasing vehicles powered by compressed natural gas, propane, full non-diesel hybrids that meet the specific CARB certification standards, fuel cell and electric vehicles; conversion or re-powering conventionally fueled vehicles to alternative fueled engines. Installation of alternative fuel infrastructure to support the use of alternative fueled vehicles and purchasing of the alternative fuel for up to three years after vehicle purchase; cost differential thereafter.
2. **Vehicle Emissions Abatement** - Use of cleaner diesel engines and ensuring that vehicles are properly tuned and maintained; retirement and replacement of dirty off-road engines with newer, cleaner diesel engines or installation of particulate trap retrofits for diesel engines. Participation in a certified Old Vehicle Scrapping Program.
3. **Land Use** - Implementation of Land Use strategies that make it easier for pedestrians to walk, bicycle or use public transit, thus reducing automobile trips and emissions; planning, designing and constructing/installing facilities that discourage and decrease the use of automobiles.
4. **Public Transportation** – Implementing projects that reduce single occupancy vehicle trips; new or extended transit service, providing fare subsidies, implementation of rail feeder operations and adequate marketing; purchase or lease of alternative fueled vans, buses or shuttles for shuttle service. Construction/installation and/or enhancement of public transportation facilities and providing supporting transit information. Support of public transit alternative fuel usage by developing, designing, coordinating and constructing alternative fuel infrastructure.
5. **Traffic Management and Signal Coordination** – Installation of corridor signal synchronization systems; design and installation of pedestrian islands, turning lanes, pedestrian traffic controls and/or changeable message signs. Mobilization of freeway tow truck services.
6. **Transportation Demand Management (TDM)** – Implementing projects that reduce single occupancy vehicle trips by encouraging carpooling, vanpooling, biking, walking, use of public transit, telecommuting, or implementation of compressed work week schedules. Developing programs that focus on reducing trips to special event centers or other attractions; creation and support of Park and Ride facilities.
7. **Market Based Strategies** – Developing and implementing user fees or congestion charges to encourage behavioral changes for consumers to use less congesting or less polluting forms of transportation; implementation of Parking Cash-out Programs.
8. **Bicycles** – Designing, developing and/or installing bikeways or establishing new bicycle corridors; making bicycle facility enhancements/improvements by installing bicycle

lockers, bus bike racks; providing assistance with bike loan programs (motorized and standard) for police officers, community members and the general public.

9. **PM Reduction Strategies** – Implementing measures that reduce or prevent deposits of dust and other materials from build-up on roadway surfaces such as paving roads, shoulders and purchasing SCAQMD Rule 1186.1 compliant street sweepers.
10. **Public Education** – Sponsoring ongoing air quality outreach campaigns that educate the public about options that reduce single occupancy vehicle trips when launching new programs such as shuttle services, transit station openings, HOV/HOT facility openings, and providing information on rideshare incentive programs. Dissemination of updated printed material; developing and conducting group specific presentations; participation in or sponsorship of workshops, forums and conferences.
11. **Miscellaneous Projects** – Implementing projects that reduce mobile source emissions, but are not specifically listed or identified in the AB 2766 Program guidelines. Details on project description, emission reductions achieved, calculations/analysis on the reductions in vehicle miles travelled (VMT) and cost-effectiveness data must be provided for adequate project evaluation.

**NOTE:** *Research and Development projects are allowable AB 2766 expenditures, however, the expenditure(s) must not exceed 10% of the AB 2766 funds received for the reporting cycle.*

## Project Funding & Quantification

A financial summary of how local governments in the four counties used their AB 2766 subvention funds during FY 2011-12 is provided in Table 2. Local governments spent less of the subvention funds, \$19 million, on mobile source emission reduction projects than they received, \$20.7 million, from motor vehicle fees. They spent 33% of their combined beginning balance and motor vehicle (MV) fees received, which is a slight increase to what occurred in FY 2010-11 when cities and counties spent 32% (\$17.6 million) of the total beginning balances and MV fees received.

Table 2 also shows that of the \$39.2 million ending balance that the local governments reported, approximately \$28.2 million or 72% of the ending balance was pre-designated (earmarked) for future projects. This is a decrease to what occurred in FY 2010-11, when 75% of the ending balance was pre-designated for future projects. Local governments have the ability to carryover pre-designated fund balances indefinitely, which provides the flexibility of saving for future large projects or to secure additional co-funding.

**Table 2**

**FY 2011-12 Motor Vehicle Funds Financial Summary (As Reported by Local Jurisdictions)**

County	Beginning Balance	MV Fees Received	Project Spending	Ending <sup>1</sup> Balance	Pre-designated Funds	Funds Remaining
Los Angeles	\$17,366,828	\$12,138,684	\$10,864,199	\$18,656,895	\$12,214,109	\$6,442,786
Orange	\$9,527,953	\$3,827,907	\$3,284,543	\$10,087,008	\$6,673,027	\$3,413,981
Riverside	\$5,222,689	\$2,790,460	\$2,935,577	\$5,073,274	\$4,707,893	\$365,381
San Bernardino	\$5,312,683	\$1,960,137	\$1,904,468	\$5,371,060	\$4,559,061	\$811,999
<b>Totals*</b>	<b>\$37,430,153</b>	<b>\$20,717,189</b>	<b>\$18,988,787</b>	<b>\$39,188,237</b>	<b>\$28,154,090</b>	<b>\$11,034,147</b>

\*Totals may vary slightly due to rounding.

Table 3 shows the historical funding, project expenditure levels and funds pre-designated by local governments over the last seven fiscal years. Motor Vehicle funding subvented to local governments has increased this reporting cycle and local jurisdictions have spent more of their AB 2766 funds on eligible AB 2766 projects.

<sup>1</sup> The ending balance represents the beginning balance and MV Fees received, minus project spending. Interest earned and administrative costs are reflected, but not shown. Interest earned and Administrative costs are fully detailed in Appendix B.

**Table 3**  
**History of Motor Vehicle Funds Financial Summary**

<b>Fiscal Year</b>	<b>Beginning Balance</b>	<b>MV Fees Received</b>	<b>Project Spending</b>	<b>Ending Balance</b>	<b>Pre-designated Funds</b>	<b>Funds Remaining</b>
<b>2005-06</b>	\$28,382,547	\$19,569,231	\$19,873,515	\$28,659,691	\$18,701,317	\$9,376,946
<b>2006-07</b>	\$31,800,719	\$20,307,032	\$20,112,062	\$33,232,203	\$23,051,795	\$8,943,894
<b>2007-08</b>	\$32,956,998	\$19,932,651	\$17,872,604	\$36,219,271	\$27,374,058	\$8,845,213
<b>2008-09</b>	\$36,049,695	\$19,217,553	\$19,880,762	\$36,261,851	\$31,740,900	\$4,520,951
<b>2009-10</b>	\$39,839,058	\$20,309,567	\$22,699,441	\$37,723,700	\$30,464,877	\$7,258,823
<b>2010-11</b>	\$36,393,268	\$18,896,623	\$17,597,011	\$37,774,893	\$28,477,255	\$9,297,638
<b>2011-12</b>	<b>\$37,430,153</b>	<b>\$20,717,189</b>	<b>\$18,988,787</b>	<b>\$39,188,237</b>	<b>\$28,154,090</b>	<b>\$11,034,147</b>

Table 4 identifies, by county, the number of projects funded by local governments and of those, the number and percentages of quantified emission reductions achieved during FY 2011-12. Los Angeles County has the majority of the cities in the South Coast Air Basin and therefore has funded the largest number of AB 2766 projects in the program (148). Orange County had the second highest number of projects funded (78), followed by Riverside County (50) and San Bernardino (42). Relative to quantified emission reductions, San Bernardino County yielded the highest percentage (81%) of quantified projects this reporting cycle.

**Table 4**  
**FY 2011-12 Local Government Project Reporting and Emission Reduction Quantification**

<b>County</b>	<b>Number of Local Governments Reporting</b>	<b>Number of Projects Funded</b>	<b>Number of Projects with Emission Reductions Quantified</b>	<b>Percent of Projects with Emission Reductions Quantified</b>
<b>Los Angeles</b>	82	148	87	59%
<b>Orange</b>	35	78	43	55%
<b>Riverside</b>	28	50	30	60%
<b>San Bernardino</b>	17	42	34	81%
<b>Totals</b>	<b>162</b>	<b>318</b>	<b>194</b>	<b>61%</b>

Table 5 shows overall, that the total number of projects funded by local governments over the last five fiscal reporting cycles have resulted in project quantifications above 50% and continues to improve, reporting 61% for FY 2011-12. The percentage of expenditures quantified was 73% during the last reporting cycle, and increased to 74% for this reporting cycle. It should be noted that the number of quantified projects increased during this reporting cycle, from 187 to 194 and the percentage of quantified projects increased from 58% to 61%. CARB has provided methodologies for emission reduction quantifications with corresponding emission factors for some of the most widely implemented transportation related air quality projects. The annual emission reductions as well as the cost-effectiveness of the projects are estimated. Emission reductions from several of these projects are difficult to quantify or cannot be quantified, such as the purchasing of alternative fuel, electric vehicle infrastructure projects, public education and outreach programs, as well as projects that include research and development.

**Table 5**  
**Project Quantification History**

<b>Year</b>	<b>Number of Projects</b>	<b>Projects with Emission Reductions Quantified</b>	<b>Percent of Projects Quantified</b>	<b>Percent of Expenditures Quantified</b>
<b>FY 2007-08</b>	340	175	51%	74%
<b>FY 2008-09</b>	356	191	54%	65%
<b>FY 2009-10</b>	392	198	51%	65%
<b>FY 2010-11</b>	324	187	58%	73%
<b>FY 2011-12</b>	<b>318</b>	<b>194</b>	<b>61%</b>	<b>74%</b>

The data in Table 6 shows the FY 2011-12 expenditures made in ten of the eleven AB 2766 project categories. There were no projects implemented in the Market Based Strategies project category for this reporting cycle. Table 6 shows expenditures beginning with the project category having the highest expenditures and ending with the project category that had the least amount of local government spending. The three project categories that continue to reflect the highest spending percentages are Transportation Demand Management (TDM) (30%), Alternative Fuels/Electric Vehicles (28%) and Traffic Management (12%). Projects funded in these three categories comprised 70% of the \$19 million expended on projects during FY 2011-12, or about \$13.2 million.

Staff would like to highlight the fact that the two highest spending categories are the Transportation Demand Management (TDM) and Alternative Fuels/Electric Vehicles categories and that they represent 58% or about \$11 of the \$19 million program expenditures. Much of these funds were spent towards SCAQMD rule compliance related activities, such as implementation of employee rideshare programs and compliance with SCAQMD Clean Fleet Rules.

**Table 6**  
**Expenditures by Project Category**

<b>Project Category</b>	<b>Project Spending*</b>	<b>Percent of Spending*</b>	<b># of Projects</b>
<b>Transportation Demand Management</b>	\$5,771,404	30%	82
<b>Alternative Fuels/Electric Vehicles</b>	\$5,239,686	28%	63
<b>Traffic Management</b>	\$2,233,781	12%	29
<b>Public Transportation</b>	\$1,993,982	11%	50
<b>Land Use</b>	\$1,201,435	6%	25
<b>Bicycles</b>	\$963,714	5%	23
<b>PM Reduction Strategies</b>	\$751,078	4%	15
<b>Miscellaneous Projects</b>	\$318,453	2%	19
<b>Public Education</b>	\$273,308	1%	5
<b>Vehicle Emission Abatement</b>	\$241,946	1%	7
<b>Totals*</b>	<b>\$18,988,787</b>	<b>100%</b>	<b>318</b>

\*Numbers may vary slightly due to rounding.

### **Emission Reductions & Cost Effectiveness**

Table 7 summarizes, by county, the number of projects funded, project spending and the amount of emission reductions achieved. Local governments in Los Angeles County reported the vast majority of project spending, \$11 million (57%) and also represented the majority of annual emission reductions, 5,412 tons (95%) for the year. During the FY 2011-12, a total of 5,714 tons of emissions were reduced by projects funded with AB 2766 Subvention Funds.

**Table 7**  
**FY 2011-12 AB 2766 Project Spending and Emissions Reduced**

<b>County</b>	<b>Number of Projects Funded</b>	<b>Project Spending</b>	<b>Emissions Reduced<sup>2</sup> (Tons/Year)</b>
<b>Los Angeles</b>	148	\$10,864,199	5,412
<b>Orange</b>	78	\$3,284,543	140
<b>Riverside</b>	50	\$2,935,577	63
<b>San Bernardino</b>	42	\$1,904,468	99
<b>Totals*</b>	<b>318</b>	<b>\$18,988,787</b>	<b>5,714</b>

\*Numbers may vary slightly due to rounding.

<sup>2</sup> Emissions reduced account for total reductions (VOC, NOx, PM<sub>10</sub> and CO/7) from Air Fund expenditures. Air Funds consist of the MV Fees and funding both from the state Carl Moyer Program and the AB 2766 Discretionary fund. See Attachment B: Average Cost Effectiveness by Project.

The 5,714 tons of emission reductions represent a slight decrease to what occurred during the reporting cycle of 2010-11 (see Figure 2). This decrease may be attributed to the decline in emission reductions reported in the Traffic Management project category which dropped from 5,550 tons per year to 5,218 tons per year in this reporting cycle.

Table 8 provides emission reduction and cost-effectiveness information within the AB 2766 project categories. In this reporting cycle, the Traffic Management category represented the bulk of the emissions reduced for FY 2011-12. This project category, which includes Traffic Calming and Traffic Signal Synchronization Projects, accounts for 5,218 tons of emissions reduced, or about 91% of the 5,714 tons per year of total emissions reduced from all AB 2766 project categories. However, only 12% (see Table 6) of the total funding was spent within this category. The cost effectiveness of this category was greatly skewed by one project, which claimed 5,077 tons of emissions reduced. The TDM category claimed 338 tons of emission reductions, accounting for approximately 6% of the total emissions reduced.

As a result of the AB 2766 Staff's continued efforts throughout the reporting year to maintain ongoing and increased technical support and program outreach, jurisdictions are continuing to implement more cost-effective, quantifiable emission reduction projects. Local governments are being encouraged to seek and to create opportunities to coordinate with neighboring cities, jurisdictions and COGs to implement projects that will result in shared, mutual emission reduction benefits, while potentially sharing costs and resources. AB 2766 staff provides local governments with information on potential local, state and federal funding opportunities as they become available. Pre-designating funds for projects that are planned for future implementation or that are in need of funding assistance has helped program administrators to better understand the importance of advanced financial planning and has encouraged them to research other sources and ways of obtaining and securing matching funds.

The last column in Table 8 identifies the total air funds cost-effectiveness (dollar per pound) of emissions reduced. The "Air Funds" consist of the Motor Vehicle Fees and if applicable, funding from the state Carl Moyer Fund Program and the Mobile Source Air Pollution Reduction Review Committee (MSRC) funding pursuant to CARB's methodology.

The cost-effectiveness of all project categories ranges, as shown in Table 8, from \$0.14 - \$49.29 per pound of emissions reduced in FY 2011-12 reporting cycle. The overall total average cost-effectiveness was computed as \$0.80 per pound of emissions reduced. However, there is one project within the Traffic Management project category that continues to have a significant effect on the program's overall cost-effectiveness. If that project had been excluded from the total number of projects implemented, the average cost-effectiveness would have been \$6.09 per pound of emissions reduced instead of \$0.80 per pound. Taking that into consideration, the cost effectiveness continues to remain below the \$10 per pound cost-effectiveness threshold established by CARB. Various factors, such as funding amounts, project design, and trip and vehicle miles traveled reductions all help to determine how cost-effective one project is compared to another and determines the final project category cost effectiveness as shown in Table 8.

**Table 8**  
**Emissions Reduced and Cost-Effectiveness by Project Category**

<b>Project Category</b>	<b>Number of Projects</b>	<b>Number of Projects Quantified</b>	<b>Percent of Projects Quantified</b>	<b>Emissions Reduced<sup>3</sup> (Lbs/Yr)</b>	<b>Emissions Reduced<sup>4</sup> (Tons/Yr)</b>	<b>Air Funds Cost-Effectiveness<sup>5</sup> (\$/Lb)</b>
<b>Traffic Management</b>	29	17	59%	10,436,654	5,218	\$0.14
<b>Transportation Demand Management</b>	82	71	87%	675,660	338	\$7.71
<b>Public Transportation</b>	50	38	76%	207,208	104	\$5.99
<b>PM Reduction Strategies</b>	15	13	87%	93,001	47	\$6.27
<b>Alternative Fuels/ Electric Vehicles</b>	63	39	62%	11,476	5	\$49.29
<b>Vehicle Emissions Abatement</b>	7	2	29%	2,925	1	\$2.60
<b>Bicycles</b>	23	14	61%	1,732	1	\$41.70
<b>Public Education</b>	5	-	0%	-	-	-
<b>Land Use</b>	25	-	0%	-	-	-
<b>Miscellaneous Projects</b>	19	-	0%	-	-	-
<b>TOTALS*</b>	<b>318</b>	<b>194</b>	<b>61%</b>	<b>11,428,656</b>	<b>5,714</b>	<b>\$0.80<sup>6</sup></b>

\*Totals may vary slightly due to rounding.

Motor Vehicle funding subvented to local governments has increased this fiscal reporting cycle. Figure 1 shows the historical funding and total project expenditure levels by local governments for the last seven fiscal reporting cycles. The project expenditures are expressed in both total project expenditures and quantifiable project expenditures. The quantifiable project expenditures represent 74% (\$14 million) of the total project expenditures (\$19 million) for FY 2011-12.

3 Emissions reduced account for total reductions (VOC, NOx, PM<sub>10</sub> and CO/7) from the state Carl Moyer Program and the AB 2766 Discretionary fund. See Attachment B: Average Cost-Effectiveness by Project.

4 Emissions reduced (tons/year) is determined by dividing by 2,000 lbs/ton. Totals may vary slightly due to rounding.

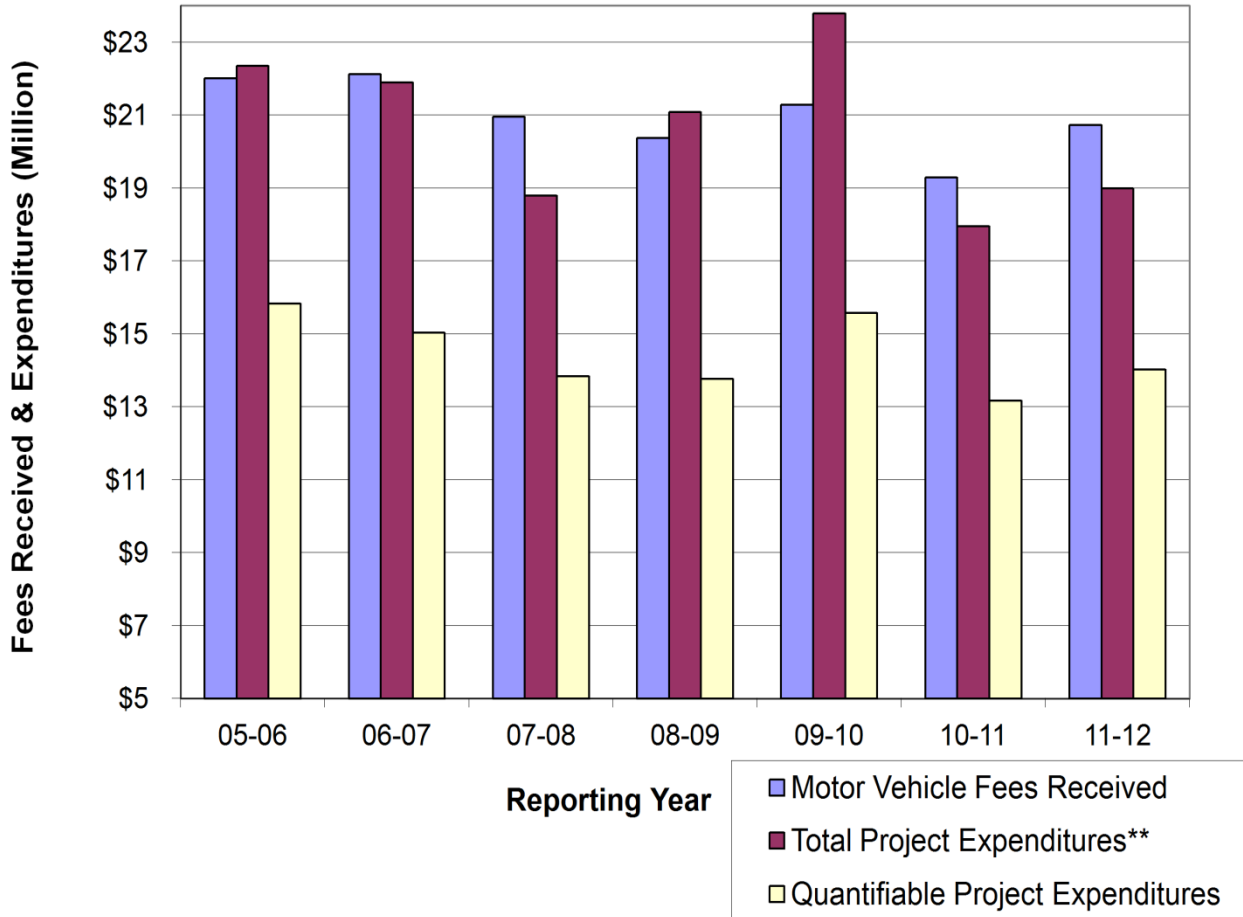
5 EMFAC is consistent with ARB methodology. Cost effectiveness is determined by multiplying default capital recovery factors (amortized formula reflecting project life and discount rate) by total funds, then dividing those annualized funds by annual emission reductions. See Attachment B: Average Cost-Effectiveness by Project.

6 The overall cost-effectiveness would be \$6.09 with the exclusion of one outlying project which skewed the cost-effectiveness down to \$0.80.



**Figure 1**

**History of Motor Vehicle Fees Received and Expenditures\***



\*In current dollars.

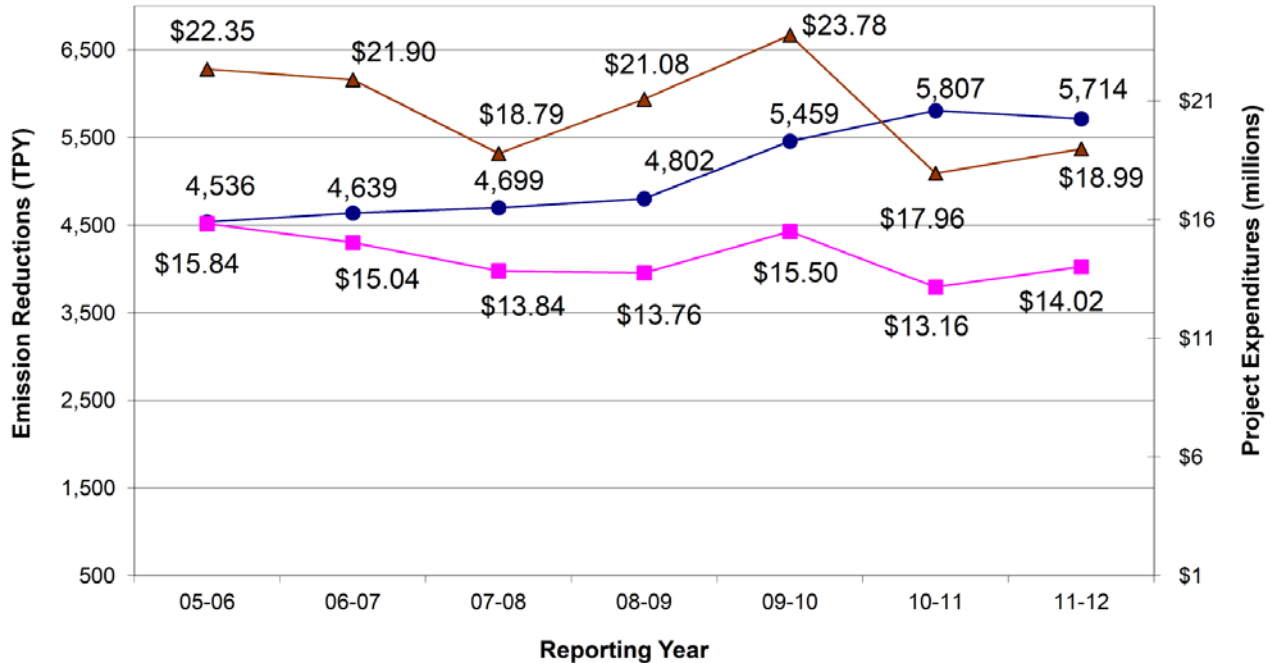
\*\*In most instances, Total Project Expenditures are slightly more than Motor Vehicle Fees Received due to funds available from carryover balances.

In Figure 2, emission reductions as well as both total and quantifiable expenditures adjusted for inflation are shown. During the FY 2011-12 AB 2766 reporting cycle, there is a decrease in the emission reductions achieved and reported by local governments, which can be attributed to the decrease in emissions from Traffic Management projects. However, it should be noted that there was an increase in the emission reductions achieved in the Transportation Demand Management (TDM) and Public Transportation categories.

Approximately 5,714 tons (VOC, NO<sub>x</sub>, PM<sub>10</sub> and CO/7) or about 16 tons per day of pollution was eliminated during FY 2011-12 from \$19 million expended by local governments compared to 5,807 tons of quantifiable reductions achieved in FY 2010-11 from \$17.6 million expended.

**Figure 2**

**Emission Reductions and Project Expenditures\***



\*Emissions calculated based on EMFAC 2007 V2.3. Expenditures are in current (2012) dollars.

\*\*FY 11-12 adjusted to correct previously under-reported emission reductions achieved.

- ▲— Total Expenditures
- Emission Reductions
- Project Expenditures w/Quantifiable Reductions

The history of emission reductions and cost-effectiveness is shown in Table 9. This table reflects the total amount of emissions reduced annually from projects funded. The average cost-effectiveness of projects funded during FY 2011-12 was approximately \$.80 per pound of emissions reduced. It should be noted that the cost effectiveness calculation was performed in current (nominal) dollars. The cost-effectiveness numbers would have been lower in real dollars.

The average cost-effectiveness figure is determined by dividing the amortized Air Fund dollar amount (\$9.1 million) which is associated with quantified projects, by the total amount of emission reductions (11.4 million lbs./yr.). Table 9 illustrates the progress that has been made since FY 2005-06 in reducing emissions. Emissions calculations are based on the most recently approved emission factors for the reporting cycle. As vehicles become cleaner and emission factors decrease from year to year, it would take more cost-effective projects to maintain the same level of emission reductions. Accordingly, slight decreases in emission reductions in subsequent years should not necessarily be perceived as diminished accomplishments by the AB 2766 program.

**Table 9**  
**History of Emissions Reduced and Cost-Effectiveness\***

<b>Fiscal Year</b>	<b>Emissions Reduced** (Lbs./Yr)</b>	<b>Emissions Reduced** (Tons/Yr)</b>	<b>Cost Effectiveness (\$/Lb)</b>	<b>Cost Effectiveness (\$/Ton)</b>
<b>FY 2005-06</b>	9,072,033	4,536	\$0.99	\$1,980
<b>FY 2006-07</b>	9,279,778	4,640	\$0.98	\$1,960
<b>FY 2007-08</b>	9,399,442	4,700	\$0.98	\$1,960
<b>FY 2008-09</b>	9,603,749	4,802	\$0.89	\$1,780
<b>FY 2009-10</b>	10,918,000	5,459	\$0.88	\$1,760
<b>FY 2010-11</b>	11,613,570	5,807	\$0.77	\$1,540
<b>FY 2011-12</b>	<b>11,428,656</b>	<b>5,714</b>	<b>\$0.80</b>	<b>\$1,600</b>

\*In current dollars.

\*\*Emission reductions determined by the emission model in effect for the year specified.

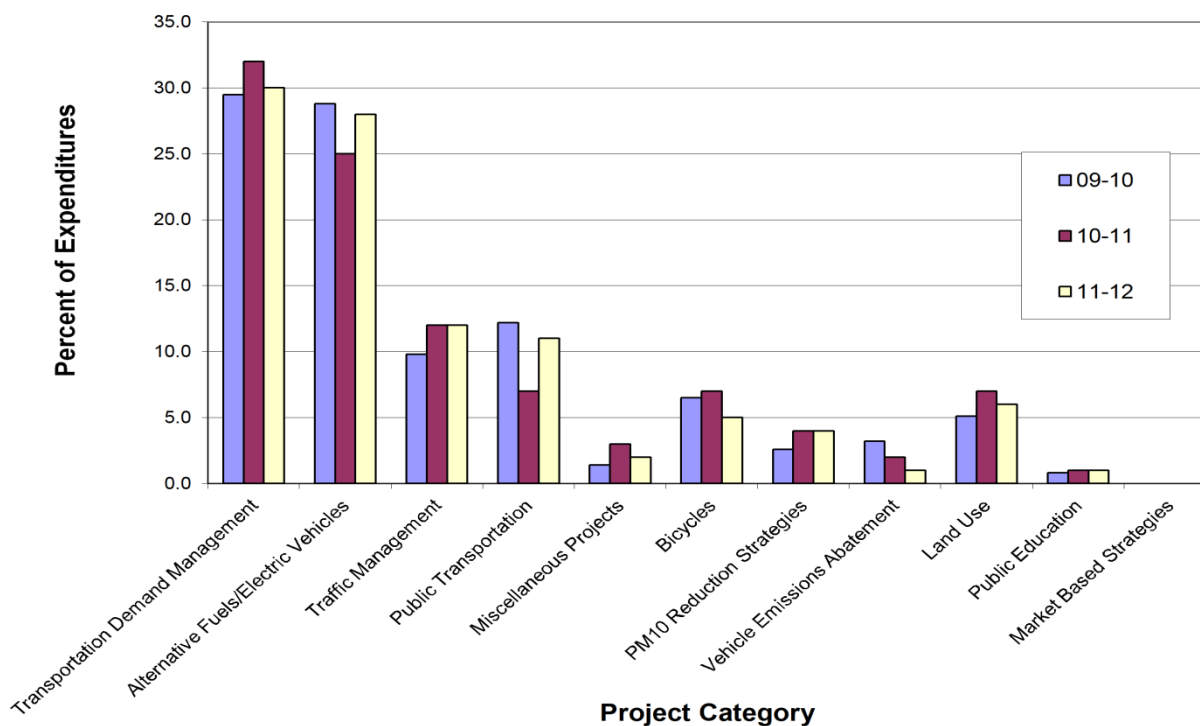
Table 10 shows the project subcategories with the highest Motor Vehicle Fee funding allocations within each project category. Each major category is comprised of subcategories for the purpose of emission reduction quantification. Historically, the three project subcategories with the highest expenditures are Employer Based Trip Reductions, Alternative Fuel Vehicle Purchases and Traffic Flow or Signalization. The total sum of expenditures in these three subcategories indicated that there was an increase in the percentage of funding dollars spent (70%), among the subcategories with the highest funding allocations compared to 69% reported in FY 2010-11, the previous annual reporting cycle. The combined total expenditures for the top three subcategories is approximately \$9.7 million. This amount represents more than half of the \$19 million MV Fees spent on mobile source projects during FY 2011-12.

**Table 10**  
**Project Subcategories with Highest Funding Allocations**

<b>Project Category (# of Projects)</b>	<b>Project Subcategory (# of Projects)</b>	<b>Project Subcategory Expenditures</b>	<b>Percent of Project Category Expenditures</b>
Transportation Demand Management (82)	Employer-Based Trip Reduction (60)	\$4,425,663	73%
Alternative Fuels/Electric Vehicles (63)	Alternative Fuel Vehicle Purchases (32)	\$3,207,321	51%
Traffic Management (29)	Traffic Flow or Signalization (21)	\$2,073,424	72%
Bicycles (23)	Bicycle Lanes (10)	\$788,783	43%
Public Transportation (50)	Passenger Fare Subsidies (31)	\$1,077,206	62%
Land Use (25)	Plan Elements (8)	\$885,731	32%
PM Reduction Strategies (15)	Road Dust Control (15)	\$751,078	100%
Misc. Projects (19)	Misc. Projects (19)	\$318,453	100%
Vehicle Emissions Abatement (7)	On-road CARB verified Diesel Emission Control System (3)	\$117,097	43%
Public Education (5)	Short Term PE (promote transit, rideshare: conferences) (4)	\$263,308	80%

Figure 3 depicts a comparison by percentages of the expenditures made in all project categories during FYs 2009-10, 2010-11 and 2011-12. The Transportation Demand Management (TDM) project category showed a slight decrease from 32% to 30% of total Motor Vehicle Fee expenditures from FY 2010-11 to FY 2011-12 reporting cycle.

**Figure 3**  
**Project Expenditure Comparisons**



**Summary of Local Government Reports**

The FY 2011-12 Subvention Fund local government reporting is summarized below:

- **Cost Effectiveness:**  
The overall cost-effectiveness of projects quantified shows a slight decrease in the FY 2011-12 reporting cycle to \$0.80 from \$0.77 per pound as reported in FY 2010-11.
- **Emission Reductions:**  
Emission reductions reported from all quantifiable projects implemented has shown a decrease from 5,807 tons reported in FY 2010-2011 to 5,714 tons of pollution eliminated for FY 2011-12.
- **Pre-designated (earmarked) Funds:**  
The percentage of the ending balances pre-designated for future projects has remained consistent at 75% in both the FY 2010-11 and FY 2011-12 reporting cycles.
- **Project Quantification:**  
The percentage of expenditures quantified remains relatively consistent with the last reporting cycle at 74%.

## **V. PROGRAM OUTREACH**

### **Local Government Leadership**

- SCAQMD Staff will encourage local government policy makers to provide leadership and establish partnerships in the program decision-making process.
- SCAQMD Staff will continue to educate and encourage cities to implement quantifiable SIP credible, cost-effective mobile source emission reduction projects. Staff will accomplish this by seeking to meet with and maintain an open, ongoing dialogue with city mayors, city managers and other decision making local government staff.

### **Councils of Government**

- SCAQMD Staff will continue to coordinate with COG Staff to ensure accurate reporting on the annual summaries submitted to SCAQMD of their project activities funded with AB 2766 funds received from member cities and counties. Emphasis will continue to be placed on the importance of ensuring that projects funded by the COG must adhere to the AB 2766 criteria.
- SCAQMD Staff will continue to encourage local governments to provide feedback to SCAQMD and to their respective COGs on various AB 2766 matters, including but not limited to the annual reporting process, subvention funds allocated towards COG sponsored projects, and the AB 2766 Resource Guide.

### **Local Government Staff**

- SCAQMD Staff will encourage fund leveraging and pre-designation of funds for future project implementation.
- SCAQMD Staff will continue to maintain an outreach presence through meetings with local governments' AB 2766 Administrators to:
  - 1) Provide technical guidance on program changes, modifications and/or enhancements;
  - 2) Provide information regarding legal constraints of AB 2766 spending;
  - 3) Provide technical hands-on assistance on calculating, tracking and reporting on projects that will yield quantifiable emission reductions;
  - 4) Explain and discuss the importance of pre-designating funds;
  - 5) Provide training on the automated reporting and submittal processes; and
  - 6) Respond to general questions about the AB 2766 Program.
- SCAQMD Staff will encourage all AB 2766 Administrators to attend the annual AB 2766 training sessions to learn about the current software submittal procedures and all other pertinent updates, changes and/or modifications to the AB 2766 Program.

**ATTACHMENT A:  
Eligible Cities and Counties (FY 2011-12)**

## Eligible Cities and Counties (FY 2011-12)

Los Angeles County	Los Angeles County (cont'd)	Orange County	Riverside County	San Bernardino County
Agoura Hills	La Verne	Aliso Viejo	Banning	Big Bear Lake
Alhambra	Lakewood	Anaheim	Beaumont	Chino
Arcadia	Long Beach	Brea	Calimesa	Chino Hills
Artesia	Lomita	Buena Park	Canyon Lake	Colton
Azusa	City of Los Angeles	Costa Mesa	Cathedral City	Fontana
Baldwin Park	Lynwood	Cypress	Coachella	Grand Terrace
Bell	Malibu	Dana Point	Corona	Highland
Bell Gardens	Manhattan Beach	Fountain Valley	Desert Hot Springs	Loma Linda
Bellflower	Maywood	Fullerton	Eastvale	Montclair
Beverly Hills	Monrovia	Garden Grove	Hemet	Ontario
Burbank	Montebello	Huntington Beach	Indian Wells	Rancho Cucamonga
Carson	Monterey Park	Irvine	Indio	Redlands
Calabasas	Norwalk	La Habra	Jurupa Valley	Rialto
Cerritos	Palos Verdes	La Palma	Lake Elsinore	San Bernardino
Claremont	Paramount	Laguna Beach	La Quinta	City of San Bernardino
Commerce	Pasadena	Laguna Hills	Menifee	Upland
Compton	Pico Rivera	Laguna Niguel	Moreno Valley	Yucaipa
Covina	Pomona	Laguna Woods	Murrieta	
Cudahy	Rancho Palos Verdes	Lake Forest	Norco	
Culver City	Redondo Beach	Los Alamitos	Palm Desert	
Diamond Bar	Rolling Hills Estates	Mission Viejo	Palm Springs	
Downey	Rosemead	Newport Beach	Perris	
Duarte	San Dimas	Orange	Rancho Mirage	
El Monte	San Fernando	County of Orange	Riverside	
El Segundo	San Gabriel	Placentia	County of Riverside	
Gardena	San Marino	Rancho Santa Margarita	San Jacinto	
Glendale	Santa Clarita	San Clemente	Temecula	
Glendora	Santa Monica	San Juan Capistrano	Wildomar	
Hawaiian Gardens	Santa Fe Springs	Santa Ana		
Hawthorne	Sierra Madre	Seal Beach		
Hermosa Beach	Signal Hill	Stanton		
Hidden Hills	South El Monte	Tustin		
Huntington Park	South Gate	Villa Park		
Inglewood	South Pasadena	Westminster		
Irwindale	Torrance	Yorba Linda		
La Canada Flintridge	Temple City			
La Habra Heights	Walnut			
La Mirada	West Covina			
La Puente	West Hollywood			
Los Angeles County	Westlake Village			
Lawndale	Whittier			
<b>Total Eligible Governments = 162</b>	<b>Los Angeles = 82</b>	<b>Orange = 35</b>	<b>Riverside = 28</b>	<b>San Bernardino = 17</b>

CITIES OF BRADBURY, INDUSTRY AND VERNON ARE NOT ELIGIBLE TO RECEIVE AB 2766 SUBVENTION FUNDS



**ATTACHMENT B:**  
**FY 2011-12 AB 2766 Subvention Fund Program Reports**

## South Coast Cities and Counties Financial Summary of Motor Vehicle Funds

Fiscal Year 2011--2012

County	Local Name	<i>Beginning Balance</i>	<i>Motor Vehicle Fees Received</i>	<i>Interest</i>	<i>Revenue</i>	<i>Project Spending</i>	<i>Admin</i>	<i>Ending Balance</i>	<i>Funds Pre-designated for Future Year</i>
<i>Los Angeles Co</i>									
	Agoura Hills	\$42,361	\$25,585	\$361	\$68,307	\$16,506	\$1,200	\$50,601	\$50,000
	Alhambra	\$362,989	\$104,682	\$827	\$468,498	\$5,114	\$0	\$463,384	\$464,083
	Arcadia	\$298,691	\$70,926	\$2,560	\$372,177	\$127,289	\$0	\$244,888	\$200,000
	Artesia	\$51,569	\$79,851	\$266	\$131,686	\$28,282	\$0	\$103,404	\$0
	Azusa	\$164,923	\$58,203	\$1,717	\$224,843	\$20,552	\$2,350	\$201,941	\$164,923
	Baldwin Park	\$479,792	\$94,916	\$1,230	\$575,938	\$10,936	\$0	\$565,002	\$450,000
	Bell	\$123,744	\$33,613	\$187	\$157,544	\$2,600	\$0	\$154,944	\$0
	Bell Gardens	\$85,422	\$63,196	\$77	\$148,695	\$18,296	\$0	\$130,399	\$0
	Bellflower	\$68,811	\$96,378	\$1,022	\$166,211	\$7,630	\$0	\$158,581	\$158,581
	Beverly Hills	\$326,343	\$40,964	\$5,887	\$373,194	\$0	\$0	\$373,194	\$373,194
	Burbank	\$186,550	\$130,834	\$1,501	\$318,885	\$120,832	\$6,542	\$191,511	\$198,052
	Calabasas	\$118,994	\$21,854	\$2,788	\$143,637	\$36,107	\$0	\$107,529	\$107,529
	Carson	\$123,848	\$114,841	\$571	\$239,260	\$123,151	\$0	\$116,109	\$0
	Cerritos	\$293,568	\$59,354	\$2,973	\$355,895	\$41,905	\$2,968	\$311,022	\$304,979
	Claremont	\$123,251	\$43,972	\$48	\$167,271	\$60,193	\$0	\$107,078	\$105,000
	Commerce	\$0	\$16,130	\$0	\$16,130	\$16,130	\$0	\$0	\$0
	Compton	\$241,534	\$121,575	\$8	\$363,117	\$49,049	\$0	\$314,069	\$0
	County of LA	\$0	\$1,285,315	\$1,418	\$1,286,733	\$1,258,667	\$0	\$28,067	\$0
	Covina	\$270,465	\$60,122	\$1,380	\$331,967	\$19,563	\$3,006	\$309,397	\$309,398
	Cudahy	\$29,959	\$29,949	\$10	\$59,918	\$21,897	\$1,400	\$36,621	\$0
	Culver City	\$124,876	\$48,886	\$570	\$174,333	\$0	\$0	\$174,333	\$170,000
	Diamond Bar	\$161,040	\$69,956	\$1,187	\$232,183	\$67,316	\$0	\$164,867	\$160,000
	Downey	\$652,355	\$140,610	\$9,479	\$802,444	\$140,610	\$5,500	\$656,334	\$550,000
	Duarte	\$7,699	\$26,820	\$30	\$34,549	\$7,610	\$0	\$26,939	\$26,900
	El Monte	\$445,464	\$142,746	\$1,411	\$589,621	\$162,956	\$0	\$426,665	\$445,464
	El Segundo	\$44,811	\$19,777	(\$1,107)	\$63,481	\$0	\$0	\$63,481	\$0
	Gardena	\$139,972	\$104,019	\$766	\$244,757	\$112,852	\$5,200	\$126,705	\$144,851
	Glendale	\$214,000	\$241,447	\$3,000	\$458,447	\$241,447	\$0	\$217,000	\$70,000

County	Local Name	<i>Beginning Balance</i>	<i>Motor Vehicle Fees Received</i>	<i>Interest</i>	<i>Revenue</i>	<i>Project Spending</i>	<i>Admin</i>	<i>Ending Balance</i>	<i>Funds Pre-designated for Future Year</i>
<b><i>Los Angeles Co (cont'd)</i></b>									
	Glendora	\$291,162	\$63,045	\$1,278	\$355,484	\$151,760	\$3,152	\$200,572	\$215,000
	Hawaiian Gardens	\$182,483	\$147,213	\$527	\$330,223	\$17,933	\$0	\$312,290	\$150,000
	Hawthorne	\$198,667	\$106,441	\$320	\$305,428	\$103,840	\$840	\$200,748	\$0
	Hermosa Beach	\$85,648	\$24,529	\$1,044	\$111,221	\$390	\$0	\$110,831	\$0
	Hidden Hills	\$41,876	\$2,117	\$168	\$44,161	\$0	\$0	\$44,161	\$44,000
	Huntington Park	\$604,379	\$73,114	\$3,582	\$681,075	\$1,245	\$3,553	\$676,277	\$27,355
	Inglewood	\$276,771	\$138,025	\$2,176	\$416,972	\$0	\$0	\$416,972	\$250,000
	Irwindale	\$0	\$1,789	\$0	\$1,789	\$0	\$0	\$1,789	\$0
	La Canada Flintridge	\$163,690	\$30,424	\$4,526	\$198,640	\$0	\$0	\$198,640	\$138,800
	La Habra Heights	\$19,041	\$5,046	\$55	\$24,142	\$0	\$250	\$23,892	\$0
	La Mirada	\$350,760	\$61,034	\$2,057	\$413,851	\$45,600	\$8	\$368,243	\$0
	La Puente	\$242,061	\$50,091	\$768	\$292,919	\$0	\$0	\$292,919	\$292,919
	La Verne	\$284,635	\$39,081	\$2,237	\$325,953	\$9,268	\$264	\$316,421	\$150,000
	Lakewood	\$191,510	\$190,008	\$1,502	\$383,020	\$121,619	\$4,346	\$257,055	\$167,721
	Lawndale	\$69,511	\$41,217	\$226	\$110,954	\$0	\$0	\$110,954	\$104,000
	Lomita	\$65,946	\$22,666	\$188	\$88,800	\$15,000	\$721	\$73,080	\$28,000
	Long Beach	\$1,962,610	\$555,018	\$6,316	\$2,523,944	\$122,518	\$2,218	\$2,399,209	\$1,800,000
	Los Angeles (City)	\$1,849,504	\$4,779,512	\$73,322	\$6,702,338	\$5,752,788	\$68,608	\$880,942	\$445,000
	Lynwood	\$70,396	\$70,380	\$16	\$140,792	\$0	\$3,000	\$137,792	\$100,000
	Malibu	\$58,730	\$15,911	\$306	\$74,947	\$10,044	\$0	\$64,903	\$58,730
	Manhattan Beach	\$357,588	\$44,214	\$3,971	\$405,773	\$9,318	\$1,068	\$395,387	\$100,000
	Maywood	\$7,494	\$34,474	\$0	\$41,968	\$0	\$0	\$41,968	\$0
	Monrovia	\$189,376	\$46,021	\$249	\$235,646	\$9,461	\$0	\$226,185	\$60,000
	Montebello	\$228,594	\$59,321	\$1,002	\$288,917	\$37,249	\$2,966	\$248,702	\$251,667
	Monterey Park	\$172,101	\$72,842	\$395	\$245,338	\$50,037	\$3,304	\$191,997	\$34,412
	Norwalk	\$310,855	\$132,720	\$1,652	\$445,227	\$180,586	\$0	\$264,641	\$142,491
	Palos Verdes Estates	\$95,210	\$16,909	\$700	\$112,819	\$0	\$0	\$112,819	\$112,819
	Paramount	\$165,767	\$68,055	\$484	\$234,306	\$77,798	\$188	\$156,320	\$123,700
	Pasadena	\$13,911	\$174,263	\$0	\$188,174	\$174,263	\$0	\$13,911	\$180,000
	Pico Rivera	\$2,631	\$79,179	\$84	\$81,894	\$0	\$3,700	\$78,194	\$29,177
	Pomona	\$861,727	\$187,224	\$1,735	\$1,050,686	\$101,193	\$7,489	\$942,004	\$740,000

<b>County</b>	<b>Local Name</b>	<b><i>Beginning Balance</i></b>	<b><i>Motor Vehicle Fees Received</i></b>	<b><i>Interest</i></b>	<b><i>Revenue</i></b>	<b><i>Project Spending</i></b>	<b><i>Admin</i></b>	<b><i>Ending Balance</i></b>	<b><i>Funds Pre-designated for Future Year</i></b>
<b><i>Los Angeles Co (cont'd)</i></b>									
	Rancho Palos Verdes	\$48,607	\$52,388	\$191	\$101,186	\$0	\$0	\$101,186	\$0
	Redondo Beach	\$168,375	\$84,000	\$2,255	\$254,630	\$61,316	\$0	\$193,314	\$0
	Rolling Hills Estates	\$20,110	\$10,151	\$47	\$30,308	\$6,685	\$0	\$23,623	\$30,010
	Rosemead	\$135,374	\$65,077	\$645	\$201,096	\$88,429	\$0	\$112,667	\$135,000
	San Dimas	\$161,733	\$40,192	\$207	\$202,132	\$15,672	\$2,010	\$184,450	\$100,000
	San Fernando	\$42,113	\$29,745	\$28	\$71,885	\$0	\$0	\$71,885	\$30,000
	San Gabriel	(\$2,747)	\$49,976	\$115	\$47,343	\$49,991	\$0	(\$2,648)	\$0
	San Marino	\$386	\$15,568	\$27	\$15,981	\$0	\$0	\$15,981	\$15,981
	Santa Clarita	\$50,298	\$214,858	\$350	\$265,506	\$216,302	\$6,406	\$42,798	\$3,229
	Santa Fe Springs	\$0	\$20,636	\$0	\$20,636	\$20,636	\$0	\$0	\$0
	Santa Monica	\$618,727	\$109,370	\$5,804	\$733,900	\$272,231	\$2,577	\$459,092	\$450,873
	Sierra Madre	\$46,375	\$29,266	\$85	\$75,726	\$0	\$0	\$75,726	\$60,000
	Signal Hill	\$78,329	\$10,460	\$1,278	\$90,067	\$2,488	\$0	\$87,579	\$0
	South El Monte	\$63,830	\$25,309	\$266	\$89,405	\$10,265	\$0	\$79,140	\$35,000
	South Gate	\$73,157	\$114,921	\$133	\$188,211	\$71,177	\$6,183	\$110,851	\$41,632
	South Pasadena	\$82,633	\$32,225	\$210	\$115,068	\$0	\$0	\$115,068	\$82,633
	Temple City	\$73,916	\$44,743	\$317	\$118,976	\$91,846	\$0	\$27,130	\$27,131
	Torrance	\$163,276	\$183,038	\$1,983	\$348,297	\$164,358	\$0	\$183,939	\$183,939
	Walnut	\$94,879	\$35,399	\$1,455	\$131,733	\$7,544	\$0	\$124,189	\$124,189
	West Covina	\$134,086	\$133,468	\$618	\$268,172	\$21,177	\$107	\$246,888	\$139,905
	West Hollywood	\$325,380	\$41,752	\$2,500	\$369,632	\$13,318	\$0	\$356,314	\$92,000
	Westlake Village	\$26,546	\$10,404	\$104	\$37,054	\$0	\$0	\$37,054	\$37,055
	Whittier	\$363,780	\$107,334	\$1,919	\$473,033	\$41,364	\$4,882	\$426,787	\$426,787
	<b><i>County Total:</i></b>	<b>\$17,366,828</b>	<b>\$12,138,684</b>	<b>\$171,588</b>	<b>\$29,677,100</b>	<b>\$10,864,199</b>	<b>\$156,006</b>	<b>\$18,656,895</b>	<b>\$12,214,109</b>
<b><i>Orange Co.</i></b>									
	Aliso Viejo	\$595,033	\$60,740	\$2,067	\$657,840	\$0	\$0	\$657,840	\$657,840
	Anaheim	\$3,331	\$427,764	\$173	\$431,267	\$364,579	\$13,210	\$53,479	\$50,000
	Brea	\$52,640	\$50,252	\$2,388	\$105,280	\$50,252	\$0	\$55,028	\$96,063
	Buena Park	\$145,612	\$101,435	\$3,907	\$250,954	\$0	\$0	\$250,954	\$250,954
	Costa Mesa	\$630,275	\$138,167	\$8,350	\$776,792	\$155,376	\$0	\$621,416	\$546,006

County	Local Name	<i>Beginning Balance</i>	<i>Motor Vehicle Fees Received</i>	<i>Interest</i>	<i>Revenue</i>	<i>Project Spending</i>	<i>Admin</i>	<i>Ending Balance</i>	<i>Funds Pre-designated for Future Year</i>
<b><i>Orange Co.</i></b>									
	County of Orange	\$504,752	\$142,174	\$6,096	\$653,022	\$35,000	\$3,487	\$614,535	\$85,000
	Cypress	\$219,399	\$60,000	\$838	\$280,237	\$85,000	\$0	\$195,237	\$219,399
	Dana Point	\$150,404	\$40,497	\$808	\$191,709	\$0	\$0	\$191,709	\$0
	Fountain Valley	\$273,066	\$69,522	\$2,896	\$345,484	\$150,877	\$1,098	\$193,509	\$100,000
	Fullerton	\$407,909	\$170,050	\$1,588	\$579,547	\$353,599	\$1,380	\$224,568	\$224,567
	Garden Grove	\$199,182	\$257,490	\$175	\$456,847	\$257,490	\$10,772	\$188,585	\$0
	Huntington Beach	\$703,330	\$238,812	\$5,642	\$947,784	\$305,830	\$0	\$641,954	\$697,430
	Irvine	\$699,853	\$274,863	\$8,957	\$983,673	\$190,592	\$7,360	\$785,721	\$785,721
	La Habra	\$59,043	\$75,803	\$1,139	\$135,985	\$75,803	\$0	\$60,182	\$0
	La Palma	\$22,183	\$19,563	\$99	\$41,844	\$0	\$0	\$41,844	\$0
	Laguna Beach	\$0	\$28,593	\$572	\$29,165	\$27,926	\$0	\$1,239	\$28,000
	Laguna Hills	\$0	\$38,150	\$69	\$38,219	\$38,219	\$0	\$0	\$0
	Laguna Niguel	\$296,113	\$79,314	\$3,662	\$379,089	\$83,676	\$0	\$295,413	\$295,413
	Laguna Woods	\$53,564	\$20,355	\$380	\$74,299	\$47,426	\$0	\$26,873	\$0
	Lake Forest	\$743,847	\$97,195	\$550	\$841,592	\$25,000	\$0	\$816,592	\$0
	Los Alamitos	\$66,900	\$14,393	\$133	\$81,426	\$0	\$0	\$81,426	\$81,426
	Mission Viejo	\$93,534	\$112,950	\$2,063	\$208,547	\$44,622	\$5,647	\$158,278	\$128,402
	Newport Beach	\$335,135	\$101,547	\$4,126	\$440,808	\$31,969	\$0	\$408,840	\$0
	Orange (City)	\$77,377	\$171,839	\$300	\$249,516	\$136,041	\$5,352	\$108,123	\$38,169
	Placentia	\$245,959	\$63,550	\$705	\$310,214	\$133,726	\$0	\$176,488	\$207,805
	Rancho Santa Margarita	\$247,985	\$60,142	\$1,691	\$309,818	\$52,906	\$0	\$256,912	\$256,822
	San Clemente	\$427,582	\$89,961	\$3,995	\$521,538	\$5,645	\$0	\$515,893	\$427,582
	San Juan Capistrano	\$315,444	\$46,527	\$1,390	\$363,362	\$139	\$0	\$363,223	\$363,222
	Santa Ana	\$546,756	\$409,810	\$2,468	\$959,034	\$311,700	\$13,089	\$634,245	\$527,500
	Seal Beach	\$29,455	\$29,045	\$410	\$58,910	\$32,228	\$0	\$26,682	\$44,190
	Stanton	\$129,177	\$36,198	\$1,183	\$166,558	\$62,870	\$127	\$103,561	\$0
	Tustin	\$90,632	\$95,047	\$756	\$186,435	\$2,802	\$0	\$183,633	\$172,685
	Villa Park	\$16,808	\$11,992	\$46	\$28,846	\$16,857	\$600	\$11,390	\$11,000
	Westminster	\$350,807	\$112,813	\$4,246	\$467,866	\$104,394	\$5,641	\$357,832	\$357,831
	Yorba Linda	\$794,866	\$81,354	\$9,585	\$885,805	\$102,000	\$0	\$783,805	\$20,000
	<b><i>County Total:</i></b>	<b>\$9,527,953</b>	<b>\$3,827,907</b>	<b>\$83,453</b>	<b>\$13,439,314</b>	<b>\$3,284,543</b>	<b>\$67,763</b>	<b>\$10,087,008</b>	<b>\$6,673,027</b>

County	Local Name	<i>Beginning Balance</i>	<i>Motor Vehicle Fees Received</i>	<i>Interest</i>	<i>Revenue</i>	<i>Project Spending</i>	<i>Admin</i>	<i>Ending Balance</i>	<i>Funds Pre-designated for Future Year</i>
<b><i>Riverside Co.</i></b>									
	Banning	\$137,891	\$37,429	\$426	\$175,746	\$3,000	\$0	\$172,746	\$172,746
	Beaumont	\$63,434	\$47,893	\$200	\$111,527	\$0	\$900	\$110,627	\$110,627
	Calimesa	\$7,931	\$9,959	\$36	\$17,926	\$750	\$498	\$16,678	\$16,678
	Canyon Lake	\$32,800	\$13,355	\$133	\$46,288	\$0	\$0	\$46,288	\$30,000
	Cathedral City	\$0	\$64,726	\$1,784	\$66,510	\$56,975	\$0	\$9,535	\$74,259
	Coachella	\$143,660	\$61,268	\$879	\$205,806	\$29,237	\$540	\$176,029	\$70,000
	Corona	\$291,550	\$199,051	\$4,994	\$495,595	\$167,848	\$1,133	\$326,614	\$325,250
	County of Riverside	\$686,813	\$507,196	\$3,120	\$1,197,129	\$716,805	\$23,162	\$457,162	\$686,813
	Desert Hot Springs	\$44,795	\$34,343	\$29	\$79,167	\$26,737	\$0	\$52,430	\$52,429
	Eastvale	\$0	\$67,940	\$26	\$67,966	\$0	\$0	\$67,966	\$50,000
	Hemet	\$248,669	\$99,835	\$2,044	\$350,549	\$168,820	\$4,000	\$177,729	\$177,729
	Indian Wells	\$0	\$6,284	\$21	\$6,305	\$4,887	\$0	\$1,418	\$5,000
	Indio	\$119,874	\$96,797	\$859	\$217,530	\$113,931	\$0	\$103,599	\$217,530
	Jurupa Valley	\$0	\$104,285	\$70	\$104,355	\$0	\$0	\$104,355	\$85,000
	La Quinta	\$78,758	\$47,471	\$161	\$126,390	\$28,482	\$0	\$97,908	\$78,758
	Lake Elsinore	\$177,804	\$68,819	\$2,971	\$249,594	\$29,463	\$3,500	\$216,631	\$150,000
	Menifee	\$213,743	\$99,615	\$961	\$314,319	\$0	\$0	\$314,319	\$79,000
	Moreno Valley	\$397,036	\$244,830	\$6,144	\$648,010	\$322,594	\$0	\$325,416	\$229,698
	Murrieta	\$499,078	\$131,010	\$5,419	\$635,507	\$172,450	\$5,011	\$458,046	\$448,435
	Norco	\$16,147	\$33,941	\$13	\$50,101	\$0	\$1,500	\$48,601	\$30,000
	Palm Desert	\$275,791	\$61,604	\$1,217	\$338,612	\$38,973	\$0	\$299,639	\$299,639
	Palm Springs	\$0	\$56,451	\$546	\$56,996	\$56,451	\$0	\$546	\$80,000
	Perris	\$244,307	\$87,486	\$1,738	\$333,531	\$92,121	\$0	\$241,410	\$241,410
	Rancho Mirage	\$139,697	\$21,902	\$3,231	\$164,830	\$13,141	\$0	\$151,689	\$151,689
	Riverside (City)	\$604,546	\$362,731	\$1,203	\$968,481	\$387,853	\$4,583	\$576,045	\$364,129
	San Jacinto	\$51,435	\$55,917	\$588	\$107,940	\$0	\$0	\$107,940	\$107,940
	Temecula	\$640,740	\$127,507	\$3,756	\$772,003	\$505,059	\$0	\$266,944	\$266,944
	Wildomar	\$106,190	\$40,815	\$0	\$147,005	\$0	\$2,041	\$144,964	\$106,190
	<b><i>County Total:</i></b>	<b>\$5,222,689</b>	<b>\$2,790,460</b>	<b>\$42,568</b>	<b>\$8,055,718</b>	<b>\$2,935,577</b>	<b>\$46,867</b>	<b>\$5,073,274</b>	<b>\$4,707,893</b>

County	Local Name	<i>Beginning Balance</i>	<i>Motor Vehicle Fees Received</i>	<i>Interest</i>	<i>Revenue</i>	<i>Project Spending</i>	<i>Admin</i>	<i>Ending Balance</i>	<i>Funds Pre-designated for Future Year</i>
<b><i>San Bernardino Co.</i></b>									
	Big Bear Lake	\$39,139	\$6,338	\$145	\$45,622	\$88	\$0	\$45,534	\$45,534
	Chino	\$508,280	\$98,519	\$9,640	\$616,440	\$381,583	\$0	\$234,857	\$50,000
	Chino Hills	\$534,845	\$94,510	\$2,866	\$632,221	\$59,879	\$202	\$572,140	\$559,900
	Colton	\$224,223	\$66,619	\$243	\$291,084	\$0	\$0	\$291,084	\$290,000
	County of San	\$156,448	\$205,068	\$3,416	\$364,932	\$172,070	\$10,253	\$182,608	\$182,608
	Fontana	\$496,642	\$248,893	\$1,741	\$747,276	\$207,736	\$12,400	\$527,140	\$428,629
	Grand Terrace	\$54,211	\$15,189	\$148	\$69,547	\$5,775	\$0	\$63,772	\$63,624
	Highland	\$427,698	\$26,481	\$904	\$455,083	\$31,660	\$0	\$423,423	\$137,000
	Loma Linda	\$55,169	\$29,342	\$181	\$84,692	\$16,980	\$1,467	\$66,245	\$26,300
	Montclair	\$82,240	\$46,446	\$92	\$128,778	\$25,858	\$0	\$102,920	\$30,000
	Ontario	\$984,032	\$207,464	\$13,508	\$1,205,004	\$123,629	\$10,373	\$1,071,002	\$984,032
	Rancho Cucamonga	\$637,046	\$279,694	\$8,701	\$925,441	\$278,330	\$1,500	\$645,611	\$315,000
	Redlands	\$503,147	\$86,840	\$5,927	\$595,914	\$15,000	\$46	\$580,868	\$540,000
	Rialto	\$98,313	\$125,452	\$635	\$224,400	\$127,610	\$5,650	\$91,140	\$156,705
	San Bernardino (City)	\$100,000	\$265,340	\$0	\$365,340	\$305,099	\$0	\$60,241	\$235,700
	Upland	\$8,315	\$93,077	\$29	\$101,421	\$60,738	\$4,654	\$36,029	\$36,029
	Yucaipa	\$402,935	\$64,866	\$1,078	\$468,879	\$92,434	\$0	\$376,445	\$478,000
	<b><i>County Total:</i></b>	<b>\$5,312,683</b>	<b>\$1,960,137</b>	<b>\$49,253</b>	<b>\$7,322,073</b>	<b>\$1,904,468</b>	<b>\$46,545</b>	<b>\$5,371,060</b>	<b>\$4,559,061</b>
	<b><i>GRAND TOTAL:</i></b>	<b>\$37,430,153</b>	<b>\$20,717,189</b>	<b>\$346,862</b>	<b>\$58,494,204</b>	<b>\$18,988,787</b>	<b>\$317,181</b>	<b>\$39,188,237</b>	<b>\$28,154,090</b>

*Number of Local Governments: 162*

## Local Government Administrative Costs

Fiscal Year 2011-2012

Local Government	Administrative Costs	Motor Vehicle Revenues	Admin Costs as % of Revenues
Agoura Hills	\$1,200	\$25,585	5%
Alhambra	\$0	\$104,682	0%
Aliso Viejo	\$0	\$60,740	0%
Anaheim	\$13,210	\$427,764	3%
Arcadia	\$0	\$70,926	0%
Artesia	\$0	\$79,851	0%
Azusa	\$2,350	\$58,203	4%
Baldwin Park	\$0	\$94,916	0%
Banning	\$0	\$37,429	0%
Beaumont	\$900	\$47,893	2%
Bell	\$0	\$33,613	0%
Bell Gardens	\$0	\$63,196	0%
Bellflower	\$0	\$96,378	0%
Beverly Hills	\$0	\$40,964	0%
Big Bear Lake	\$0	\$6,338	0%
Brea	\$0	\$50,252	0%
Buena Park	\$0	\$101,435	0%
Burbank	\$6,542	\$130,834	5%
Calabasas	\$0	\$21,854	0%
Calimesa	\$498	\$9,959	5%
Canyon Lake	\$0	\$13,355	0%
Carson	\$0	\$114,841	0%
Cathedral City	\$0	\$64,726	0%
Cerritos	\$2,968	\$59,354	5%
Chino	\$0	\$98,519	0%
Chino Hills	\$202	\$94,510	0%
Claremont	\$0	\$43,972	0%
Coachella	\$540	\$61,268	1%
Colton	\$0	\$66,619	0%
Commerce	\$0	\$16,130	0%
Compton	\$0	\$121,575	0%
Corona	\$1,133	\$199,051	1%
Costa Mesa	\$0	\$138,167	0%
County of LA	\$0	\$1,285,315	0%
County of Orange	\$3,487	\$142,174	2%
County of Riverside	\$23,162	\$507,196	5%
County of San Bernardino	\$10,253	\$205,068	5%
Covina	\$3,006	\$60,122	5%
Cudahy	\$1,400	\$29,949	5%
Culver City	\$0	\$48,886	0%
Cypress	\$0	\$60,000	0%
Dana Point	\$0	\$40,497	0%
Desert Hot Springs	\$0	\$34,343	0%
Diamond Bar	\$0	\$69,956	0%
Downey	\$5,500	\$140,610	4%
Duarte	\$0	\$26,820	0%
Eastvale	\$0	\$67,940	0%
El Monte	\$0	\$142,746	0%
El Segundo	\$0	\$19,777	0%
Fontana	\$12,400	\$248,893	5%
Fountain Valley	\$1,098	\$69,522	2%
Fullerton	\$1,380	\$170,050	1%



<b>Local Government</b>	<b>Administrative Costs</b>	<b>Motor Vehicle Revenues</b>	<b>Admin Costs as % of Revenues</b>
Garden Grove	\$10,772	\$257,490	4%
Gardena	\$5,200	\$104,019	5%
Glendale	\$0	\$241,447	0%
Glendora	\$3,152	\$63,045	5%
Grand Terrace	\$0	\$15,189	0%
Hawaiian Gardens	\$0	\$147,213	0%
Hawthorne	\$840	\$106,441	1%
Hemet	\$4,000	\$99,835	4%
Hermosa Beach	\$0	\$24,529	0%
Hidden Hills	\$0	\$2,117	0%
Highland	\$0	\$26,481	0%
Huntington Beach	\$0	\$238,812	0%
Huntington Park	\$3,553	\$73,114	5%
Indian Wells	\$0	\$6,284	0%
Indio	\$0	\$96,797	0%
Inglewood	\$0	\$138,025	0%
Irvine	\$7,360	\$274,863	3%
Irwindale	\$0	\$1,789	0%
Jurupa Valley	\$0	\$104,285	0%
La Canada Flintridge	\$0	\$30,424	0%
La Habra	\$0	\$75,803	0%
La Habra Heights	\$250	\$5,046	5%
La Mirada	\$8	\$61,034	0%
La Palma	\$0	\$19,563	0%
La Puente	\$0	\$50,091	0%
La Quinta	\$0	\$47,471	0%
La Verne	\$264	\$39,081	1%
Laguna Beach	\$0	\$28,593	0%
Laguna Hills	\$0	\$38,150	0%
Laguna Niguel	\$0	\$79,314	0%
Laguna Woods	\$0	\$20,355	0%
Lake Elsinore	\$3,500	\$68,819	5%
Lake Forest	\$0	\$97,195	0%
Lakewood	\$4,346	\$190,008	2%
Lawndale	\$0	\$41,217	0%
Loma Linda	\$1,467	\$29,342	5%
Lomita	\$721	\$22,666	3%
Long Beach	\$2,218	\$555,018	0%
Los Alamitos	\$0	\$14,393	0%
Los Angeles (City)	\$68,608	\$4,779,512	1%
Lynwood	\$3,000	\$70,380	4%
Malibu	\$0	\$15,911	0%
Manhattan Beach	\$1,068	\$44,214	2%
Maywood	\$0	\$34,474	0%
Menifee	\$0	\$99,615	0%
Mission Viejo	\$5,647	\$112,950	5%
Monrovia	\$0	\$46,021	0%
Montclair	\$0	\$46,446	0%
Montebello	\$2,966	\$59,321	5%
Monterey Park	\$3,304	\$72,842	5%
Moreno Valley	\$0	\$244,830	0%
Murrieta	\$5,011	\$131,010	4%
Newport Beach	\$0	\$101,547	0%
Norco	\$1,500	\$33,941	4%
Norwalk	\$0	\$132,720	0%

<b>Local Government</b>	<b>Administrative Costs</b>	<b>Motor Vehicle Revenues</b>	<b>Admin Costs as % of Revenues</b>
Ontario	\$10,373	\$207,464	5%
Orange (City)	\$5,352	\$171,839	3%
Palm Desert	\$0	\$61,604	0%
Palm Springs	\$0	\$56,451	0%
Palos Verdes Estates	\$0	\$16,909	0%
Paramount	\$188	\$68,055	0%
Pasadena	\$0	\$174,263	0%
Perris	\$0	\$87,486	0%
Pico Rivera	\$3,700	\$79,179	5%
Placentia	\$0	\$63,550	0%
Pomona	\$7,489	\$187,224	4%
Rancho Cucamonga	\$1,500	\$279,694	1%
Rancho Mirage	\$0	\$21,902	0%
Rancho Palos Verdes	\$0	\$52,388	0%
Rancho Santa Margarita	\$0	\$60,142	0%
Redlands	\$46	\$86,840	0%
Redondo Beach	\$0	\$84,000	0%
Rialto	\$5,650	\$125,452	5%
Riverside (City)	\$4,583	\$362,731	1%
Rolling Hills Estates	\$0	\$10,151	0%
Rosemead	\$0	\$65,077	0%
San Bernardino (City)	\$0	\$265,340	0%
San Clemente	\$0	\$89,961	0%
San Dimas	\$2,010	\$40,192	5%
San Fernando	\$0	\$29,745	0%
San Gabriel	\$0	\$49,976	0%
San Jacinto	\$0	\$55,917	0%
San Juan Capistrano	\$0	\$46,527	0%
San Marino	\$0	\$15,568	0%
Santa Ana	\$13,089	\$409,810	3%
Santa Clarita	\$6,406	\$214,858	3%
Santa Fe Springs	\$0	\$20,636	0%
Santa Monica	\$2,577	\$109,370	2%
Seal Beach	\$0	\$29,045	0%
Sierra Madre	\$0	\$29,266	0%
Signal Hill	\$0	\$10,460	0%
South El Monte	\$0	\$25,309	0%
South Gate	\$6,183	\$114,921	5%
South Pasadena	\$0	\$32,225	0%
Stanton	\$127	\$36,198	0%
Temecula	\$0	\$127,507	0%
Temple City	\$0	\$44,743	0%
Torrance	\$0	\$183,038	0%
Tustin	\$0	\$95,047	0%
Upland	\$4,654	\$93,077	5%
Villa Park	\$600	\$11,992	5%
Walnut	\$0	\$35,399	0%
West Covina	\$107	\$133,468	0%
West Hollywood	\$0	\$41,752	0%
Westlake Village	\$0	\$10,404	0%
Westminster	\$5,641	\$112,813	5%
Whittier	\$4,882	\$107,334	5%
Wildomar	\$2,041	\$40,815	5%
Yorba Linda	\$0	\$81,354	0%
Yucaipa	\$0	\$64,866	0%

# Summary of Spending by Project SubCategory

Fiscal Year 2011-2012

Subcategory	Category	Expenditures	Number of Projects
<b>(1) Alternative Fuels/Electric Vehicles</b>			
(1a)	Alternative Fuel Vehicle Purchases	\$3,207,321	32
(1b)	Alternative Fuel Vehicle Conversions	\$29,800	2
(1c)	Alternative Fuel Infrastructure (refueling, etc.)	\$1,548,581	16
(1d)	Electric Vehicle Purchases	\$376,554	8
(1f)	Electric Veh Infrastructure	\$69,025	3
(1g)	Mechanic Training, Veh Oper (Non-transit fuel subsidies)	\$775	1
(1h)	Alternative Fuel Vehicle Research & Development	\$7,630	1
<b>(2) Vehicle Emissions Abatement</b>			
(2a)	Off Road Veh Cleaner Diesel Purchases, Repowers	\$51,104	2
(2b)	Improved Maintenance (I&M, smoking veh enforce)	\$73,745	2
(2d)	On-road CARB-verified Diesel Emission Control Systems	\$117,097	3
<b>(3) Land Use</b>			
(3a)	Plan Elements	\$885,731	8
(3b)	Development Guidelines	\$204,675	10
(3c)	Facilities (Pedestrian, mixed use, etc.)	\$30,093	2
(3d)	Land Use Research	\$80,937	5
<b>(4) Public Transportation (Transit &amp; Rail)</b>			
(4a)	Public Transportation Facilities (multi-modal, shelters)	\$146,546	5
(4c)	Transit Operations (new service, shuttles, fuel subsidies)	\$770,231	14
(4d)	Passenger Fare Subsidies	\$1,077,206	31
<b>(5) Traffic Management</b>			
(5a)	Traffic Calming	\$73,066	5
(5b)	Traffic Flow or Signalization (timing, surveillance)	\$2,073,424	21
(5c)	Alternate Mode Signalization (transit/bike pre-emption)	\$10,000	1
(5d)	Traffic Management Research and Dev	\$77,292	2
<b>(6) Transportation Demand Management</b>			
(6a)	Employer-Based Trip Reduction	\$4,425,663	60
(6b)	Other Trip Reduction Incentive Programs	\$56,769	7
(6c)	Vanpool Programs	\$582,992	4
(6d)	Park and Ride Lots (for carpools, transit)	\$157,925	1
(6e)	Telecommunication	\$548,055	10
<b>(8) Bicycles</b>			
(8a)	Bicycle Lanes and Trails (also bridges)	\$788,783	10
(8b)	Other Bicycle Facilities (racks, lockers, loop detectors)	\$30,585	4
(8c)	Bicycle Usage (electric bikes, purchases, loaner projects)	\$114,347	7
(8d)	Bicycle Research and Dev (engineering studies)	\$29,999	2

<b>Subcategory</b>	<b>Category</b>	<b>Expenditures</b>	<b>Number of Projects</b>
<b>(9) PM10 Reduction Strategies</b>			
(9a)	Road Dust Control (paving roads, shoulders, street sweeping)	\$751,078	15
<b>(10) Public Education</b>			
(10a)	Short Term PE (promote transit, rideshare; conferences)	\$263,308	4
(10b)	Long Term PE (curriculum, video, brochures, bilingual)	\$10,000	1
<b>(11) Miscellaneous Projects</b>			
(11a)	Miscellaneous (use with "Miscellaneous Projects")	\$318,453	19
<b>Grand Total</b>		<b>\$18,988,787</b>	<b>318</b>

# Local Government Projects Funded by Category

Fiscal Year 2011-2012

Project Category	Project Subcategory	Project Name	Motor Vehicle Expenditures
<b>(1) Alternative Fuels/Electric Vehicles</b>			
(1a) Alternative Fuel Vehicle Purchases			
Arcadia		Purchase of One CNG Fuel Powered Street Sweeper	\$100,000
Artesia		Purchase Hybrid Vehicle	\$28,282
Calabasas		Alternative Fuel Fleet lease of 9 vehicles	\$36,107
Corona		Alternative Fuel Vehicle Rebate Program (34 rebates)	\$65,940
Cudahy		Hybrid Vehicle	\$21,897
Cypress		Purchase of Hybrid Vehicle	\$85,000
Fountain Valley		Replacement of 4 City vehicles with hybrid vehicles	\$150,877
Fullerton		Lease of 3 Alternative Fuel Vehicles	\$14,216
Hawthorne		Street Sweeping	\$100,000
Hemet		Purchase of new Freightliner natural gas patch truck	\$26,938
Indian Wells		Purchase of one CNG Ford Crown Vic for use by City personnel	\$985
Lakewood		Purchase 2 Honda CNG	\$56,482
Lakewood		Purchase CNG Truck	\$49,337
Lomita		CNG Street Sweeping Services	\$15,000
Los Angeles (City)		#2 Purchase 40 Alt Fuel Collection Vehicles & Support	\$1,200,000
Los Angeles (City)		Alt Fuel Purchase #3 13 Elgin 2011 CNG Broombear Sweepers	\$325,000
Los Angeles (City)		#1 Alt Fuel Purchase of 5 new 2012 Sewer Truck CNG vehicles	\$125,000
Monterey Park		T3 Motion Vehicles	\$26,095
Norwalk		Cleaner Fuel Street Sweeping Contract	\$87,564
Norwalk		Purchase of Hybrid Vehicle	\$28,648
Paramount		Purchase of Hybrid Vehicles (passenger vehicle)	\$41,187
Paramount		Purchase of Hybrid Vehicles (pick-up truck)	\$36,611
Perris		Hybrid Vehicles	\$86,461
Pomona		Purchase of Alternative Fuel Vehicle	\$43,618
Rancho Cucamonga		Alternative Fuel Vehicle Purchase	\$61,954
Rancho Cucamonga		Alternative Fuel Vehicle Purchase	\$51,321
Riverside (City)		Alternative Fuel Vehicle Rebate Program	\$66,000
Rosemead		Purchase of one 2009 Ford Escape Hybrid SUV	\$24,170
San Gabriel		Purchase of Alternative Fuel Vehicles	\$40,000
Temple City		Purchase of three hybrid vehicles and accessories	\$91,846
Upland		Street Sweeper	\$18,785
Yorba Linda		Fleet Vehicle Replacement Program	\$102,000
<b>Subcategory Total</b>			<b>\$3,207,321</b>
(1b) Alternative Fuel Vehicle Conversions			
Irvine		Flatbed CNG Conversion	\$15,000
Irvine		Pickup CNG Conversion	\$14,800
<b>Subcategory Total</b>			<b>\$29,800</b>
(1c) Alternative Fuel Infrastructure (refueling, etc.)			
Alhambra		Capital Improvements to CNG Fueling Station	\$5,114
Cathedral City		CNG Refueling Station	\$18,140
Chino		CNG Fueling Station Upgrade	\$348,993
Chino Hills		Design and Upgrade to CNG Station	\$558
El Monte		Alternative Fuels/Electric Vehicles	\$5,121
Hawaiian Gardens		CNG Fueling Station	\$17,933
Hemet		CNG Fill Station	\$141,882

<b>Project Category</b>	<b>Project Subcategory</b>	<b>Project Name</b>	<b>Motor Vehicle Expenditures</b>
(1c) Alternative Fuel Infrastructure (refueling, etc.) (cont'd)			
Los Angeles (City)	Alt Fuel Dev.	Emissions Reductions, Infrastructure Support	\$616,664
Los Angeles (City)	BOE Alternative Fuel Infrastructure and Support		\$152,070
Malibu	CNG Fueling Station		\$10,044
Newport Beach	Corporate Yard Fleet Shop CNG Modification		\$25,781
Ontario	Upgrade CNG Fueling Station		\$69,623
San Bernardino (City)	Alternative Fuel Purchase		\$30,000
Santa Monica	CNG Station Upgrade		\$102,973
South Gate	Propane Fuel Infrastructure		\$2,869
Villa Park	Public Works Fueling Station		\$816
<b>Subcategory Total</b>			<b>\$1,548,581</b>
(1d) Electric Vehicle Purchases			
Gardena	Purchase 2 "Leaf" Nissan electric car, and charging stations		\$87,750
Rancho Cucamonga	Electric Vehicle Purchase		\$33,420
San Dimas	Rav 4 Vehicle Leases (3 Electric Vehicles)		\$15,672
San Gabriel	Electric Cart Purchase		\$9,991
Santa Monica	Electric Vehicle Leases		\$90,873
Santa Monica	Electric Vehicle Purchases		\$60,000
South Gate	Electric Vehicle Lease		\$22,582
Stanton	Purchase of Electric City Vehicle		\$56,265
<b>Subcategory Total</b>			<b>\$376,554</b>
(1f) Electric Veh Infrastructure			
Riverside (City)	Electric Vehicle Charging Infrastructure		\$60,369
Santa Monica	Electric Vehicle Chargers		\$8,385
West Covina	Electric Vehicle Charging Station		\$271
<b>Subcategory Total</b>			<b>\$69,025</b>
(1g) Mechanic Training, Veh Oper (Non-transit fuel subsidies)			
El Monte	Miscellaneous		\$775
<b>Subcategory Total</b>			<b>\$775</b>
(1h) Alternative Fuel Vehicle Research & Development			
Bellflower	EV Charging Stations Research		\$7,630
<b>Subcategory Total</b>			<b>\$7,630</b>
<b>Category Total</b>			<b>\$5,239,686</b>
<b>(2) Vehicle Emissions Abatement</b>			
(2a) Off Road Veh Cleaner Diesel Purchases, Repowers, & Retrofits			
Chino	Off Road Engine Retrofits for City Fleet Vehicles		\$13,711
Huntington Beach	Loader Engine Repower		\$37,393
<b>Subcategory Total</b>			<b>\$51,104</b>
(2b) Improved Maintenance (I&M, smoking veh enforce)			
Los Angeles (City)	Maint of Particulate Traps for On-Road CNG/LNG Vehicles		\$61,017
South Gate	Vehicle Modification or reduce emission		\$12,728
<b>Subcategory Total</b>			<b>\$73,745</b>
(2d) On-road CARB-verified Diesel Emission Control Systems--VDECS			
Huntington Beach	Diesel Particulate Filter Installations		\$47,770
Pomona	Purchase of Particulate Matter Reduction Devices		\$40,473
South Gate	Vehicle Modification of Reduce Emission		\$28,854
<b>Subcategory Total</b>			<b>\$117,097</b>
<b>Category Total</b>			<b>\$241,946</b>

<b>Project Category</b>	<b>Project Subcategory</b>	<b>Project Name</b>	<b>Motor Vehicle Expenditures</b>
<b>(3) Land Use</b>			
(3a) Plan Elements			
Carson		Geographical Information System	\$25,422
Los Angeles (City)		Land Use, Development and Other Air Quality Strategies	\$696,028
Mission Viejo		City of Mission Viejo Air Quality Planning: FY11-12	\$37,722
Placentia		General Plan Update	\$25,130
Santa Ana		General Plan Circulation Element Update	\$38,605
Santa Ana		Harbor Boulevard Transit Corridor	\$37,653
Santa Ana		Climate Action Plan	\$14,025
Santa Ana		Go Local / Fixed Guideway Plan	\$11,145
<b>Subcategory Total</b>			<b>\$885,731</b>
(3b) Development Guidelines			
County of LA		Air Quality Coordination	\$2,815
La Mirada		I-5 Capacity Enhancement Innovation Project	\$45,600
Lakewood		91/605 COG Corridor Study	\$11,000
Long Beach		COG Sponsored Project	\$16,881
Long Beach		COG Sponsored Project	\$15,899
Los Angeles (City)		Climate Change and Sustainability	\$36,718
Norwalk		I-5 Consortium Cities JPA	\$13,284
Norwalk		COG Sponsored Project	\$6,500
Santa Ana		Transit Zoning Code	\$18,353
Santa Clarita		Climate Action Plan	\$37,625
<b>Subcategory Total</b>			<b>\$204,675</b>
(3c) Facilities (Pedestrian, mixed use, etc.)			
Long Beach		COG Sponsored Project	\$28,140
Long Beach		Bike and Pedestrian Project Improvements	\$1,953
<b>Subcategory Total</b>			<b>\$30,093</b>
(3d) Land Use Research			
Big Bear Lake		Big Bear Valley Master Plan of Trails Planning	\$88
Cerritos		Orangeline Development	\$4,700
County of LA		Clean Air Plan Implementation	\$17,185
Long Beach		COG Sponsored Project	\$57,500
South Gate		Air Quality Research, Planning and Development	\$1,464
<b>Subcategory Total</b>			<b>\$80,937</b>
<b>Category Total</b>			<b>\$1,201,435</b>
<b>(4) Public Transportation (Transit &amp; Rail)</b>			
(4a) Public Transportation Facilities (multi-modal, shelters)			
Anaheim		Canyon Metrolink Station Improvements	\$4,965
Laguna Niguel		Laguna Niguel/Mission Viejo Metrolink Station	\$40,505
Placentia		Kraemer Bus Pad	\$34,015
Rosemead		Parking Lot Renovation and Expansion	\$64,259
Tustin		Rail Station Parking Structure Maintenance	\$2,802
<b>Subcategory Total</b>			<b>\$146,546</b>
(4c) Transit Operations (new service, shuttles, fuel subsidies)			
Anaheim		Canyon Downtown Program	\$83,022
Anaheim		Project S Shuttle System Improvements	\$6,599
Brea		Brea Transportation Program	\$50,252
Carson		Public Transit Operations & Maintenance	\$31,894
Duarte		Shuttle Services	\$7,610
Glendora		Purchase of one 22-26 passenger CNG fueled bus	\$135,260
Huntington Beach		Shuttle Service	\$83,034
La Habra		Shuttle Program	\$75,803
Placentia		Transit Services	\$10,911

<b>Project Category</b>	<b>Project Subcategory</b>	<b>Project Name</b>	<b>Motor Vehicle Expenditures</b>
(4c) Transit Operations (new service, shuttles, fuel subsidies) (cont'd)			
Rialto	Go Smart Pilot Program		\$51,375
Santa Clarita	New Bus Purchase		\$165,247
Santa Fe Springs	Norwalk/Santa Fe Springs Transportation Center Shuttle		\$20,636
Seal Beach	Transportation Program #44		\$32,228
Temecula	Route 55 Temecula Trolley Service		\$16,361
<b>Subcategory Total</b>			<b>\$770,231</b>
(4d) Passenger Fare Subsidies			
Anaheim	Metrolink OCTA		\$136,474
Azusa	Metrolink Subsidy Program		\$1,897
Chino	College Free Pass Program		\$18,375
Chino Hills	College Free Pass Program		\$8,175
Claremont	City Employee Trip Reduction Program		\$2,400
Corona	Corona Cruiser Bus Passenger Fare Subsidy		\$10,512
County of San Bernardino	Go Smart College Student Free Ride Pilot Program		\$8,000
Covina	Commuter Choice Reimbursement Program		\$6,665
El Monte	Rio Hondo Bus Passes		\$2,500
Fontana	Omnitrans Pilot Program		\$93,165
Grand Terrace	Omnitrans - College Pass Pilot Program		\$5,775
Highland	Go Smart College Student Free Ride Pilot Program		\$12,000
Laguna Beach	Main Line Service during the Summer		\$14,051
Laguna Beach	Ride to Work Bus Pass Program		\$13,875
Loma Linda	College Pass Pilot Program		\$12,180
Los Angeles (City)	Commuter Options (Transit-Rail or Bus)		\$239,486
Monrovia	Discount Bus Passes		\$4,526
Montclair	College Free Pass Pilot Program with Omnitrans		\$7,350
Montclair	Metrolink Passes		\$1,080
Ontario	Omnitrans College Pass Program		\$40,830
Rancho Cucamonga	College Pass Program		\$91,545
Redlands	College Bus Pass Pilot Program 2011-12		\$15,000
Riverside (City)	Riverside Go Transit Program		\$105,873
Riverside (City)	Riverside City Pass Program		\$14,880
San Bernardino (City)	Go Smart College Student Free Ride Pilot Program		\$141,765
Santa Clarita	Rideshare		\$7,025
South El Monte	Bus Pass Program		\$8,765
South El Monte	Go Rio Transportation Program		\$1,500
Walnut	E-Z Pass bus and Metro Link fare subsidies		\$7,544
Whittier	Go Rio Bus Pass Program		\$9,268
Yucaipa	College Free Pass		\$34,725
<b>Subcategory Total</b>			<b>\$1,077,206</b>
<b>Category Total</b>			<b>\$1,993,982</b>
<b>(5) Traffic Management</b>			
(5a) Traffic Calming			
Costa Mesa	Broadway Traffic Calming		\$1,355
Rancho Santa Margarita	Crosswalk Bulb-Out Installation		\$33,125
Rancho Santa Margarita	Robinson Ranch Traffic Calming		\$16,900
San Clemente	Bike and Pedestrian Master Plan		\$5,645
Villa Park	School Site Traffic Calming		\$16,041
<b>Subcategory Total</b>			<b>\$73,066</b>



<b>Project Category</b>	<b>Project Subcategory</b>	<b>Project Name</b>	<b>Motor Vehicle Expenditures</b>
<b>(5b) Traffic Flow or Signalization (timing, surveillance)</b>			
Agoura Hills		Internet Connection for Signal Synchronization	\$16,506
Costa Mesa		Signal/CCTV Improvement Project	\$87,366
Diamond Bar		Diamond Bar Intelligent Transportation System (DBITS)	\$51,885
Highland		Signal Synchronization	\$19,660
Laguna Hills		La Paz at I-5 Improvements, CIP 159	\$38,219
Laguna Niguel		Traffic Signal Coordination	\$43,171
Lake Elsinore		Traffic Signal Upgrade	\$18,743
Lake Elsinore		Traffic Signal Coordination Program	\$10,720
Lake Forest		Central Traffic Control Server (Centracs)	\$25,000
Lakewood		Truck-impacted intersection project	\$4,800
Loma Linda		Signal Coordination	\$4,800
Los Angeles (City)		ATSAC Control Center	\$1,351,477
Mission Viejo		City of Mission Viejo Traffic Signal Coordination: FY 11-12	\$6,900
Moreno Valley		Moval / Riverside Intertie	\$51,284
Moreno Valley		Moreno Valley Transportation Management Center	\$39,206
Moreno Valley		Traffic Signal Coordination Program	\$25,311
Murrieta		City Fiber Communication Backbone Plans	\$172,450
Placentia		Traffic Model & Fee Program	\$38,045
Rancho Santa Margarita		Traffic Signal Synchronization	\$2,881
Riverside (City)		Traffic Timing and Coordination	\$25,000
San Bernardino (City)		Misc Traffic Engineering	\$40,000
<b>Subcategory Total</b>			<b>\$2,073,424</b>
<b>(5c) Alternate Mode Signalization (transit/bike pre-emption)</b>			
Costa Mesa		Gisler Avenue In-pavement Flashing X-walk	\$10,000
<b>Subcategory Total</b>			<b>\$10,000</b>
<b>(5d) Traffic Management Research and Dev</b>			
Huntington Beach		Traffic Signal Master Plan and Circulation Element	\$77,153
San Juan Capistrano		Traffic Studies and Engineering	\$139
<b>Subcategory Total</b>			<b>\$77,292</b>
<b>Category Total</b>			<b>\$2,233,781</b>
<b>(6) Transportation Demand Management</b>			
<b>(6a) Employer-Based Trip Reduction</b>			
Anaheim		Trip Reduction Program	\$52,272
Arcadia		Rideshare Plus Program	\$20,889
Baldwin Park		Employee Transportation Program	\$9,304
Bell Gardens		Alternative Transportation Program	\$296
Burbank		Burbank Commuter Program	\$120,832
Carson		Breathe-Employee Ride Share Program	\$65,835
Cerritos		Employee Rideshare Trip Rebate Program	\$37,205
Commerce		Employer Based Trip Reduction	\$16,130
Compton		Rideshare	\$49,049
Corona		City of Corona Carpool Program	\$85,397
Costa Mesa		Rule 2202 Implementation	\$4,332
County of LA		Trip Reduction Plan Incentive-Civic Center	\$932,267
County of LA		Trip Reduction Plan Incentive; Countywide-No Civic Center	\$306,400
County of Orange		Employee Rideshare Program	\$35,000
County of Riverside		Rideshare	\$511,675
County of San Bernardino		Employee Commute Reduction Program	\$164,070

<b>Project Category</b>	<b>Project Subcategory</b>	<b>Project Name</b>	<b>Motor Vehicle Expenditures</b>
(6a) Employer-Based Trip Reduction (cont'd)			
Covina		Commuter Rideshare Program	\$1,821
Downey		Downey Employees "Thumbs Up" Commuting Program	\$140,610
El Monte		Transportation Demand Management	\$54,561
Fullerton		Rule 2202 Compliance	\$4,804
Garden Grove		Employee Based Trip Reduction Program	\$257,490
Gardena		Gardena Employee Rideshare - Rule 2202 Compliance	\$25,102
Glendale		Employer Based Trip Reduction Program	\$241,447
Glendora		ALTCOM-Rideshare Program	\$16,500
Hermosa Beach		AQMD Incentives to reduce auto trips	\$390
Huntington Beach		Employee Rideshare/Alternate Commute	\$30,717
Huntington Beach		Rule 2202 Costs	\$1,156
Irvine		Rule 2202 Compliance	\$504
La Verne		Bike, Carpool, Walk Incentive Program	\$9,268
Long Beach		Rule 2202 Compliance	\$754
Los Angeles (City)		Commute Services Office (Carpool)	\$47,471
Manhattan Beach		Employee Rideshare Program	\$9,318
Monrovia		Clean Air Program (FY 11-12)	\$4,935
Montclair		Gas & Car Wash carpool	\$17,428
Montebello		Employee Commute Reduction Program	\$37,249
Monterey Park		Employee Transportation Program	\$23,942
Newport Beach		Employee Rideshare Program	\$6,188
Norwalk		City Employee Commuter Program	\$30,000
Ontario		Rideshare	\$13,176
Orange (City)		Trip Reduction Program	\$131,530
Palm Desert		Ride Share Program	\$2,011
Palm Springs		Employer Based Trip Reduction	\$22,580
Pasadena		Prideshare	\$167,731
Perris		Employee Carpool Reimbursement	\$209
Pomona		On Road Motor Vehicle Mitigation	\$3,602
Rancho Cucamonga		Employer Ride Share Program	\$40,088
Redondo Beach		Employee Rideshare	\$61,316
Rialto		Rideshare	\$76,235
Riverside (City)		Rule 2202 On-Road Motor Vehicle Mitigation Compliance	\$1,200
San Bernardino (City)		Employee Rideshare Program	\$93,334
Santa Ana		Employer Based Trip Reduction Program	\$191,918
South Gate		Employer Rideshare Program	\$2,680
Stanton		Alternative Commute Incentive	\$2,005
Torrance		Employee Trip Reduction Program	\$164,358
Upland		RideShare	\$41,953
West Covina		Employee Rideshare Program	\$14,370
West Covina		Air Quality Investment Program (AQIP)	\$6,536
West Hollywood		Employee Alternative Mode Incentive Program	\$6,020
Whittier		Employee Rideshare	\$9,701
Whittier		Air Quality Investment Program	\$504
<b>Subcategory Total</b>			<b>\$4,425,663</b>
(6b) Other Trip Reduction Incentive Programs			
Anaheim		Rail Feeder Pool Vehicles	\$1,357
Azusa		Rideshare	\$18,655
Chino		Vehicle Registration Rule 2202	\$504
Hawthorne		Rideshare Incentives	\$3,840
Irvine		Irvine Spectrum Transportation Management Association	\$2,363
Los Angeles (City)		Commute Services Office (Bicycle/Walk Subsidy)	\$9,979
Westminster		Rideshare Program	\$20,071
<b>Subcategory Total</b>			<b>\$56,769</b>

<b>Project Category</b>	<b>Project Subcategory</b>	<b>Project Name</b>	<b>Motor Vehicle Expenditures</b>
(6c) Vanpool Programs			
Anaheim	Citywide Vanpool Program		\$53,193
Los Angeles (City)	Commuter Options Office (Vanpool)		\$459,894
Stanton	Van Transportation		\$4,600
Westminster	Vanpool Program		\$65,305
<b>Subcategory Total</b>			<b>\$582,992</b>
(6d) Park and Ride Lots (for carpools, transit)			
Irvine	Irvine Station		\$157,925
<b>Subcategory Total</b>			<b>\$157,925</b>
(6e) Telecommunication			
County of Riverside	Video Conferencing		\$127,089
Covina	Telecommuting Program - Materials and Software		\$6,078
Diamond Bar	Transit Pass System		\$15,431
Fullerton	Project Dox		\$326,750
Fullerton	Telecommunications Project		\$5,474
Norwalk	City Mass Notification System and Online Billing		\$12,590
Placentia	Redesign City Website		\$19,025
Placentia	Web Hosting Update		\$6,600
Westminster	Online Document Submission Website Upgrade		\$19,018
Whittier	Website		\$10,000
<b>Subcategory Total</b>			<b>\$548,055</b>
<b>Category Total</b>			<b>\$5,771,404</b>
<b>(8) Bicycles</b>			
(8a) Bicycle Lanes and Trails (also bridges)			
Claremont	Citrus Regional Bikeway		\$57,793
Costa Mesa	Joann Street Bike Trail		\$52,323
Fontana	Pacific Electric Trail Segments 3B & 4		\$114,571
Riverside (City)	Bicycle Program		\$27,295
Temecula	Pedestrian Bicycle Bridge Over Santa Gertrudis Creek to CHS		\$478,698
Whittier	Greenway Bicycle Trail		\$394
Yucaipa	12th Street Curb, Gutter, Sidewalk		\$36,945
Yucaipa	6th Street Curb, Gutter, Sidewalk		\$10,407
Yucaipa	13th Street Curb, Gutter, Sidewalk		\$8,332
Yucaipa	12th and 13th Streets Curb, Gutter, Sidewalk		\$2,025
<b>Subcategory Total</b>			<b>\$788,783</b>
(8b) Other Bicycle Facilities (racks, lockers, loop detectors)			
Fullerton	Bike Racks		\$2,355
Riverside (City)	Bicycle Program		\$17,236
Santa Clarita	Bike Rack		\$3,696
West Hollywood	Bicycle Parking Facilities		\$7,298
<b>Subcategory Total</b>			<b>\$30,585</b>
(8c) Bicycle Usage (electric bikes, purchases, loaner projects)			
Baldwin Park	Police Department Bicycle Patrol Program		\$1,632
Huntington Park	Bicycle Supplies		\$1,245
Los Angeles (City)	LAPD Purchase of 80 Bicycles for Bike Patrol Program		\$97,718
Orange (City)	Orange Police Bike Team		\$4,131
Orange (City)	Bike Loan to Own		\$380
Pasadena	FoldNGo		\$6,532
Santa Clarita	Bike To Work		\$2,709
<b>Subcategory Total</b>			<b>\$114,347</b>

<b>Project Category</b>	<b>Project Subcategory</b>	<b>Project Name</b>	<b>Motor Vehicle Expenditures</b>
(8d) Bicycle Research and Dev (engineering studies)			
Huntington Beach	Bicycle Master Plan		\$28,607
Long Beach	Bike Master Plan		\$1,392
<b>Subcategory Total</b>			<b>\$29,999</b>
<b>Category Total</b>			<b>\$963,714</b>
<b>(9) PM10 Reduction Strategies</b>			
(9a) Road Dust Control (paving roads, shoulders, street sweeping)			
Cathedral City	Regional PM10 Street Sweeping Program		\$38,835
Chino Hills	Pave Fairway Drive (S10008)		\$51,146
Coachella	CVAG Regional PM10 Street Sweeping Program		\$29,237
County of Riverside	CVAG Regional PM 10 Street Sweeping		\$38,041
Desert Hot Springs	Regional PM10 Street Sweeping Program		\$26,737
El Monte	Regional PM10 Street Sweepers Contract (2 Vehicles)		\$100,000
Indian Wells	Regional PM10 Street Sweeping Program		\$3,902
Indio	Regional PM10 Street Sweeping Program		\$58,078
Indio	City Street Sweeping Program		\$55,853
La Quinta	Regional PM10 Street Sweeping Program		\$28,482
Moreno Valley	Street Sweeping Program - PM10 and PM2.5 Reduction		\$191,793
Palm Desert	Regional PM10 Street Sweeping Program		\$36,962
Palm Springs	Regional PM10 Street Sweeping Program		\$33,870
Rancho Mirage	Regional PM10 Street Sweeping Program		\$13,141
Riverside (City)	PM Paving Projects		\$45,000
<b>Subcategory Total</b>			<b>\$751,078</b>
<b>Category Total</b>			<b>\$751,078</b>
<b>(10) Public Education</b>			
(10a) Short Term PE (promote transit, rideshare; conferences)			
Anaheim	Rideshare Outreach		\$26,698
Los Angeles (City)	CicLAvia		\$196,610
Moreno Valley	WRCOG - Clean Cities Coalition		\$15,000
Riverside (City)	WRCOG Clean Cities Coalition		\$25,000
<b>Subcategory Total</b>			<b>\$263,308</b>
(10b) Long Term PE (curriculum, video, brochures, bilingual)			
Santa Monica	Public Education: AltCar Expo		\$10,000
<b>Subcategory Total</b>			<b>\$10,000</b>
<b>Category Total</b>			<b>\$273,308</b>
<b>(11) Miscellaneous Projects</b>			
(11a) Miscellaneous (use with "Miscellaneous Projects" Category)			
Arcadia	San Gabriel Valley Council of Government (SGVCOG)		\$6,400
Banning	WRCOG Clean Cities		\$3,000
Bell	COG Sponsored Projects		\$2,600
Bell Gardens	I-710 Corridor Project		\$10,000
Bell Gardens	Gateway Cities COG		\$8,000
Calimesa	Clean Cities Coalition Dues 2011-12		\$750
Corona	Western Riverside Council of Gov Clean Cities Coalition		\$6,000
County of Riverside	Clean Cities Coalition		\$40,000
Covina	SGVCOG Annual Membership		\$5,000
Laguna Woods	Santa Maria Multimodal Trail		\$47,426
Los Angeles (City)	Air Quality Coordination, Proj Mgmt & Green Taxi Program		\$110,756
Los Angeles (City)	Annual Audit Mobile Source Air Pollution Reduction Fund		\$26,900
Norwalk	Audit fees		\$2,000
Perris	Mounted Posse		\$5,451
Pomona	COG Sponsored Projects		\$13,500

<b>Project Category</b>	<b>Project Subcategory</b>	<b>Project Name</b>	<b>Motor Vehicle Expenditures</b>
(11a) Miscellaneous (use with "Miscellaneous Projects" Category) (cont'd)			
Rolling Hills Estates	Neighborhood electric vehicle, signal sync		\$6,685
Signal Hill	Gateway Cities Trans Assessment		\$2,488
Temecula	WRCOG Clean Cities Coalition Air Quality		\$10,000
Whittier	Gateway Cities COG Sponsored Projects		\$11,497
<b>Subcategory Total</b>			<b>\$318,453</b>
<b>Category Total</b>			<b>\$318,453</b>
<b>GRAND TOTAL:</b>			<b>\$18,988,787</b>

## Range of Cost-Effectiveness by Subcategory for Fiscal Year 2011-2012

	<b>Lowest (\$/lb)</b>	<b>Highest (\$/lb)</b>	<b>Lowest (\$/lb)</b>	<b>Highest (\$/lb)</b>
	(ROG + NO <sub>x</sub> + PM <sub>2.5</sub> )		(ROG + NO <sub>x</sub> + PM <sub>2.5</sub> + CO/7)	
<b>(1a) Alternative Fuel Vehicle Purchases</b>	\$1.97	\$24,055.98	\$1.96	\$4,566.73
<b>(1b) Alternative Fuel Vehicle Conversions</b>	\$202.28	\$872.69	\$73.27	\$872.69
<b>(1c) Alternative Fuel Infrastructure (refueling, etc.)</b>	\$40.82	\$2,468.26	\$40.47	\$2,411.73
<b>(1d) Electric Vehicle Purchases</b>	\$37.04	\$199,638.16	\$36.82	\$19,499.54
<b>(2a) Off Road Veh Cleaner Diesel Purchases, Repowers</b>	\$1.46	\$7.29	\$1.38	\$7.29
<b>(4c) Transit Operations (new service, shuttles, fuel)</b>	(\$1,276.14)	\$5,061.10	(\$720.37)	\$3,040.00
<b>(4d) Passenger Fare Subsidies</b>	\$0.32	\$1,265.76	\$0.19	\$757.73
<b>(5a) Traffic Calming</b>	\$7.02	\$4,507.72	\$4.03	\$2,497.37
<b>(5b) Traffic Flow or Signalization (timing, surveillance)</b>	\$0.02	\$60.60	\$0.02	\$36.42
<b>(5c) Alternate Mode Signalization (transit/bike)</b>	\$77.28	\$77.28	\$47.84	\$47.84
<b>(6a) Employer-Based Trip Reductions</b>	\$0.05	\$4,685.17	\$0.05	\$994.63
<b>(6b) Other Trip Reduction Incentive Programs</b>	\$3.66	\$327.11	\$2.18	\$197.08
<b>(6c) Vanpool Programs</b>	\$38.41	\$461.88	\$23.16	\$303.04
<b>(6e) Telecommunication</b>	\$7.10	\$1,617.08	\$4.21	\$959.77
<b>(8a) Bicycle Lanes and Trails (also bridges)</b>	\$0.07	\$1,177.64	\$0.04	\$712.35

	<b>Lowest</b>	<b>Highest</b>	<b>Lowest</b>	<b>Highest</b>
	<b>(\$/lb)</b>	<b>(\$/lb)</b>	<b>(\$/lb)</b>	<b>(\$/lb)</b>
	<b>(ROG + NO<sub>x</sub> + PM<sub>2.5</sub>)</b>		<b>(ROG + NO<sub>x</sub> + PM<sub>2.5</sub> + CO/7)</b>	
<b>(8c) Bicycle Usage (electric bikes, purchases, loaner)</b>	\$4.20	\$25,695.48	\$1.03	\$9,541.15
<b>(9a) Road Dust Control (paving roads, shoulders, street)</b>	\$2.22	\$207.53	\$2.22	\$207.53

Cost-effectiveness is based on MV Fees + MSRC + Moyer funding.

## Project Funding Sources

Fiscal Year 2011-2012

Project Name	MV Fees	MSRC	CMAQ	Moyer	CoFunding
<b>Agoura Hills</b>					
Internet Connection for Signal Synchronization	\$16,506	\$0	\$0	\$0	\$0
<b>Alhambra</b>					
Capital Improvements to CNG Fueling Station	\$5,114	\$0	\$0	\$0	\$0
<b>Aliso Viejo</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Anaheim</b>					
Canyon Downtown Program	\$83,022	\$0	\$0	\$0	\$34,590
Canyon Metrolink Station Improvements	\$4,965	\$0	\$0	\$0	\$572
Citywide Vanpool Program	\$53,193	\$0	\$0	\$0	\$15,095
Metrolink OCTA	\$136,474	\$0	\$0	\$0	\$29,699
Project S Shuttle System Improvements	\$6,599	\$0	\$0	\$0	\$760
Rail Feeder Pool Vehicles	\$1,357	\$0	\$0	\$0	\$156
Rideshare Outreach	\$26,698	\$0	\$0	\$0	\$3,074
Trip Reduction Program	\$52,272	\$0	\$0	\$0	\$6,018
<b>Arcadia</b>					
Purchase of One CNG Fuel Powered Street Sweeper	\$100,000	\$0	\$0	\$0	\$150,000
Rideshare Plus Program	\$20,889	\$0	\$0	\$0	\$0
San Gabriel Valley Council of Government (SGVCOG)	\$6,400	\$0	\$0	\$0	\$0
<b>Artesia</b>					
Purchase Hybrid Vehicle	\$28,282	\$0	\$0	\$0	\$0
<b>Azusa</b>					
Metrolink Subsidy Program	\$1,897	\$0	\$0	\$0	\$0
Rideshare	\$18,655	\$0	\$0	\$0	\$0
<b>Baldwin Park</b>					
Employee Transportation Program	\$9,304	\$0	\$0	\$0	\$0
Police Department Bicycle Patrol Program	\$1,632	\$0	\$0	\$0	\$0



<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Banning</b>					
WRCOG Clean Cities	\$3,000	\$0	\$0	\$0	\$0
<b>Beaumont</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Bell</b>					
COG Sponsored Projects	\$2,600	\$0	\$0	\$0	\$0
<b>Bell Gardens</b>					
Alternative Transportation Program	\$296	\$0	\$0	\$0	\$0
Gateway Cities COG	\$8,000	\$0	\$0	\$0	\$0
I-710 Corridor Project	\$10,000	\$0	\$0	\$0	\$0
<b>Bellflower</b>					
EV Charging Stations Research	\$7,630	\$0	\$0	\$0	\$0
<b>Beverly Hills</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Big Bear Lake</b>					
Big Bear Valley Master Plan of Trails Planning	\$88	\$0	\$0	\$0	\$0
<b>Brea</b>					
Brea Transportation Program	\$50,252	\$0	\$0	\$0	\$0
<b>Buena Park</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Burbank</b>					
Burbank Commuter Program	\$120,832	\$0	\$0	\$0	\$0
<b>Calabasas</b>					
Alternative Fuel Fleet lease of 9 vehicles	\$36,107	\$0	\$0	\$0	\$0
<b>Calimesa</b>					
Clean Cities Coalition Dues 2011-12	\$750	\$0	\$0	\$0	\$0
<b>Canyon Lake</b>					
	\$0	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Carson</b>					
Breathe-Employee Ride Share Program	\$65,835	\$0	\$0	\$0	\$0
Geographical Information System	\$25,422	\$0	\$0	\$0	\$0
Public Transit Operations & Maintenance	\$31,894	\$0	\$0	\$0	\$0
<b>Cathedral City</b>					
CNG Refueling Station	\$18,140	\$0	\$0	\$0	\$0
Regional PM10 Street Sweeping Program	\$38,835	\$0	\$0	\$0	\$0
<b>Cerritos</b>					
Employee Rideshare Trip Rebate Program	\$37,205	\$0	\$0	\$0	\$0
Orangeline Development	\$4,700	\$0	\$0	\$0	\$0
<b>Chino</b>					
CNG Fueling Station Upgrade	\$348,993	\$250,000	\$0	\$0	\$0
College Free Pass Program	\$18,375	\$0	\$0	\$0	\$0
Off Road Engine Retrofits for City Fleet Vehicles	\$13,711	\$0	\$0	\$13,711	\$17,189
Vehicle Registration Rule 2202	\$504	\$0	\$0	\$0	\$0
<b>Chino Hills</b>					
College Free Pass Program	\$8,175	\$0	\$0	\$0	\$0
Design and Upgrade to CNG Station	\$558	\$0	\$0	\$0	\$0
Pave Fairway Drive (S10008)	\$51,146	\$0	\$0	\$0	\$0
<b>Claremont</b>					
Citrus Regional Bikeway	\$57,793	\$0	\$0	\$0	\$0
City Employee Trip Reduction Program	\$2,400	\$0	\$0	\$0	\$0
<b>Coachella</b>					
CVAG Regional PM10 Street Sweeping Program	\$29,237	\$0	\$0	\$0	\$0
<b>Colton</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Commerce</b>					
Employer Based Trip Reduction	\$16,130	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Compton</b>					
Rideshare	\$49,049	\$0	\$0	\$0	\$0
<b>Corona</b>					
Alternative Fuel Vehicle Rebate Program (34 rebates)	\$65,940	\$0	\$0	\$0	\$0
City of Corona Carpool Program	\$85,397	\$0	\$0	\$0	\$0
Corona Cruiser Bus Passenger Fare Subsidy	\$10,512	\$0	\$0	\$0	\$0
Western Riverside Council of Gov Clean Cities Coalition	\$6,000	\$0	\$0	\$0	\$0
<b>Costa Mesa</b>					
Broadway Traffic Calming	\$1,355	\$0	\$0	\$0	\$0
Gisler Avenue In-pavement Flashing X-walk	\$10,000	\$0	\$0	\$0	\$0
Joann Street Bike Trail	\$52,323	\$0	\$0	\$0	\$0
Rule 2202 Implementation	\$4,332	\$0	\$0	\$0	\$0
Signal/CCTV Improvement Project	\$87,366	\$0	\$0	\$0	\$0
<b>County of LA</b>					
Air Quality Coordination	\$2,815	\$0	\$0	\$0	\$0
Clean Air Plan Implementation	\$17,185	\$0	\$0	\$0	\$0
Trip Reduction Plan Incentive; Countywide-No Civic Center	\$306,400	\$0	\$0	\$0	\$0
Trip Reduction Plan Incentive-Civic Center	\$932,267	\$0	\$0	\$0	\$0
<b>County of Orange</b>					
Employee Rideshare Program	\$35,000	\$0	\$0	\$0	\$206,333
<b>County of Riverside</b>					
Clean Cities Coalition	\$40,000	\$0	\$0	\$0	\$0
CVAG Regional PM 10 Street Sweeping	\$38,041	\$0	\$0	\$0	\$150,000
Rideshare	\$511,675	\$0	\$0	\$0	\$0
Video Conferencing	\$127,089	\$0	\$0	\$0	\$0
<b>County of San Bernardino</b>					
Employee Commute Reduction Program	\$164,070	\$0	\$0	\$0	\$0
Go Smart College Student Free Ride Pilot Program	\$8,000	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Covina</b>					
Commuter Choice Reimbursement Program	\$6,665	\$0	\$0	\$0	\$0
Commuter Rideshare Program	\$1,821	\$0	\$0	\$0	\$0
SGVCOG Annual Membership	\$5,000	\$0	\$0	\$0	\$0
Telecommuting Program - Materials and Software	\$6,078	\$0	\$0	\$0	\$0
<b>Cudahy</b>					
Hybrid Vehicle	\$21,897	\$0	\$0	\$0	\$0
<b>Culver City</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Cypress</b>					
Purchase of Hybrid Vehicle	\$85,000	\$0	\$0	\$0	\$0
<b>Dana Point</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Desert Hot Springs</b>					
Regional PM10 Street Sweeping Program	\$26,737	\$0	\$0	\$0	\$0
<b>Diamond Bar</b>					
Diamond Bar Intelligent Transportation System (DBITS)	\$51,885	\$0	\$0	\$0	\$0
Transit Pass System	\$15,431	\$0	\$0	\$0	\$0
<b>Downey</b>					
Downey Employees "Thumbs Up" Commuting Program	\$140,610	\$0	\$0	\$0	\$0
<b>Duarte</b>					
Shuttle Services	\$7,610	\$0	\$0	\$0	\$0
<b>Eastvale</b>					
	\$0	\$0	\$0	\$0	\$0
<b>El Monte</b>					
Alternative Fuels/Electric Vehicles	\$5,121	\$0	\$0	\$0	\$0
Miscellaneous	\$775	\$0	\$0	\$0	\$0
Regional PM10 Street Sweepers Contract (2 Vehicles)	\$100,000	\$0	\$0	\$0	\$0
Rio Hondo Bus Passes	\$2,500	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>El Monte (cont'd)</b>					
Transportation Demand Management	\$54,561	\$0	\$0	\$0	\$0
<b>El Segundo</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Fontana</b>					
Omnitrans Pilot Program	\$93,165	\$0	\$0	\$0	\$0
Pacific Electric Trail Segments 3B & 4	\$114,571	\$0	\$0	\$0	\$0
<b>Fountain Valley</b>					
Replacement of 4 City vehicles with hybrid vehicles	\$150,877	\$0	\$0	\$0	\$0
<b>Fullerton</b>					
Bike Racks	\$2,355	\$0	\$0	\$0	\$0
Lease of 3 Alternative Fuel Vehicles	\$14,216	\$0	\$0	\$0	\$0
Project Dox	\$326,750	\$0	\$0	\$0	\$0
Rule 2202 Compliance	\$4,804	\$0	\$0	\$0	\$0
Telecommunications Project	\$5,474	\$0	\$0	\$0	\$0
<b>Garden Grove</b>					
Employee Based Trip Reduction Program	\$257,490	\$0	\$0	\$0	\$0
<b>Gardena</b>					
Gardena Employee Rideshare - Rule 2202 Compliance	\$25,102	\$0	\$0	\$0	\$0
Purchase 2 "Leaf" Nissan electric car, and charging stations	\$87,750	\$0	\$0	\$0	\$0
<b>Glendale</b>					
Employer Based Trip Reduction Program	\$241,447	\$0	\$0	\$0	\$0
<b>Glendora</b>					
ALTCOM-Rideshare Program	\$16,500	\$0	\$0	\$0	\$0
Purchase of one 22-26 passenger CNG fueled bus	\$135,260	\$0	\$0	\$0	\$0
<b>Grand Terrace</b>					
Omnitrans College Pass Pilot Program	\$5,775	\$0	\$0	\$0	\$0
<b>Hawaiian Gardens</b>					
CNG Fueling Station	\$17,933	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Hawthorne</b>					
Rideshare Incentives	\$3,840	\$0	\$0	\$0	\$0
Street Sweeping	\$100,000	\$0	\$0	\$0	\$0
<b>Hemet</b>					
CNG Fill Station	\$141,882	\$0	\$0	\$0	\$207,685
Purchase of new Freightliner natural gas patch truck	\$26,938	\$0	\$0	\$0	\$0
<b>Hermosa Beach</b>					
AQMD Incentives to reduce auto trips	\$390	\$0	\$0	\$0	\$0
<b>Hidden Hills</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Highland</b>					
Go Smart College Student Free Ride Pilot Program	\$12,000	\$0	\$0	\$0	\$0
Signal Synchronization	\$19,660	\$0	\$0	\$0	\$0
<b>Huntington Beach</b>					
Bicycle Master Plan	\$28,607	\$0	\$0	\$0	\$0
Diesel Particulate Filter Installations	\$47,770	\$0	\$0	\$0	\$0
Employee Rideshare/Alternate Commute	\$30,717	\$0	\$0	\$0	\$0
Loader Engine Repower	\$37,393	\$0	\$0	\$0	\$0
Rule 2202 Costs	\$1,156	\$0	\$0	\$0	\$0
Shuttle Service	\$83,034	\$0	\$0	\$0	\$0
Traffic Signal Master Plan and Circulation Element	\$77,153	\$0	\$0	\$0	\$0
<b>Huntington Park</b>					
Bicycle Supplies	\$1,245	\$0	\$0	\$0	\$0
<b>Indian Wells</b>					
Purchase of one CNG Ford Crown Vic for use by City personnel	\$985	\$0	\$0	\$0	\$0
Regional PM10 Street Sweeping Program	\$3,902	\$0	\$0	\$0	\$0
<b>Indio</b>					
City Street Sweeping Program	\$55,853	\$0	\$0	\$0	\$0
Regional PM10 Street Sweeping Program	\$58,078	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Inglewood</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Irvine</b>					
Flatbed CNG Conversion	\$15,000	\$0	\$0	\$0	\$0
Irvine Spectrum Transportation Management Association	\$2,363	\$0	\$0	\$0	\$0
Irvine Station	\$157,925	\$0	\$0	\$0	\$0
Pickup CNG Conversion	\$14,800	\$0	\$0	\$0	\$0
Rule 2202 Compliance	\$504	\$0	\$0	\$0	\$0
<b>Irwindale</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Jurupa Valley</b>					
	\$0	\$0	\$0	\$0	\$0
<b>La Canada Flintridge</b>					
	\$0	\$0	\$0	\$0	\$0
<b>La Habra</b>					
Shuttle Program	\$75,803	\$0	\$0	\$0	\$0
<b>La Habra Heights</b>					
	\$0	\$0	\$0	\$0	\$0
<b>La Mirada</b>					
I-5 Capacity Enhancement Innovation Project	\$45,600	\$0	\$0	\$0	\$0
<b>La Palma</b>					
	\$0	\$0	\$0	\$0	\$0
<b>La Puente</b>					
	\$0	\$0	\$0	\$0	\$0
<b>La Quinta</b>					
Regional PM10 Street Sweeping Program	\$28,482	\$0	\$0	\$0	\$0
<b>La Verne</b>					
Bike, Carpool, Walk Incentive Program	\$9,268	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Laguna Beach</b>					
Main Line Service during the Summer	\$14,051	\$0	\$0	\$0	\$0
Ride to Work Bus Pass Program	\$13,875	\$0	\$0	\$0	\$0
<b>Laguna Hills</b>					
La Paz at I-5 Improvements, CIP 159	\$38,219	\$0	\$0	\$0	\$0
<b>Laguna Niguel</b>					
Laguna Niguel/Mission Viejo Metrolink Station	\$40,505	\$0	\$0	\$0	\$0
Traffic Signal Coordination	\$43,171	\$0	\$0	\$0	\$0
<b>Laguna Woods</b>					
Santa Maria Multimodal Trail	\$47,426	\$0	\$0	\$0	\$100,608
<b>Lake Elsinore</b>					
Traffic Signal Coordination Program	\$10,720	\$0	\$0	\$0	\$0
Traffic Signal Upgrade	\$18,743	\$0	\$0	\$0	\$0
<b>Lake Forest</b>					
Central Traffic Control Server (Centracs)	\$25,000	\$0	\$0	\$0	\$224,300
<b>Lakewood</b>					
91/605 COG Corridor Study	\$11,000	\$0	\$0	\$0	\$0
Purchase 2 Honda CNG	\$56,482	\$0	\$0	\$0	\$0
Purchase CNG Truck	\$49,337	\$0	\$0	\$0	\$0
Truck-impacted intersection project	\$4,800	\$0	\$0	\$0	\$0
<b>Lawndale</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Loma Linda</b>					
College Pass Pilot Program	\$12,180	\$0	\$0	\$0	\$0
Signal Coordination	\$4,800	\$0	\$0	\$0	\$0
<b>Lomita</b>					
CNG Street Sweeping Services	\$15,000	\$0	\$0	\$0	\$0
<b>Long Beach</b>					
Bike and Pedestrian Project Improvements	\$1,953	\$0	\$0	\$0	\$0
Bike Master Plan	\$1,392	\$0	\$0	\$0	\$0



<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Long Beach (cont'd)</b>					
COG Sponsored Project	\$16,881	\$0	\$0	\$0	\$0
COG Sponsored Project	\$15,899	\$0	\$0	\$0	\$0
COG Sponsored Project	\$28,140	\$0	\$0	\$0	\$0
COG Sponsored Project	\$57,500	\$0	\$0	\$0	\$0
Rule 2202 Compliance	\$754	\$0	\$0	\$0	\$0
<b>Los Alamitos</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Los Angeles (City)</b>					
#1 Alt Fuel Purchase of 5 new 2012 Sewer Truck CNG vehicles	\$125,000	\$0	\$0	\$0	\$2,423,515
#2 Purchase 40 Alt Fuel Collection Vehicles & Support	\$1,200,000	\$0	\$0	\$0	\$11,252,343
Air Quality Coordination, Proj Mgmt & Green Taxi Program	\$110,756	\$0	\$0	\$0	\$0
Alt Fuel Dev Emissions Reductions, Infrastructure Support	\$616,664	\$0	\$0	\$0	\$0
Alt Fuel Purchase #3 13 Elgin 2011 CNG Broombear Sweepers	\$325,000	\$0	\$0	\$0	\$3,915,119
Annual Audit Mobile Source Air Pollution Reduction Fund	\$26,900	\$0	\$0	\$0	\$0
ATSAC Control Center	\$1,351,477	\$0	\$0	\$0	\$5,239,977
BOE Alternative Fuel Infrastructure and Support	\$152,070	\$0	\$0	\$0	\$0
CicLAvia	\$196,610	\$0	\$0	\$0	\$300,000
Climate Change and Sustainability	\$36,718	\$0	\$0	\$0	\$0
Commute Options (Transit-Rail or Bus)	\$239,486	\$0	\$0	\$0	\$1,409,528
Commute Options Office (Vanpool)	\$459,894	\$0	\$0	\$0	\$1,022,169
Commute Services Office (Bicycle/Walk Subsidy)	\$9,979	\$0	\$0	\$0	\$58,853
Commute Services Office (Carpool)	\$47,471	\$0	\$0	\$0	\$183,284
Land Use, Development and Other Air Quality Strategies	\$696,028	\$0	\$0	\$0	\$0
LAPD Purchase of 80 Bicycles for Bike Patrol Program	\$97,718	\$0	\$0	\$0	\$185,000
Maint. of Particulate Traps for On-Road CNG/LNG Vehicles	\$61,017	\$0	\$0	\$0	\$0
<b>Lynwood</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Malibu</b>					
CNG Fueling Station	\$10,044	\$0	\$0	\$0	\$0
<b>Manhattan Beach</b>					
Employee Rideshare Program	\$9,318	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Maywood</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Menifee</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Mission Viejo</b>					
City of Mission Viejo Air Quality Planning: FY 11-12	\$37,722	\$0	\$0	\$0	\$0
City of Mission Viejo Traffic Signal Coordination: FY 11-12	\$6,900	\$0	\$0	\$0	\$0
<b>Monrovia</b>					
Clean Air Program (FY 11-12)	\$4,935	\$0	\$0	\$0	\$0
Discount Bus Passes	\$4,526	\$0	\$0	\$0	\$0
<b>Montclair</b>					
College Free Pass Pilot Program with Omnitrans	\$7,350	\$0	\$0	\$0	\$0
Gas & Car Wash carpool	\$17,428	\$0	\$0	\$0	\$0
Metrolink Passes	\$1,080	\$0	\$0	\$0	\$0
<b>Montebello</b>					
Employee Commute Reduction Program	\$37,249	\$0	\$0	\$0	\$0
<b>Monterey Park</b>					
Employee Transportation Program	\$23,942	\$0	\$0	\$0	\$0
T3 Motion Vehicles	\$26,095	\$0	\$0	\$0	\$0
<b>Moreno Valley</b>					
Moreno Valley Transportation Management Center	\$39,206	\$0	\$0	\$0	\$0
Moval / Riverside Intertie	\$51,284	\$0	\$0	\$0	\$0
Street Sweeping Program - PM10 and PM2.5 Reduction	\$191,793	\$0	\$0	\$0	\$0
Traffic Signal Coordination Program	\$25,311	\$0	\$0	\$0	\$0
WRCOG - Clean Cities Coalition	\$15,000	\$0	\$0	\$0	\$0
<b>Murrieta</b>					
City Fiber Communication Backbone Plans	\$172,450	\$0	\$0	\$0	\$0
<b>Newport Beach</b>					
Corporate Yard Fleet Shop CNG Modification	\$25,781	\$0	\$0	\$0	\$6,052
Employee Rideshare Program	\$6,188	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Norco</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Norwalk</b>					
Audit fees	\$2,000	\$0	\$0	\$0	\$0
City Employee Commuter Program	\$30,000	\$0	\$0	\$0	\$0
City Mass Notification System and Online Billing	\$12,590	\$0	\$0	\$0	\$0
Cleaner Fuel Street Sweeping Contract	\$87,564	\$0	\$0	\$0	\$547,936
COG Sponsored Project	\$6,500	\$0	\$0	\$0	\$5,517
I-5 Consortium Cities JPA	\$13,284	\$0	\$0	\$0	\$23,316
Purchase of Hybrid Vehicle	\$28,648	\$0	\$0	\$0	\$0
<b>Ontario</b>					
Omnitrans College Pass Program	\$40,830	\$0	\$0	\$0	\$0
Rideshare	\$13,176	\$0	\$0	\$0	\$0
Upgrade CNG Fueling Station	\$69,623	\$0	\$0	\$0	\$0
<b>Orange (City)</b>					
Bike Loan to Own	\$380	\$0	\$0	\$0	\$0
Orange Police Bike Team	\$4,131	\$0	\$0	\$0	\$0
Trip Reduction Program	\$131,530	\$0	\$0	\$0	\$0
<b>Palm Desert</b>					
Regional PM10 Street Sweeping Program	\$36,962	\$0	\$0	\$0	\$0
Ride Share Program	\$2,011	\$0	\$0	\$0	\$0
<b>Palm Springs</b>					
Employer Based Trip Reduction	\$22,580	\$0	\$0	\$0	\$0
Regional PM10 Street Sweeping Program	\$33,870	\$0	\$0	\$0	\$0
<b>Palos Verdes Estates</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Paramount</b>					
Purchase of Hybrid Vehicles (passenger vehicle)	\$41,187	\$0	\$0	\$0	\$0
Purchase of Hybrid Vehicles (pick-up truck)	\$36,611	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Pasadena</b>					
FoldNGo	\$6,532	\$0	\$0	\$0	\$26,130
Prideshare	\$167,731	\$0	\$0	\$0	\$277,993
<b>Perris</b>					
Employee Carpool Reimbursement	\$209	\$0	\$0	\$0	\$0
Hybrid Vehicles	\$86,461	\$0	\$0	\$0	\$0
Mounted Posse	\$5,451	\$0	\$0	\$0	\$0
<b>Pico Rivera</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Placentia</b>					
General Plan Update	\$25,130	\$0	\$0	\$0	\$0
Kraemer Bus Pad	\$34,015	\$0	\$0	\$0	\$0
Redesign City Website	\$19,025	\$0	\$0	\$0	\$0
Traffic Model & Fee Program	\$38,045	\$0	\$0	\$0	\$0
Transit Services	\$10,911	\$0	\$0	\$0	\$0
Web Hosting Update	\$6,600	\$0	\$0	\$0	\$0
<b>Pomona</b>					
COG Sponsored Projects	\$13,500	\$0	\$0	\$0	\$0
On Road Motor Vehicle Mitigation	\$3,602	\$0	\$0	\$0	\$0
Purchase of Alternative Fuel Vehicle	\$43,618	\$0	\$0	\$0	\$0
Purchase of Particulate Matter Reduction Devices	\$40,473	\$0	\$0	\$0	\$0
<b>Rancho Cucamonga</b>					
Alternative Fuel Vehicle Purchase	\$51,321	\$0	\$0	\$0	\$0
Alternative Fuel Vehicle Purchase	\$61,954	\$0	\$0	\$0	\$0
College Pass Program	\$91,545	\$0	\$0	\$0	\$0
Electric Vehicle Purchase	\$33,420	\$0	\$0	\$0	\$0
Employer Ride Share Program	\$40,088	\$0	\$0	\$0	\$0
<b>Rancho Mirage</b>					
Regional PM10 Street Sweeping Program	\$13,141	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Rancho Palos Verdes</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Rancho Santa Margarita</b>					
Crosswalk Bulb-Out Installation	\$33,125	\$0	\$0	\$0	\$0
Robinson Ranch Traffic Calming	\$16,900	\$0	\$0	\$0	\$0
Traffic Signal Synchronization	\$2,881	\$0	\$0	\$0	\$0
<b>Redlands</b>					
College Bus Pass Pilot Program 2011-12	\$15,000	\$0	\$0	\$0	\$0
<b>Redondo Beach</b>					
Employee Rideshare	\$61,316	\$0	\$0	\$0	\$0
<b>Rialto</b>					
Go Smart Pilot Program	\$51,375	\$0	\$0	\$0	\$0
Rideshare	\$76,235	\$0	\$0	\$0	\$0
<b>Riverside (City)</b>					
Alternative Fuel Vehicle Rebate Program	\$66,000	\$0	\$0	\$0	\$0
Bicycle Program	\$17,236	\$0	\$0	\$0	\$0
Bicycle Program	\$27,295	\$0	\$0	\$0	\$0
Electric Vehicle Charging Infrastructure	\$60,369	\$0	\$0	\$0	\$0
PM Paving Projects	\$45,000	\$0	\$0	\$0	\$0
Riverside City Pass Program	\$14,880	\$0	\$0	\$0	\$0
Riverside Go Transit Program	\$105,873	\$0	\$0	\$0	\$0
Rule 2202 On-Road Motor Vehicle Mitigation Compliance	\$1,200	\$0	\$0	\$0	\$0
Traffic Timing and Coordination	\$25,000	\$0	\$0	\$0	\$0
WRCOG Clean Cities Coalition	\$25,000	\$0	\$0	\$0	\$0
<b>Rolling Hills Estates</b>					
Councils of Governments Annual Dues	\$6,685	\$0	\$0	\$0	\$0
<b>Rosemead</b>					
Parking Lot Renovation and Expansion	\$64,259	\$0	\$0	\$0	\$0
Purchase of one 2009 Ford Escape Hybrid SUV	\$24,170	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>San Bernardino (City)</b>					
Alternative Fuel Purchase	\$30,000	\$0	\$0	\$0	\$0
Employee Rideshare Program	\$93,334	\$0	\$0	\$0	\$5,200
Go Smart College Student Free Ride Pilot Program	\$141,765	\$0	\$0	\$0	\$0
Misc Traffic Engineering	\$40,000	\$0	\$0	\$0	\$0
<b>San Clemente</b>					
Bike and Pedestrian Master Plan	\$5,645	\$0	\$0	\$0	\$0
<b>San Dimas</b>					
Rav 4 Vehicle Leases (3 Electric Vehicles)	\$15,672	\$0	\$0	\$0	\$0
<b>San Fernando</b>					
	\$0	\$0	\$0	\$0	\$0
<b>San Gabriel</b>					
Electric Cart Purchase	\$9,991	\$0	\$0	\$0	\$0
Purchase of Alternative Fuel Vehicles	\$40,000	\$0	\$0	\$0	\$0
<b>San Jacinto</b>					
	\$0	\$0	\$0	\$0	\$0
<b>San Juan Capistrano</b>					
Traffic Studies and Engineering	\$139	\$0	\$0	\$0	\$0
<b>San Marino</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Santa Ana</b>					
Climate Action Plan	\$14,025	\$0	\$0	\$0	\$0
Employer Based Trip Reduction Program	\$191,918	\$0	\$0	\$0	\$0
General Plan Circulation Element Update	\$38,605	\$0	\$0	\$0	\$0
Go Local / Fixed Guideway Plan	\$11,145	\$0	\$0	\$0	\$0
Harbor Boulevard Transit Corridor	\$37,653	\$0	\$0	\$0	\$0
Transit Zoning Code	\$18,353	\$0	\$0	\$0	\$0
<b>Santa Clarita</b>					
Bike Rack	\$3,696	\$0	\$0	\$0	\$0
Bike To Work	\$2,709	\$0	\$0	\$0	\$0
Climate Action Plan	\$37,625	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Santa Clarita (cont'd)</b>					
New Bus Purchase	\$165,247	\$0	\$0	\$0	\$0
RIDESHARE	\$7,025	\$0	\$0	\$0	\$0
<b>Santa Fe Springs</b>					
Norwalk/Santa Fe Springs Transportation Center Shuttle	\$20,636	\$0	\$0	\$0	\$86,887
<b>Santa Monica</b>					
CNG Station Upgrade	\$102,973	\$0	\$0	\$0	\$0
Electric Vehicle Chargers	\$8,385	\$0	\$0	\$0	\$0
Electric Vehicle Leases	\$90,873	\$0	\$0	\$0	\$0
Electric Vehicle Purchases	\$60,000	\$0	\$0	\$0	\$0
Public Education: AltCar Expo	\$10,000	\$0	\$0	\$0	\$0
<b>Seal Beach</b>					
Transportation Program-#44	\$32,228	\$0	\$0	\$0	\$0
<b>Sierra Madre</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Signal Hill</b>					
Gateway Cities Trans Assessment	\$2,488	\$0	\$0	\$0	\$0
<b>South El Monte</b>					
Bus Pass Program	\$8,765	\$0	\$0	\$0	\$0
Go Rio Transportation Program	\$1,500	\$0	\$0	\$0	\$0
<b>South Gate</b>					
Air Quality Research, Planning and Development	\$1,464	\$0	\$0	\$0	\$0
Electric Vehicle Lease	\$22,582	\$0	\$0	\$0	\$0
Employer Rideshare Program	\$2,680	\$0	\$0	\$0	\$0
Propane Fuel Infrastructure	\$2,869	\$0	\$0	\$0	\$0
Vehicle Modification of Reduce Emission	\$28,854	\$0	\$0	\$0	\$0
Vehicle Modification or reduce emission	\$12,728	\$0	\$0	\$0	\$0
<b>South Pasadena</b>					
	\$0	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Stanton</b>					
Alternative Commute Incentive	\$2,005	\$0	\$0	\$0	\$0
Purchase of Electric City Vehicle	\$56,265	\$0	\$0	\$0	\$0
Van Transportation	\$4,600	\$0	\$0	\$0	\$0
<b>Temecula</b>					
Pedestrian Bicycle Bridge Over Santa Gertrudis Creek to CHS	\$478,698	\$0	\$0	\$0	\$0
Route 55 Temecula Trolley Service	\$16,361	\$0	\$0	\$0	\$0
WRCOG Clean Cities Coalition Air Quality	\$10,000	\$0	\$0	\$0	\$0
<b>Temple City</b>					
Purchase of three hybrid vehicles and accessories	\$91,846	\$0	\$0	\$0	\$0
<b>Torrance</b>					
Employee Trip Reduction Program	\$164,358	\$0	\$0	\$0	\$0
<b>Tustin</b>					
Rail Station Parking Structure Maintenance	\$2,802	\$0	\$0	\$0	\$0
<b>Upland</b>					
RideShare	\$41,953	\$0	\$0	\$0	\$0
Street Sweeper	\$18,785	\$0	\$0	\$0	\$0
<b>Villa Park</b>					
Public Works Fueling Station	\$816	\$0	\$0	\$0	\$0
School Site Traffic Calming	\$16,041	\$0	\$0	\$0	\$0
<b>Walnut</b>					
E-Z Pass bus and Metro Link fare subsidies	\$7,544	\$0	\$0	\$0	\$0
<b>West Covina</b>					
Air Quality Investment Program (AQIP)	\$6,536	\$0	\$0	\$0	\$0
Electric Vehicle Charging Station	\$271	\$0	\$0	\$0	\$0
Employee Rideshare Program	\$14,370	\$0	\$0	\$0	\$0
<b>West Hollywood</b>					
Bicycle Parking Facilities	\$7,298	\$0	\$0	\$0	\$0
Employee Alternative Mode Incentive Program	\$6,020	\$0	\$0	\$0	\$0
<b>Westlake Village</b>					
	\$0	\$0	\$0	\$0	\$0



<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Westminster</b>					
Online Document Submission Website Upgrade	\$19,018	\$0	\$0	\$0	\$0
Rideshare Program	\$20,071	\$0	\$0	\$0	\$0
Vanpool Program	\$65,305	\$0	\$0	\$0	\$0
<b>Whittier</b>					
Air Quality Investment Program	\$504	\$0	\$0	\$0	\$0
Employee Rideshare	\$9,701	\$0	\$0	\$0	\$0
Gateway Cities COG Sponsored Projects	\$11,497	\$0	\$0	\$0	\$0
Go Rio Bus Pass Program	\$9,268	\$0	\$0	\$0	\$0
Greenway Bicycle Trail	\$394	\$0	\$0	\$0	\$0
Website	\$10,000	\$0	\$0	\$0	\$0
<b>Wildomar</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Yorba Linda</b>					
Fleet Vehicle Replacement Program	\$102,000	\$0	\$0	\$0	\$0
<b>Yucaipa</b>					
12th and 13th Streets Curb, Gutter, Sidewalk	\$2,025	\$0	\$0	\$0	\$0
12th Street Curb, Gutter, Sidewalk	\$36,945	\$0	\$0	\$0	\$0
13th Street Curb, Gutter, Sidewalk	\$8,332	\$0	\$0	\$0	\$0
6th Street Curb, Gutter, Sidewalk	\$10,407	\$0	\$0	\$0	\$0
College Free Pass	\$34,725	\$0	\$0	\$0	\$0
<b>Totals</b>	<b>\$18,988,787</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$13,711</b>	<b>\$28,114,898</b>

## Percent of Project Expenditures by Project Category

Fiscal Year 2011-2012

Project Category	Project Expenditures	Percent of Total Project Expenditures	Number of Projects
(6) Transportation Demand Management	\$5,771,404	30%	82
(1) Alternative Fuels/Electric Vehicles	\$5,239,686	28%	63
(5) Traffic Management	\$2,233,781	12%	29
(4) Public Transportation (Transit & Rail)	\$1,993,982	11%	50
(3) Land Use	\$1,201,435	6%	25
(8) Bicycles	\$963,714	5%	23
(9) PM10 Reduction Strategies	\$751,078	4%	15
(11) Miscellaneous Projects	\$318,453	2%	19
(10) Public Education	\$273,308	1%	5
(2) Vehicle Emissions Abatement	\$241,946	1%	7
	<b>\$18,988,787</b>	<b>100%</b>	<b>318</b>

## Average Cost-Effectiveness by Project

Fiscal Year 2011-2012

Project Category	Project Name	MV Fee	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5+CO/7	Cost- Effectiveness (\$/lb)	
<b>(1) Alternative Fuels/Electric Vehicles</b>						
<b>(1a) Alternative Fuel Vehicle Purchases</b>						
<i>Upland</i>	Street Sweeper	\$18,785	\$2,202	1,124	\$1.96	
<i>Hawthorne</i>	Street Sweeping	\$100,000	\$10,046	3,425	\$2.93	
<i>Arcadia</i>	Purchase of One CNG Fuel Powered Street Sweeper	\$100,000	\$11,723	1,150	\$10.19	
<i>Artesia</i>	Purchase Hybrid Vehicle	\$28,282	\$2,841	85	\$33.27	
<i>Indian Wells</i>	Purchase of one CNG Ford Crown Vic for use by City	\$985	\$140	2	\$67.28	
<i>Corona</i>	Alternative Fuel Vehicle Rebate Program (34 rebates)	\$65,940	\$67,918	887	\$76.55	
<i>Calabasas</i>	Alternative Fuel Fleet lease of 9 vehicles	\$36,107	\$5,144	55	\$93.63	
<i>Lomita</i>	CNG Street Sweeping Services	\$15,000	\$1,507	16	\$96.84	
<i>Fullerton</i>	Lease of 3 Alternative Fuel Vehicles	\$14,216	\$2,025	16	\$124.73	
<i>Temple City</i>	Purchase of three hybrid vehicles and accessories	\$91,846	\$13,084	52	\$249.92	
<i>Los Angeles (City)</i>	#1 Alt Fuel Purchase of 5 new 2012 Sewer Truck CNG	\$125,000	\$13,510	624	\$21.64	
<i>Rancho Cucamonga</i>	Alternative Fuel Vehicle Purchase	\$61,954	\$7,263	14	\$536.78	
<i>Los Angeles (City)</i>	#2 Purchase 40 Alt Fuel Collection Vehicles & Support	\$1,200,000	\$140,677	2,179	\$64.55	
<i>San Gabriel</i>	Purchase of Alternative Fuel Vehicles	\$40,000	\$4,018	6	\$701.45	
<i>Lakewood</i>	Purchase 2 Honda CNG	\$56,482	\$8,046	11	\$702.49	
<i>Yorba Linda</i>	Fleet Vehicle Replacement Program	\$102,000	\$16,372	23	\$714.69	
<i>Norwalk</i>	Purchase of Hybrid Vehicle	\$28,648	\$4,081	6	\$723.33	
<i>Rancho Cucamonga</i>	Alternative Fuel Vehicle Purchase	\$51,321	\$6,016	8	\$741.09	
<i>Fountain Valley</i>	Replacement of 4 City vehicles with hybrid vehicles	\$150,877	\$21,493	23	\$938.27	
<i>Los Angeles (City)</i>	Alt Fuel Purchase #3 13 Elgin 2011 CNG Broombear	\$325,000	\$46,298	625	\$74.03	
<i>Paramount</i>	Purchase of Hybrid Vehicles (passenger vehicle)	\$41,187	\$5,867	6	\$966.54	
<i>Cypress</i>	Purchase of Hybrid Vehicle	\$85,000	\$8,539	7	\$1,182.86	
<i>Rosemead</i>	Purchase of one 2009 Ford Escape Hybrid SUV	\$24,170	\$3,443	2	\$1,486.85	
<i>Norwalk</i>	Cleaner Fuel Street Sweeping Contract	\$87,564	\$10,265	32	\$322.85	
<i>Paramount</i>	Purchase of Hybrid Vehicles (pick-up truck)	\$36,611	\$4,292	2	\$2,349.65	
<i>Monterey Park</i>	T3 Motion Vehicles	\$26,095	\$2,622	1	\$2,975.26	
<i>Pomona</i>	Purchase of Alternative Fuel Vehicle	\$43,618	\$4,382	1	\$3,459.84	
<i>Lakewood</i>	Purchase CNG Truck	\$49,337	\$5,784	1	\$4,566.73	
<b>Subcategory Totals and Average cost-effectiveness:</b>		<b>Subcategory Summary</b>	<b>\$3,006,026</b>	<b>\$429,600</b>	<b>10,385</b>	<b>\$41.37</b>

Project Category	Project Name	MV Fee	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5+CO/7	Cost- Effectiveness (\$/lb)	
<b>(1b) Alternative Fuel Vehicle Conversions</b>						
<i>Irvine</i>	Pickup CNG Conversion	\$14,800	\$1,735	24	\$73.27	
<i>Irvine</i>	Flatbed CNG Conversion	\$15,000	\$1,758	2	\$872.69	
<b>Subcategory Totals and Average cost-effectiveness:</b>		<b>Subcategory Summary</b>	<b>\$29,800</b>	<b>\$3,493</b>	<b>26</b>	<b>\$135.95</b>
<b>(1c) Alternative Fuel Infrastructure (refueling, etc.)</b>						
<i>San Bernardino (City)</i>	Alternative Fuel Purchase	\$30,000	\$30,900	764	\$40.47	
<i>Chino</i>	CNG Fueling Station Upgrade	\$348,993	\$60,176	25	\$2,411.73	
<b>Subcategory Totals and Average cost-effectiveness:</b>		<b>Subcategory Summary</b>	<b>\$378,993</b>	<b>\$91,076</b>	<b>789</b>	<b>\$115.50</b>
<b>(1d) Electric Vehicle Purchases</b>						
<i>San Gabriel</i>	Electric Cart Purchase	\$9,991	\$1,171	32	\$36.82	
<i>Santa Monica</i>	Electric Vehicle Leases	\$90,873	\$10,653	185	\$57.62	
<i>San Dimas</i>	Rav 4 Vehicle Leases (3 Electric Vehicles)	\$15,672	\$1,837	18	\$100.90	
<i>Rancho Cucamonga</i>	Electric Vehicle Purchase	\$33,420	\$3,918	19	\$211.19	
<i>Gardena</i>	Purchase 2 "Leaf" Nissan electric car, and charging	\$87,750	\$10,287	17	\$608.51	
<i>Santa Monica</i>	Electric Vehicle Purchases	\$60,000	\$7,034	6	\$1,254.10	
<i>Stanton</i>	Purchase of Electric City Vehicle	\$56,265	\$6,596	0	\$19,499.5	
<b>Subcategory Totals and Average cost-effectiveness:</b>		<b>Subcategory Summary</b>	<b>\$353,972</b>	<b>\$41,496</b>	<b>276</b>	<b>\$150.18</b>
		<b>Category Summary</b>	<b>\$3,768,790</b>	<b>\$565,665</b>	<b>11,476</b>	<b>\$49.29</b>
<b>(2) Vehicle Emissions Abatement</b>						
<b>(2a) Off Road Veh Cleaner Diesel Purchases, Repowers, &amp; Retrofits</b>						
<i>Chino</i>	Off Road Engine Retrofits for City Fleet Vehicles	\$13,711	\$3,215	2,323	\$1.38	
<i>Huntington Beach</i>	Loader Engine Repower	\$37,393	\$4,384	602	\$7.29	
<b>Subcategory Totals and Average cost-effectiveness:</b>		<b>Subcategory Summary</b>	<b>\$51,104</b>	<b>\$7,598</b>	<b>2,925</b>	<b>\$2.60</b>
		<b>Category Summary</b>	<b>\$51,104</b>	<b>\$7,598</b>	<b>2,925</b>	<b>\$2.60</b>

Project Category	Project Name	MV Fee	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5+CO/7	Cost- Effectiveness (\$/lb)
<b>(4) Public Transportation (Transit &amp; Rail)</b>					
<b>(4c) Transit Operations (new service, shuttles, fuel subsidies)</b>					
Anaheim	Canyon Downtown Program	\$83,022	\$85,512	6,404	\$13.35
Huntington Beach	Shuttle Service	\$83,034	\$9,734	322	\$30.20
Temecula	Route 55 Temecula Trolley Service	\$16,361	\$1,371	13	\$104.11
Santa Fe Springs	Norwalk/Santa Fe Springs Transportation Center Shuttle	\$20,636	\$21,255	447	\$47.51
Seal Beach	Transportation Program-#44	\$32,228	\$33,195	68	\$490.15
La Habra	Shuttle Program	\$75,803	\$78,077	44	\$1,764.34
Glendora	Purchase of one 22-26 passenger CNG fueled bus	\$135,260	\$13,589	7	\$1,994.33
Duarte	Shuttle Services	\$7,610	\$7,838	3	\$3,040.00
<b>Subcategory Totals and Average cost-effectiveness: Subcategory Summary</b>		<b>\$453,953</b>	<b>\$250,570</b>	<b>7,308</b>	<b>\$34.29</b>
<b>(4d) Passenger Fare Subsidies</b>					
Montclair	College Free Pass Pilot Program with Omnitrans	\$7,350	\$7,570	40,062	\$0.19
County of San Bernardino	Go Smart College Student Free Ride Pilot Program	\$8,000	\$8,240	15,080	\$0.55
El Monte	Rio Hondo Bus Passes	\$2,500	\$2,575	1,445	\$1.78
Monrovia	Discount Bus Passes	\$4,526	\$4,662	2,560	\$1.82
Grand Terrace	Omnitrans - College Pass Pilot Program	\$5,775	\$388	206	\$1.89
Highland	Go Smart College Student Free Ride Pilot Program	\$12,000	\$12,360	6,489	\$1.90
San Bernardino (City)	Go Smart College Student Free Ride Pilot Program	\$141,765	\$146,018	64,430	\$2.27
Fontana	Omnitrans Pilot Program	\$93,165	\$95,960	30,663	\$3.13
Azusa	Metrolink Subsidy Program	\$1,897	\$1,954	568	\$3.44
Yucaipa	College Free Pass	\$34,725	\$35,767	4,504	\$7.94
Ontario	Omnitrans College Pass Program	\$40,830	\$42,055	3,759	\$11.19
Loma Linda	College Pass Pilot Program	\$12,180	\$12,545	1,100	\$11.40
Whittier	Go Rio Bus Pass Program	\$9,268	\$9,546	825	\$11.57
Corona	Corona Cruiser Bus Passenger Fare Subsidy	\$10,512	\$10,827	415	\$26.12
Riverside (City)	Riverside Go Transit Program	\$105,873	\$12,412	418	\$29.70
Chino	College Free Pass Program	\$18,375	\$18,926	434	\$43.61
Montclair	Metrolink Passes	\$1,080	\$1,112	24	\$46.03
Laguna Beach	Main Line Service during the Summer	\$14,051	\$14,473	266	\$54.43
Covina	Commuter Choice Reimbursement Program	\$6,665	\$6,865	124	\$55.46

Project Category	Project Name	MV Fee	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5+CO/7	Cost- Effectiveness (\$/lb)	
<b>(4d) Passenger Fare Subsidies (cont'd)</b>						
Claremont	City Employee Trip Reduction Program	\$2,400	\$2,472	40	\$61.78	
Anaheim	Metrolink OCTA	\$136,474	\$140,568	2,614	\$53.77	
Laguna Beach	Ride to Work Bus Pass Program	\$13,875	\$14,291	208	\$68.57	
Redlands	College Bus Pass Pilot Program 2011-12	\$15,000	\$15,450	223	\$69.43	
Rancho Cucamonga	College Pass Program	\$91,545	\$94,291	1,289	\$73.17	
Los Angeles (City)	Commute Options (Transit-Rail or Bus)	\$239,486	\$246,671	21,970	\$11.23	
Riverside (City)	Riverside City Pass Program	\$14,880	\$15,326	148	\$103.43	
South El Monte	Go Rio Transportation Program	\$1,500	\$1,545	6	\$266.33	
South El Monte	Bus Pass Program	\$8,765	\$9,028	22	\$407.70	
Santa Clarita	RIDESHARE	\$7,025	\$7,236	10	\$757.73	
<b>Subcategory Totals and Average cost-effectiveness:</b>		<b>Subcategory Summary</b>	<b>\$1,061,487</b>	<b>\$991,133</b>	<b>199,900</b>	<b>\$4.96</b>
		<b>Category Summary</b>	<b>\$1,515,439</b>	<b>\$1,241,704</b>	<b>207,208</b>	<b>\$5.99</b>
<b>(5) Traffic Management</b>						
<b>(5a) Traffic Calming</b>						
Costa Mesa	Broadway Traffic Calming	\$1,355	\$136	34	\$4.03	
Rancho Santa Margarita	Crosswalk Bulb-Out Installation	\$33,125	\$2,227	2	\$1,117.17	
Rancho Santa Margarita	Robinson Ranch Traffic Calming	\$16,900	\$1,136	0	\$2,497.37	
<b>Subcategory Totals and Average cost-effectiveness:</b>		<b>Subcategory Summary</b>	<b>\$51,380</b>	<b>\$3,499</b>	<b>36</b>	<b>\$96.67</b>
<b>(5b) Traffic Flow or Signalization (timing, surveillance)</b>						
Laguna Niguel	Traffic Signal Coordination	\$43,171	\$2,902	181,271	\$0.02	
Lake Elsinore	Traffic Signal Coordination Program	\$10,720	\$2,341	21,447	\$0.11	
Diamond Bar	Diamond Bar Intelligent Transportation System (DBITS)	\$51,885	\$11,329	62,056	\$0.18	
Loma Linda	Signal Coordination	\$4,800	\$1,048	3,184	\$0.33	
Los Angeles (City)	ATSAC Control Center	\$1,351,477	\$1,392,021	10,155,429	\$0.14	
Highland	Signal Synchronization	\$19,660	\$4,293	3,313	\$1.30	
Agoura Hills	Internet Connection for Signal Synchronization	\$16,506	\$3,604	1,433	\$2.51	
Moreno Valley	Traffic Signal Coordination Program	\$25,311	\$5,527	1,833	\$3.02	
Lake Elsinore	Traffic Signal Upgrade	\$18,743	\$4,093	1,077	\$3.80	
Murrieta	City Fiber Communication Backbone Plans	\$172,450	\$11,591	2,371	\$4.89	
Costa Mesa	Signal/CCTV Improvement Project	\$87,366	\$19,077	1,617	\$11.79	

Project Category	Project Name	MV Fee	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5+CO/7	Cost- Effectiveness (\$/lb)	
<b>(5b) Traffic Flow or Signalization (timing, surveillance) (cont'd)</b>						
Claremont	City Employee Trip Reduction Program	\$2,400	\$2,472	40	\$61.78	
Anaheim	Metrolink OCTA	\$136,474	\$140,568	2,614	\$53.77	
Laguna Beach	Ride to Work Bus Pass Program	\$13,875	\$14,291	208	\$68.57	
Redlands	College Bus Pass Pilot Program 2011-12	\$15,000	\$15,450	223	\$69.43	
<b>(5c) Alternate Mode Signalization (transit/bike pre-emption)</b>						
Costa Mesa	Gisler Avenue In-pavement Flashing X-walk	\$10,000	\$1,005	21	\$47.84	
<b>Subcategory Totals and Average cost-effectiveness:</b>		<b>Subcategory Summary</b>	<b>\$10,000</b>	<b>\$1,005</b>	<b>21</b>	<b>\$47.84</b>
		<b>Category Summary</b>	<b>\$1,927,675</b>	<b>\$1,471,727</b>	<b>10,436,654</b>	<b>\$0.14</b>
<b>(6) Transportation Demand Management</b>						
<b>(6a) Employer-Based Trip Reduction</b>						
Long Beach	Rule 2202 Compliance	\$754	\$76	1,634	\$0.05	
County of LA	Trip Reduction Plan Incentive; Countywide-No Civic	\$306,400	\$315,592	392,161	\$0.80	
La Verne	Bike, Carpool, Walk Incentive Program	\$9,268	\$9,546	4,435	\$2.15	
Pomona	On Road Motor Vehicle Mitigation	\$3,602	\$3,710	1,481	\$2.51	
County of Orange	Employee Rideshare Program	\$35,000	\$36,050	69,783	\$0.52	
Bell Gardens	Alternative Transportation Program	\$296	\$305	77	\$3.94	
Whittier	Air Quality Investment Program	\$504	\$519	114	\$4.55	
Monrovia	Clean Air Program (FY 11-12)	\$4,935	\$5,083	875	\$5.81	
Newport Beach	Employee Rideshare Program	\$6,188	\$6,373	975	\$6.54	
Irvine	Rule 2202 Compliance	\$504	\$519	76	\$6.79	
West Covina	Air Quality Investment Program (AQIP)	\$6,536	\$6,732	601	\$11.20	
County of LA	Trip Reduction Plan Incentive-Civic Center	\$932,267	\$960,235	84,905	\$11.31	
Anaheim	Trip Reduction Program	\$52,272	\$53,840	5,120	\$10.52	
Los Angeles (City)	Commute Services Office (Carpool)	\$47,471	\$48,895	19,802	\$2.47	
Covina	Commuter Rideshare Program	\$1,821	\$1,875	149	\$12.58	
Ontario	Rideshare	\$13,176	\$13,571	985	\$13.78	
Gardena	Gardena Employee Rideshare - Rule 2202 Compliance	\$25,102	\$25,855	1,493	\$17.32	
County of San Bernardino	Employee Commute Reduction Program	\$164,070	\$168,993	9,497	\$17.79	
San Bernardino (City)	Employee Rideshare Program	\$93,334	\$96,134	5,631	\$17.07	
Huntington Beach	Employee Rideshare/Alternate Commute	\$30,717	\$3,601	187	\$19.21	
Torrance	Employee Trip Reduction Program	\$164,358	\$169,289	8,284	\$20.44	
Glendora	ALTCOM-Rideshare Program	\$16,500	\$16,995	727	\$23.37	

Project Category	Project Name	MV Fee	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5+CO/7	Cost- Effectiveness (\$/lb)	
<b>(6a) Employer-Based Trip Reduction (cont'd)</b>						
<i>Whittier</i>	Employee Rideshare	\$9,701	\$9,992	425	\$23.50	
<i>Glendale</i>	Employer Based Trip Reduction Program	\$241,447	\$248,691	10,273	\$24.21	
<i>West Hollywood</i>	Employee Alternative Mode Incentive Program	\$6,020	\$6,201	235	\$26.43	
<i>West Covina</i>	Employee Rideshare Program	\$14,370	\$14,801	471	\$31.45	
<i>Montebello</i>	Employee Commute Reduction Program	\$37,249	\$38,366	1,134	\$33.83	
<i>Baldwin Park</i>	Employee Transportation Program	\$9,304	\$9,583	268	\$35.73	
<i>Monterey Park</i>	Employee Transportation Program	\$23,942	\$24,661	689	\$35.80	
<i>Compton</i>	Rideshare	\$49,049	\$50,520	1,303	\$38.78	
<i>Burbank</i>	Burbank Commuter Program	\$120,832	\$124,457	3,194	\$38.97	
<i>Rancho Cucamonga</i>	Employer Ride Share Program	\$40,088	\$41,291	971	\$42.54	
<i>Orange (City)</i>	Trip Reduction Program	\$131,530	\$135,476	3,006	\$45.06	
<i>Redondo Beach</i>	Employee Rideshare	\$61,316	\$63,155	1,333	\$47.39	
<i>Norwalk</i>	City Employee Commuter Program	\$30,000	\$30,900	648	\$47.70	
<i>Cerritos</i>	Employee Rideshare Trip Rebate Program	\$37,205	\$38,321	738	\$51.93	
<i>Palm Springs</i>	Employer Based Trip Reduction	\$22,580	\$23,258	319	\$72.82	
<i>Pasadena</i>	Prideshare	\$167,731	\$172,763	6,290	\$27.47	
<i>Hermosa Beach</i>	AQMD Incentives to reduce auto trips	\$390	\$402	5	\$85.27	
<i>Arcadia</i>	Rideshare Plus Program	\$20,889	\$21,516	231	\$93.17	
<i>El Monte</i>	Transportation Demand Management	\$54,561	\$56,197	583	\$96.43	
<i>Montclair</i>	Gas & Car Wash carpool	\$17,428	\$17,951	179	\$100.30	
<i>County of Riverside</i>	Rideshare	\$511,675	\$527,025	5,068	\$103.99	
<i>Manhattan Beach</i>	Employee Rideshare Program	\$9,318	\$9,598	81	\$118.01	
<i>Santa Ana</i>	Employer Based Trip Reduction Program	\$191,918	\$197,676	1,637	\$120.74	
<i>Stanton</i>	Alternative Commute Incentive	\$2,005	\$2,065	15	\$136.29	
<i>Carson</i>	Breathe-Employee Ride Share Program	\$65,835	\$67,810	486	\$139.59	
<i>Corona</i>	City of Corona Carpool Program	\$85,397	\$87,959	609	\$144.36	
<i>Rialto</i>	Rideshare	\$76,235	\$78,522	476	\$165.12	
<i>Downey</i>	Downey Employees "Thumbs Up" Commuting Program	\$140,610	\$144,828	575	\$252.01	
<i>Garden Grove</i>	Employee Based Trip Reduction Program	\$257,490	\$265,215	983	\$269.88	
<i>Upland</i>	RideShare	\$41,953	\$43,212	153	\$282.82	
<i>Palm Desert</i>	Ride Share Program	\$2,011	\$2,071	5	\$409.02	
<i>Perris</i>	Employee Carpool Reimbursement	\$209	\$215	0	\$994.63	
<b>Subcategory Totals and Average cost-effectiveness:</b>		<b>Subcategory Summary</b>	<b>\$4,395,361</b>	<b>\$4,498,484</b>	<b>651,373</b>	<b>\$6.91</b>



Project Category	Project Name	MV Fee	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5+CO/7	Cost- Effectiveness (\$/lb)	
<b>(6b) Other Trip Reduction Incentive Programs</b>						
Anaheim	Rail Feeder Pool Vehicles	\$1,357	\$1,398	232	\$6.02	
Los Angeles (City)	Commute Services Office (Bicycle/Walk Subsidy)	\$9,979	\$671	307	\$2.18	
Westminster	Rideshare Program	\$20,071	\$20,673	951	\$21.74	
Hawthorne	Rideshare Incentives	\$3,840	\$3,955	159	\$24.90	
Azusa	Rideshare	\$18,655	\$19,215	349	\$55.13	
Irvine	Irvine Spectrum Transportation Management Association	\$2,363	\$2,433	12	\$197.08	
<b>Subcategory Totals and Average cost-effectiveness: Subcategory Summary</b>		<b>\$56,265</b>	<b>\$48,345</b>	<b>2,010</b>	<b>\$24.05</b>	
<b>(6c) Vanpool Programs</b>						
Stanton	Van Transportation	\$4,600	\$4,738	192	\$24.68	
Los Angeles (City)	Commute Options Office (Vanpool)	\$459,894	\$473,691	20,449	\$23.16	
Anaheim	Citywide Vanpool Program	\$53,193	\$54,789	611	\$89.69	
Westminster	Vanpool Program	\$65,305	\$67,264	222	\$303.04	
<b>Subcategory Totals and Average cost-effectiveness: Subcategory Summary</b>		<b>\$582,992</b>	<b>\$600,482</b>	<b>21,474</b>	<b>\$27.96</b>	
<b>(6e) Telecommunication</b>						
Whittier	Website	\$10,000	\$1,172	278	\$4.21	
Westminster	Online Document Submission Website Upgrade	\$19,018	\$4,153	115	\$36.08	
Fullerton	Telecommunications Project	\$5,474	\$1,195	33	\$36.11	
County of Riverside	Video Conferencing	\$127,089	\$27,750	340	\$81.67	
Covina	Telecommuting Program - Materials and Software	\$6,078	\$6,260	15	\$419.55	
Norwalk	City Mass Notification System and Online Billing	\$12,590	\$2,749	5	\$542.25	
Diamond Bar	Transit Pass System	\$15,431	\$15,894	17	\$959.77	
<b>Subcategory Totals and Average cost-effectiveness: Subcategory Summary</b>		<b>\$195,680</b>	<b>\$59,174</b>	<b>803</b>	<b>\$73.71</b>	
		<b>Category Summary</b>	<b>\$5,230,298</b>	<b>\$5,206,486</b>	<b>675,660</b>	<b>\$7.71</b>
<b>(8) Bicycles</b>						
<b>(8a) Bicycle Lanes and Trails (also bridges)</b>						
Whittier	Greenway Bicycle Trail	\$394	\$26	601	\$0.04	
Yucaipa	12th and 13th Streets Curb, Gutter, Sidewalk	\$2,025	\$170	10	\$17.60	
Fontana	Pacific Electric Trail Segments 3B & 4	\$114,571	\$9,597	116	\$82.99	
Yucaipa	6th Street Curb, Gutter, Sidewalk	\$10,407	\$872	8	\$110.70	

Project Category	Project Name	MV Fee	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5+CO/7	Cost- Effectiveness (\$/lb)
<b>(8a) Bicycle Lanes and Trails (also bridges) (cont'd)</b>					
Claremont	Citrus Regional Bikeway	\$57,793	\$4,841	38	\$126.01
Yucaipa	13th Street Curb, Gutter, Sidewalk	\$8,332	\$698	5	\$131.81
Costa Mesa	Joann Street Bike Trail	\$52,323	\$4,383	29	\$149.60
Temecula	Pedestrian Bicycle Bridge Over Santa Gertrudis Creek to	\$478,698	\$32,176	130	\$247.30
Yucaipa	12th Street Curb, Gutter, Sidewalk	\$36,945	\$3,095	4	\$712.35
<b>Subcategory Totals and Average cost-effectiveness: Subcategory Summary</b>		<b>\$761,488</b>	<b>\$55,858</b>	<b>942</b>	<b>\$59.32</b>
<b>(8c) Bicycle Usage (electric bikes, purchases, loaner projects)</b>					
Orange (City)	Bike Loan to Own	\$380	\$38	37	\$1.03
Orange (City)	Orange Police Bike Team	\$4,131	\$415	39	\$10.73
Los Angeles (City)	LAPD Purchase of 80 Bicycles for Bike Patrol Program	\$97,718	\$11,456	706	\$16.22
Santa Clarita	Bike To Work	\$2,709	\$2,790	9	\$321.42
Baldwin Park	Police Department Bicycle Patrol Program	\$1,632	\$1,681	0	\$9,541.15
<b>Subcategory Totals and Average cost-effectiveness: Subcategory Summary</b>		<b>\$106,570</b>	<b>\$16,380</b>	<b>791</b>	<b>\$20.71</b>
<b>Category Summary</b>		<b>\$868,058</b>	<b>\$72,238</b>	<b>1,732</b>	<b>\$41.70</b>
<b>(9) PM10 Reduction Strategies</b>					
<b>(9a) Road Dust Control (paving roads, shoulders, street sweeping)</b>					
Moreno Valley	Street Sweeping Program - PM10 and PM2.5 Reduction	\$191,793	\$197,547	89,154	\$2.22
El Monte	Regional PM10 Street Sweepers Contract (2 Vehicles)	\$100,000	\$11,723	825	\$14.21
Indio	City Street Sweeping Program	\$55,853	\$57,528	612	\$94.00
Coachella	CVAG Regional PM10 Street Sweeping Program	\$29,237	\$30,114	201	\$149.75
Indio	Regional PM10 Street Sweeping Program	\$58,078	\$59,821	374	\$159.95
La Quinta	Regional PM10 Street Sweeping Program	\$28,482	\$29,336	183	\$159.96
Palm Desert	Regional PM10 Street Sweeping Program	\$36,962	\$38,071	238	\$159.96
Rancho Mirage	Regional PM10 Street Sweeping Program	\$13,141	\$13,536	85	\$160.00
Cathedral City	Regional PM10 Street Sweeping Program	\$38,835	\$40,000	250	\$160.00
Palm Springs	Regional PM10 Street Sweeping Program	\$33,870	\$34,886	218	\$160.03
Indian Wells	Regional PM10 Street Sweeping Program	\$3,902	\$4,019	24	\$165.39
Desert Hot Springs	Regional PM10 Street Sweeping Program	\$26,737	\$27,539	133	\$207.53

Project Category	Project Name	MV Fee	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5+CO/7	Cost- Effectiveness (\$/lb)
<b>(9a) Road Dust Control (paving roads, shoulders, street sweeping) (cont'd)</b>					
<i>County of Riverside</i>	CVAG Regional PM 10 Street Sweeping	\$38,041	\$39,182	704	\$55.66
<b>Subcategory Totals and Average cost-effectiveness:</b>					
	<b>Subcategory Summary</b>	<b>\$654,932</b>	<b>\$583,303</b>	<b>93,001</b>	<b>\$6.27</b>
	<b>Category Summary</b>	<b>\$654,932</b>	<b>\$583,303</b>	<b>93,001</b>	<b>\$6.27</b>
	<b>Program Summary</b>	<b>\$14,016,296</b>	<b>\$9,148,720</b>	<b>11,428,656</b>	<b>\$0.80</b>

\*Air Funds amortized equals (MV Fees + MSRC + Moyer) multiplied by the Capital Recovery Factor.  
 Cost-effectiveness is based on air funds and on ROG + NOx + PM10 + CO/7.  
 Only those projects with cost-effectiveness greater than zero are included in this report.

## Cost-Effectiveness of Funding by Project

Fiscal Year 2011-2012

Project Category	Project Name	Cost-Effectiveness (\$/lb) *Based on ROG+NOx+PM2.5		Cost-Effectiveness (\$/lb) Based on ROG+NOx+PM2.5+CO/7	
		Air Funds	ALL	Air Funds	ALL
<b>(1) Alternative Fuels/Electric Vehicles</b>					
<i>Arcadia</i>	Purchase of One CNG Fuel Powered	\$10.19	\$25.49	\$10.19	\$25.49
<i>Artesia</i>	Purchase Hybrid Vehicle	\$36.54	\$36.54	\$33.27	\$33.27
<i>Calabasas</i>	Alternative Fuel Fleet lease of 9 vehicles	\$442.61	\$442.61	\$93.63	\$93.63
<i>Chino</i>	CNG Fueling Station Upgrade	\$2,468.26	\$2,468.26	\$2,411.73	\$2,411.73
<i>Corona</i>	Alternative Fuel Vehicle Rebate	\$289.80	\$289.80	\$76.55	\$76.55
<i>Cypress</i>	Purchase of Hybrid Vehicle	\$1,182.86	\$1,182.86	\$1,182.86	\$1,182.86
<i>Fountain Valley</i>	Replacement of 4 City vehicles with	\$4,435.45	\$4,435.45	\$938.27	\$938.27
<i>Fullerton</i>	Lease of 3 Alternative Fuel Vehicles	\$1,276.98	\$1,276.98	\$124.73	\$124.73
<i>Gardena</i>	Purchase 2 "Leaf" Nissan electric car,	\$2,487.94	\$2,487.94	\$608.51	\$608.51
<i>Hawthorne</i>	Street Sweeping	\$4.36	\$4.36	\$2.93	\$2.93
<i>Indian Wells</i>	Purchase of one CNG Ford Crown Vic	\$668.73	\$668.73	\$67.28	\$67.28
<i>Irvine</i>	Pickup CNG Conversion	\$202.28	\$202.28	\$73.27	\$73.27
<i>Irvine</i>	Flatbed CNG Conversion	\$872.69	\$872.69	\$872.69	\$872.69
<i>Lakewood</i>	Purchase 2 Honda CNG	\$3,320.88	\$3,320.88	\$702.49	\$702.49
<i>Lakewood</i>	Purchase CNG Truck	\$4,566.73	\$4,566.73	\$4,566.73	\$4,566.73
<i>Lomita</i>	CNG Street Sweeping Services	\$179.01	\$179.01	\$96.84	\$96.84
<i>Los Angeles (City)</i>	#2 Purchase 40 Alt Fuel Collection	\$64.55	\$669.81	\$64.55	\$669.81
<i>Los Angeles (City)</i>	Alt Fuel Purchase #3 13 Elgin 2011	\$74.03	\$965.87	\$74.03	\$965.87
<i>Los Angeles (City)</i>	#1 Alt Fuel Purchase of 5 new 2012	\$21.64	\$441.23	\$21.64	\$441.23
<i>Monterey Park</i>	T3 Motion Vehicles	\$4,814.67	\$4,814.67	\$2,975.26	\$2,975.26
<i>Norwalk</i>	Purchase of Hybrid Vehicle	\$3,419.36	\$3,419.36	\$723.33	\$723.33
<i>Norwalk</i>	Cleaner Fuel Street Sweeping Contract	\$322.85	\$2,343.09	\$322.85	\$2,343.09
<i>Paramount</i>	Purchase of Hybrid Vehicles (passenger	\$4,569.09	\$4,569.09	\$966.54	\$966.54
<i>Paramount</i>	Purchase of Hybrid Vehicles (pick-up	\$24,055.98	\$24,055.98	\$2,349.65	\$2,349.65
<i>Pomona</i>	Purchase of Alternative Fuel Vehicle	\$3,459.84	\$3,459.84	\$3,459.84	\$3,459.84
<i>Rancho Cucamonga</i>	Alternative Fuel Vehicle Purchase	\$7,587.39	\$7,587.39	\$741.09	\$741.09
<i>Rancho Cucamonga</i>	Alternative Fuel Vehicle Purchase	\$5,495.63	\$5,495.63	\$536.78	\$536.78
<i>Rancho Cucamonga</i>	Electric Vehicle Purchase	\$994.81	\$994.81	\$211.19	\$211.19
<i>Rosemead</i>	Purchase of one 2009 Ford Escape	\$15,222.51	\$15,222.51	\$1,486.85	\$1,486.85

Project Category	Project Name	Cost-Effectiveness (\$/lb) *Based on ROG+NOx+PM2.5		Cost-Effectiveness (\$/lb) Based on ROG+NOx+PM2.5+CO/7	
		Air Funds	ALL	Air Funds	ALL
<b>(1) Alternative Fuels/Electric Vehicles (cont'd)</b>					
<i>San Bernardino (City)</i>	Alternative Fuel Purchase	\$40.82	\$40.82	\$40.47	\$40.47
<i>San Dimas</i>	Rav 4 Vehicle Leases (3 Electric	\$412.52	\$412.52	\$100.90	\$100.90
<i>San Gabriel</i>	Purchase of Alternative Fuel Vehicles	\$7,181.51	\$7,181.51	\$701.45	\$701.45
<i>San Gabriel</i>	Electric Cart Purchase	\$37.04	\$37.04	\$36.82	\$36.82
<i>Santa Monica</i>	Electric Vehicle Purchases	\$5,907.37	\$5,907.37	\$1,254.10	\$1,254.10
<i>Santa Monica</i>	Electric Vehicle Leases	\$271.40	\$271.40	\$57.62	\$57.62
<i>Stanton</i>	Purchase of Electric City Vehicle	\$199,638.1	\$199,638.1	\$19,499.54	\$19,499.54
<i>Temple City</i>	Purchase of three hybrid vehicles and	\$2,558.73	\$2,558.73	\$249.92	\$249.92
<i>Upland</i>	Street Sweeper	\$1.97	\$1.97	\$1.96	\$1.96
<i>Yorba Linda</i>	Fleet Vehicle Replacement Program	\$3,378.51	\$3,378.51	\$714.69	\$714.69
<b>(2) Vehicle Emissions Abatement</b>					
<i>Chino</i>	Off Road Engine Retrofits for City	\$1.46	\$2.38	\$1.38	\$2.25
<i>Huntington Beach</i>	Loader Engine Repower	\$7.29	\$7.29	\$7.29	\$7.29
<b>(4) Public Transportation (Transit &amp; Rail)</b>					
<i>Anaheim</i>	Canyon Downtown Program	\$22.05	\$31.23	\$13.35	\$18.92
<i>Anaheim</i>	Metrolink OCTA	\$90.23	\$109.86	\$53.77	\$65.47
<i>Azusa</i>	Metrolink Subsidy Program	\$5.73	\$5.73	\$3.44	\$3.44
<i>Brea</i>	Brea Transportation Program	(\$1,276.14)	(\$1,276.14)	(\$720.37)	(\$720.37)
<i>Chino</i>	College Free Pass Program	\$71.51	\$71.51	\$43.61	\$43.61
<i>Claremont</i>	City Employee Trip Reduction Program	\$165.39	\$165.39	\$61.78	\$61.78
<i>Corona</i>	Corona Cruiser Bus Passenger Fare	\$42.50	\$42.50	\$26.12	\$26.12
<i>County of San</i>	Go Smart College Student Free Ride	\$0.96	\$0.96	\$0.55	\$0.55
<i>Covina</i>	Commuter Choice Reimbursement	\$91.74	\$91.74	\$55.46	\$55.46
<i>Duarte</i>	Shuttle Services	\$5,061.10	\$5,061.10	\$3,040.00	\$3,040.00
<i>El Monte</i>	Rio Hondo Bus Passes	\$2.98	\$2.98	\$1.78	\$1.78
<i>Fontana</i>	Omnitrans Pilot Program	\$5.84	\$5.84	\$3.13	\$3.13
<i>Glendora</i>	Purchase of one 22-26 passenger CNG	\$1,066.57	\$1,066.57	\$1,994.33	\$1,994.33
<i>Grand Terrace</i>	Omnitrans - College Pass Pilot Program	\$3.10	\$3.10	\$1.89	\$1.89
<i>Highland</i>	Go Smart College Student Free Ride	\$3.10	\$3.10	\$1.90	\$1.90
<i>Huntington Beach</i>	Shuttle Service	\$48.97	\$48.97	\$30.20	\$30.20
<i>La Habra</i>	Shuttle Program	\$1,762.94	\$1,762.94	\$1,764.34	\$1,764.34

Project Category	Project Name	Cost-Effectiveness (\$/lb) *Based on ROG+NOx+PM2.5		Cost-Effectiveness (\$/lb) Based on ROG+NOx+PM2.5+CO/7	
		Air Funds	ALL	Air Funds	ALL
<b>(4) Public Transportation (Transit &amp; Rail) (cont'd)</b>					
<i>Laguna Beach</i>	Ride to Work Bus Pass Program	\$117.61	\$117.61	\$68.57	\$68.57
<i>Laguna Beach</i>	Main Line Service during the Summer	\$94.73	\$94.73	\$54.43	\$54.43
<i>Loma Linda</i>	College Pass Pilot Program	\$19.93	\$19.93	\$11.40	\$11.40
<i>Los Angeles (City)</i>	Commute Options (Transit-Rail or Bus)	\$18.64	\$128.37	\$11.23	\$77.31
<i>Monrovia</i>	Discount Bus Passes	\$3.05	\$3.05	\$1.82	\$1.82
<i>Montclair</i>	College Free Pass Pilot Program with	\$0.32	\$0.32	\$0.19	\$0.19
<i>Montclair</i>	Metrolink Passes	\$76.10	\$76.10	\$46.03	\$46.03
<i>Ontario</i>	Omnitrans College Pass Program	\$18.69	\$18.69	\$11.19	\$11.19
<i>Rancho Cucamonga</i>	College Pass Program	\$124.54	\$124.54	\$73.17	\$73.17
<i>Redlands</i>	College Bus Pass Pilot Program 2011-12	\$115.29	\$115.29	\$69.43	\$69.43
<i>Riverside (City)</i>	Riverside Go Transit Program	\$48.20	\$48.20	\$29.70	\$29.70
<i>Riverside (City)</i>	Riverside City Pass Program	\$167.89	\$167.89	\$103.43	\$103.43
<i>San Bernardino (City)</i>	Go Smart College Student Free Ride	\$4.23	\$4.23	\$2.27	\$2.27
<i>Santa Clarita</i>	RIDESHARE	\$1,265.76	\$1,265.76	\$757.73	\$757.73
<i>Santa Fe Springs</i>	Norwalk/Santa Fe Springs	\$75.93	\$395.65	\$47.51	\$247.57
<i>Seal Beach</i>	Transportation Program-#44	\$719.88	\$719.88	\$490.15	\$490.15
<i>South El Monte</i>	Bus Pass Program	\$669.56	\$669.56	\$407.70	\$407.70
<i>South El Monte</i>	Go Rio Transportation Program	\$451.81	\$451.81	\$266.33	\$266.33
<i>Temecula</i>	Route 55 Temecula Trolley Service	\$185.99	\$185.99	\$104.11	\$104.11
<i>Whittier</i>	Go Rio Bus Pass Program	\$19.45	\$19.45	\$11.57	\$11.57
<i>Yucaipa</i>	College Free Pass	\$14.84	\$14.84	\$7.94	\$7.94
<b>(5) Traffic Management</b>					
<i>Agoura Hills</i>	Internet Connection for Signal	\$4.07	\$4.07	\$2.51	\$2.51
<i>Costa Mesa</i>	Gisler Avenue In-pavement Flashing X-	\$77.28	\$77.28	\$47.84	\$47.84
<i>Costa Mesa</i>	Signal/CCTV Improvement Project	\$39.37	\$39.37	\$11.79	\$11.79
<i>Costa Mesa</i>	Broadway Traffic Calming	\$7.02	\$7.02	\$4.03	\$4.03
<i>Diamond Bar</i>	Diamond Bar Intelligent Transportation	\$0.33	\$0.33	\$0.18	\$0.18
<i>Highland</i>	Signal Synchronization	\$2.87	\$2.87	\$1.30	\$1.30
<i>Laguna Niguel</i>	Traffic Signal Coordination	\$0.02	\$0.02	\$0.02	\$0.02
<i>Lake Elsinore</i>	Traffic Signal Coordination Program	\$0.17	\$0.17	\$0.11	\$0.11
<i>Lake Elsinore</i>	Traffic Signal Upgrade	\$6.67	\$6.67	\$3.80	\$3.80
<i>Lake Forest</i>	Central Traffic Control Server (Centracs)	\$12.98	\$129.41	\$3.74	\$37.32
<i>Loma Linda</i>	Signal Coordination	\$0.53	\$0.53	\$0.33	\$0.33

Project Category	Project Name	Cost-Effectiveness (\$/lb) *Based on ROG+NOx+PM2.5		Cost-Effectiveness (\$/lb) Based on ROG+NOx+PM2.5+CO/7	
		Air Funds	ALL	Air Funds	ALL
<b>(5) Traffic Management (cont'd)</b>					
<i>Los Angeles (City)</i>	ATSAC Control Center	\$0.19	\$0.91	\$0.14	\$0.67
<i>Moreno Valley</i>	Moreno Valley Transportation	\$60.60	\$60.60	\$36.42	\$36.42
<i>Moreno Valley</i>	Traffic Signal Coordination Program	\$6.46	\$6.46	\$3.02	\$3.02
<i>Murrieta</i>	City Fiber Communication Backbone	\$15.68	\$15.68	\$4.89	\$4.89
<i>Rancho Santa Margarita</i>	Robinson Ranch Traffic Calming	\$4,507.72	\$4,507.72	\$2,497.37	\$2,497.37
<i>Rancho Santa Margarita</i>	Crosswalk Bulb-Out Installation	\$1,270.12	\$1,270.12	\$1,117.17	\$1,117.17
<b>(6) Transportation Demand Management</b>					
<i>Anaheim</i>	Rail Feeder Pool Vehicles	\$10.09	\$11.26	\$6.02	\$6.71
<i>Anaheim</i>	Trip Reduction Program	\$17.64	\$19.68	\$10.52	\$11.73
<i>Anaheim</i>	Citywide Vanpool Program	\$148.09	\$190.11	\$89.69	\$115.14
<i>Arcadia</i>	Rideshare Plus Program	\$155.64	\$155.64	\$93.17	\$93.17
<i>Azusa</i>	Rideshare	\$91.94	\$91.94	\$55.13	\$55.13
<i>Baldwin Park</i>	Employee Transportation Program	\$250.33	\$250.33	\$35.73	\$35.73
<i>Bell Gardens</i>	Alternative Transportation Program	\$6.60	\$6.60	\$3.94	\$3.94
<i>Burbank</i>	Burbank Commuter Program	\$65.38	\$65.38	\$38.97	\$38.97
<i>Carson</i>	Breathe-Employee Ride Share Program	\$231.66	\$231.66	\$139.59	\$139.59
<i>Cerritos</i>	Employee Rideshare Trip Rebate Program	\$86.75	\$86.75	\$51.93	\$51.93
<i>Compton</i>	Rideshare	\$65.07	\$65.07	\$38.78	\$38.78
<i>Corona</i>	City of Corona Carpool Program	\$240.89	\$240.89	\$144.36	\$144.36
<i>County of LA</i>	Trip Reduction Plan Incentive-Civic	\$17.42	\$17.42	\$11.31	\$11.31
<i>County of LA</i>	Trip Reduction Plan Incentive;	\$1.24	\$1.24	\$0.80	\$0.80
<i>County of Orange</i>	Employee Rideshare Program	\$1.45	\$9.99	\$0.52	\$3.56
<i>County of Riverside</i>	Rideshare	\$173.54	\$173.54	\$103.99	\$103.99
<i>County of Riverside</i>	Video Conferencing	\$134.34	\$134.34	\$81.67	\$81.67
<i>County of San</i>	Employee Commute Reduction Program	\$30.36	\$30.36	\$17.79	\$17.79
<i>Covina</i>	Telecommuting Program - Materials and	\$696.36	\$696.36	\$419.55	\$419.55
<i>Covina</i>	Commuter Rideshare Program	\$20.84	\$20.84	\$12.58	\$12.58
<i>Diamond Bar</i>	Transit Pass System	\$1,617.08	\$1,617.08	\$959.77	\$959.77
<i>Downey</i>	Downey Employees "Thumbs Up"	\$420.97	\$420.97	\$252.01	\$252.01
<i>El Monte</i>	Transportation Demand Management	\$161.08	\$161.08	\$96.43	\$96.43
<i>Fullerton</i>	Telecommunications Project	\$61.18	\$61.18	\$36.11	\$36.11
<i>Garden Grove</i>	Employee Based Trip Reduction	\$450.83	\$450.83	\$269.88	\$269.88
<i>Gardena</i>	Gardena Employee Rideshare - Rule	\$29.06	\$29.06	\$17.32	\$17.32

Project Category	Project Name	Cost-Effectiveness (\$/lb) *Based on ROG+NOx+PM2.5		Cost-Effectiveness (\$/lb) Based on ROG+NOx+PM2.5+CO/7	
		Air Funds	ALL	Air Funds	ALL
<b>(6) Transportation Demand Management (cont'd)</b>					
<i>Glendale</i>	Employer Based Trip Reduction	\$40.44	\$40.44	\$24.21	\$24.21
<i>Glendora</i>	ALTCOM-Rideshare Program	\$39.22	\$39.22	\$23.37	\$23.37
<i>Hawthorne</i>	Rideshare Incentives	\$42.63	\$42.63	\$24.90	\$24.90
<i>Hermosa Beach</i>	AQMD Incentives to reduce auto trips	\$137.68	\$137.68	\$85.27	\$85.27
<i>Huntington Beach</i>	Employee Rideshare/Alternate	\$31.18	\$31.18	\$19.21	\$19.21
<i>Irvine</i>	Rule 2202 Compliance	\$11.27	\$11.27	\$6.79	\$6.79
<i>Irvine</i>	Irvine Spectrum Transportation	\$327.11	\$327.11	\$197.08	\$197.08
<i>La Verne</i>	Bike, Carpool, Walk Incentive Program	\$3.55	\$3.55	\$2.15	\$2.15
<i>Long Beach</i>	Rule 2202 Compliance	\$0.05	\$0.05	\$0.05	\$0.05
<i>Los Angeles (City)</i>	Commute Services Office (Carpool)	\$4.10	\$19.92	\$2.47	\$12.00
<i>Los Angeles (City)</i>	Commute Options Office (Vanpool)	\$38.41	\$123.78	\$23.16	\$74.65
<i>Los Angeles (City)</i>	Commute Services Office	\$3.66	\$25.22	\$2.18	\$15.06
<i>Manhattan Beach</i>	Employee Rideshare Program	\$198.01	\$198.01	\$118.01	\$118.01
<i>Monrovia</i>	Clean Air Program (FY 11-12)	\$9.70	\$9.70	\$5.81	\$5.81
<i>Montclair</i>	Gas & Car Wash carpool	\$166.78	\$166.78	\$100.30	\$100.30
<i>Montebello</i>	Employee Commute Reduction Program	\$56.44	\$56.44	\$33.83	\$33.83
<i>Monterey Park</i>	Employee Transportation Program	\$59.42	\$59.42	\$35.80	\$35.80
<i>Newport Beach</i>	Employee Rideshare Program	\$10.92	\$10.92	\$6.54	\$6.54
<i>Norwalk</i>	City Mass Notification System and	\$894.68	\$894.68	\$542.25	\$542.25
<i>Norwalk</i>	City Employee Commuter Program	\$79.54	\$79.54	\$47.70	\$47.70
<i>Ontario</i>	Rideshare	\$23.03	\$23.03	\$13.78	\$13.78
<i>Orange (City)</i>	Trip Reduction Program	\$75.17	\$75.17	\$45.06	\$45.06
<i>Palm Desert</i>	Ride Share Program	\$738.56	\$738.56	\$409.02	\$409.02
<i>Palm Springs</i>	Employer Based Trip Reduction	\$122.18	\$122.18	\$72.82	\$72.82
<i>Pasadena</i>	Prideshare	\$60.51	\$160.79	\$27.47	\$72.99
<i>Perris</i>	Employee Carpool Reimbursement	\$4,685.17	\$4,685.17	\$994.63	\$994.63
<i>Pomona</i>	On Road Motor Vehicle Mitigation	\$4.16	\$4.16	\$2.51	\$2.51
<i>Rancho Cucamonga</i>	Employer Ride Share Program	\$71.07	\$71.07	\$42.54	\$42.54
<i>Redondo Beach</i>	Employee Rideshare	\$79.17	\$79.17	\$47.39	\$47.39
<i>Rialto</i>	Rideshare	\$274.06	\$274.06	\$165.12	\$165.12
<i>San Bernardino (City)</i>	Employee Rideshare Program	\$31.90	\$33.68	\$17.07	\$18.02
<i>Santa Ana</i>	Employer Based Trip Reduction	\$311.08	\$311.08	\$120.74	\$120.74
<i>Stanton</i>	Alternative Commute Incentive	\$227.27	\$227.27	\$136.29	\$136.29
<i>Stanton</i>	Van Transportation	\$40.81	\$40.81	\$24.68	\$24.68



Project Category	Project Name	Cost-Effectiveness (\$/lb) *Based on ROG+NOx+PM2.5		Cost-Effectiveness (\$/lb) Based on ROG+NOx+PM2.5+CO/7	
		Air Funds	ALL	Air Funds	ALL
<b>(6) Transportation Demand Management (cont'd)</b>					
<i>Torrance</i>	Employee Trip Reduction Program	\$34.05	\$34.05	\$20.44	\$20.44
<i>Upland</i>	RideShare	\$472.44	\$472.44	\$282.82	\$282.82
<i>West Covina</i>	Employee Rideshare Program	\$52.19	\$52.19	\$31.45	\$31.45
<i>West Covina</i>	Air Quality Investment Program (AQIP)	\$12.40	\$12.40	\$11.20	\$11.20
<i>West Hollywood</i>	Employee Alternative Mode Incentive	\$45.63	\$45.63	\$26.43	\$26.43
<i>Westminster</i>	Rideshare Program	\$36.08	\$36.08	\$21.74	\$21.74
<i>Westminster</i>	Vanpool Program	\$461.88	\$461.88	\$303.04	\$303.04
<i>Westminster</i>	Online Document Submission Website	\$59.24	\$59.24	\$36.08	\$36.08
<i>Whittier</i>	Website	\$7.10	\$7.10	\$4.21	\$4.21
<i>Whittier</i>	Employee Rideshare	\$39.23	\$39.23	\$23.50	\$23.50
<i>Whittier</i>	Air Quality Investment Program	\$7.65	\$7.65	\$4.55	\$4.55
<b>(8) Bicycles</b>					
<i>Baldwin Park</i>	Police Department Bicycle Patrol Program	\$25,695.48	\$25,695.48	\$9,541.15	\$9,541.15
<i>Claremont</i>	Citrus Regional Bikeway	\$216.64	\$216.64	\$126.01	\$126.01
<i>Costa Mesa</i>	Joann Street Bike Trail	\$236.32	\$236.32	\$149.60	\$149.60
<i>Fontana</i>	Pacific Electric Trail Segments 3B & 4	\$145.10	\$145.10	\$82.99	\$82.99
<i>Los Angeles (City)</i>	LAPD Purchase of 80 Bicycles for Bike	\$66.34	\$191.92	\$16.22	\$46.94
<i>Orange (City)</i>	Orange Police Bike Team	\$43.86	\$43.86	\$10.73	\$10.73
<i>Orange (City)</i>	Bike Loan to Own	\$4.20	\$4.20	\$1.03	\$1.03
<i>Santa Clarita</i>	Bike To Work	\$536.91	\$536.91	\$321.42	\$321.42
<i>Temecula</i>	Pedestrian Bicycle Bridge Over Santa	\$411.81	\$411.81	\$247.30	\$247.30
<i>Whittier</i>	Greenway Bicycle Trail	\$0.07	\$0.07	\$0.04	\$0.04
<i>Yucaipa</i>	12th Street Curb, Gutter, Sidewalk	\$1,177.64	\$1,177.64	\$712.35	\$712.35
<i>Yucaipa</i>	12th and 13th Streets Curb, Gutter,	\$29.09	\$29.09	\$17.60	\$17.60
<i>Yucaipa</i>	13th Street Curb, Gutter, Sidewalk	\$217.91	\$217.91	\$131.81	\$131.81
<i>Yucaipa</i>	6th Street Curb, Gutter, Sidewalk	\$183.01	\$183.01	\$110.70	\$110.70
<b>(9) PM10 Reduction Strategies</b>					
<i>Cathedral City</i>	Regional PM10 Street Sweeping	\$160.00	\$160.00	\$160.00	\$160.00
<i>Coachella</i>	CVAG Regional PM10 Street Sweeping	\$149.75	\$149.75	\$149.75	\$149.75
<i>County of Riverside</i>	CVAG Regional PM 10 Street Sweeping	\$55.66	\$275.12	\$55.66	\$275.12
<i>Desert Hot Springs</i>	Regional PM10 Street Sweeping	\$207.53	\$207.53	\$207.53	\$207.53
<i>El Monte</i>	Regional PM10 Street Sweepers	\$14.21	\$14.21	\$14.21	\$14.21

Project Category	Project Name	Cost-Effectiveness (\$/lb) *Based on ROG+NOx+PM2.5		Cost-Effectiveness (\$/lb) Based on ROG+NOx+PM2.5+CO/7	
		Air Funds	ALL	Air Funds	ALL
<b>(9) PM10 Reduction Strategies (cont'd)</b>					
<i>Indian Wells</i>	Regional PM10 Street Sweeping	\$165.39	\$165.39	\$165.39	\$165.39
<i>Indio</i>	City Street Sweeping Program	\$94.00	\$94.00	\$94.00	\$94.00
<i>Indio</i>	Regional PM10 Street Sweeping	\$159.95	\$159.95	\$159.95	\$159.95
<i>La Quinta</i>	Regional PM10 Street Sweeping	\$159.96	\$159.96	\$159.96	\$159.96
<i>Moreno Valley</i>	Street Sweeping Program - PM10 and	\$2.22	\$2.22	\$2.22	\$2.22
<i>Palm Desert</i>	Regional PM10 Street Sweeping	\$159.96	\$159.96	\$159.96	\$159.96
<i>Palm Springs</i>	Regional PM10 Street Sweeping	\$160.03	\$160.03	\$160.03	\$160.03
<i>Rancho Mirage</i>	Regional PM10 Street Sweeping	\$160.00	\$160.00	\$160.00	\$160.00

\*Used for Statewide Comparisons.

Air Funds include MV Fees, MSRC, and Moyer dollars. All Funds also include CMAQ and other Co-funding.

## Summary of Projects that Reported Cost-Effectiveness

Fiscal Year 2011-2012

<b>Motor Vehicle Fees</b>	\$14,016,296
<b>Air Funds (MV Fees+MSRC+Moyer)</b>	\$14,280,007
<b>Amortized Air Funds</b>	\$9,148,720
<b>Emission Reductions (lbs per year)</b> (ROG + NOx + PM2.5 + CO/7)	<b><u>11,428,656</u></b>
<b>Average Cost-Effectiveness (dollars per lb)</b>	<b>\$0.80</b>

This report includes only projects with cost-effectiveness greater than zero.

Cost-effectiveness is equals amortized Air Funds (MV Fees + MSRC + Moyer dollars) divided by ROG + NOx + PM10 + CO/7.

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BOARD MEETING DATE: October 4, 2013

AGENDA NO. 4

**PROPOSAL:** Execute Contract for Review of SCAQMD Socioeconomic Assessment

**SYNOPSIS:** On June 7, 2013, the Board authorized the release of an RFP to evaluate and enhance the SCAQMD socioeconomic impact assessments. Six proposals were received and evaluated and Abt Associates is recommended as the primary contractor. The evaluators also proposed that UCLA be contacted to further investigate innovative enhancements to the socioeconomic assessment. This action is to (1) execute a contract with Abt Associates in an amount not to exceed \$153,208 to review the SCAQMD socioeconomic assessments and recommend future actions, and (2) direct staff to negotiate a potential supplemental assessment with UCLA.

**COMMITTEE:** Administrative, September 13, 2013, Recommended for Approval

**RECOMMENDED ACTIONS:**

1. Authorize the Chairman to execute a contract with Abt Associates for reviewing SCAQMD socioeconomic assessments in an amount not to exceed \$153,208.
2. Direct staff to negotiate with UCLA on potentially funding portions of its proposed enhancements.

Barry R. Wallerstein, D.Env.  
Executive Officer

EC:LT:JC:SL

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**Background**

SCAQMD regularly conducts socioeconomic impact assessments of its rules and major policies that include costs, benefits (health, visibility, material, agriculture, and congestion relief), and macroeconomic impacts (including employment) in its four-county geography. At the 2012 AQMP hearing in December 2012, the Board passed a

resolution calling for a comprehensive review of the socioeconomic analysis with the goal of providing recommendations that could be implemented to support the 2015 AQMP.

In June 2013, RFP #P2013-24 was released to solicit proposals from qualified independent contractors to review the existing socioeconomic assessments and make recommendations for future actions.

### **Proposals**

Six proposals were received when final bidding closed at 5:00 p.m., July 26, 2013. Of the six proposals received, two proposals were rated technically qualified to perform the work identified in the RFP. The remaining four did not achieve the minimum 67 points required to meet the technical criteria.

Proposals from both Abt Associates and UCLA had nearly identical scores. It was the consensus of the proposal evaluation team that each proposal had its own merits. Abt Associates demonstrates ample experience in regulatory impact assessments of air quality regulations and had a balanced presentation of all tasks at a reasonable price. Evaluation panelists were also impressed with the UCLA's expertise in a few niche areas such as environmental justice, economic valuation of mortality, and impacts of unemployment.

Because of the two strong qualified proposals, it is recommended that the Board (1) authorize the Chairman to execute a contract with Abt Associates in an amount not to exceed \$153,208 for the review of SCAQMD socioeconomic assessments and (2) direct staff to continue dialogue with UCLA to fund key segments of the work plan outlined in its proposal. Staff believes that the recommendations from the combined analyses would enhance the current socioeconomic analysis at SCAQMD.

### **Evaluation Panel Composition**

The evaluation panel was comprised of five members, including one SCAQMD Program Supervisor and four outside economists. These four economists are:

Dr. Ann Ferris - U.S. EPA

Dr. Jasmin Ansar – formerly Union of Concerned Scientists

Dr. Robert Kleinhenz – Los Angeles County Economic Development Corporation

Dr. Lisa Grobar – California State University, Long Beach

Of the five panelists, four are Caucasian and one is Asian; four are female and one is male.

**Outreach**

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

Additionally, potential bidders were notified utilizing SCAQMD's own electronic listing of certified minority vendors. Notice of the RFP 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 (<http://www.aqmd.gov>). Information was also available on SCAQMD's bidder's 24-hour telephone message line (909) 396-2724.

Finally, the RFP was also emailed to key personnel in top management consulting and economic consulting firms, as well as top-rated universities in the United States.

**Resource Impacts**

Funding for the Abt Associates contract is available in Planning, Rule Development and Area Sources FY 2013-14 Adopted Budget, Professional and Special Services account.

**Attachment**

Evaluation Summary of Qualified Proposals

## Evaluation Summary of Qualified Proposals

### RFP #P2013-24: Review of SCAQMD Socioeconomic Assessment

Company	Total Cost	Technical Score	Cost Points	Additional Points (Local Business)	Total Points
Abt Associates	\$153,208.00	73.8	16.0	0	89.8
UCLA	\$315,731.92	76.4	7.8	5	89.2

BOARD MEETING DATE: October 4, 2013

AGENDA NO. 5

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

**SYNOPSIS:** SCAQMD currently has contracts with several companies for short- and long-term systems development, maintenance and support services. These contracts are periodically amended to add budgeted funds as additional needs are defined. This action is to amend the contracts approved by the Board to add additional funding of \$387,500 for needed development and maintenance work. This purchase is included in the FY 2013-14 Budget.

**COMMITTEE:** Administrative, September 13, 2013, Recommended for Approval

**RECOMMENDED ACTIONS:**

1. Transfer \$110,000 from Information Management's FY 2013-14 Budget, Services and Supplies, Professional and Specialized Services account to Information Management's FY 2013-14, Capital Outlays Major Object, Computer Software account.
2. Authorize the Executive Officer to execute amendments to the contracts for systems development services in the amount of \$25,000 to CMC Americas, \$87,500 to Prelude Systems, \$200,000 to Sierra Cybernetics, and \$75,000 to Varsun eTechnologies for the specific task orders listed in Attachment 1.

Barry R. Wallerstein, D.Env.  
Executive Officer

JCM:OSH:tsh

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**Background**

At the September 9, 2011 meeting, the Board authorized staff to initiate level-of-effort contracts with several vendors for systems development, maintenance and support services. At the time these contracts were executed, it was expected that they would be modified in the future to add funding from approved budgets as system development requirements were identified and sufficiently defined so that task orders could be prepared.



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

System development and maintenance efforts are currently needed (see Attachment 1) to enhance system functionality and to provide SCAQMD staff with additional automation for improving productivity. The estimated cost to complete the work on these additional tasks exceeds the amount of funding in the existing contracts.

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

### **Proposal**

Staff proposes the contracts be amended to add additional funding of \$387,500 in the amount of \$25,000 to CMC Americas, \$87,500 to Prelude Systems, \$200,000 to Sierra Cybernetics, and \$75,000 to Varsun eTechnologies for the specific task orders listed in Attachment 1.

In addition, staff proposes a transfer of \$110,000 from Information Management’s Professional & Special Services account for FY 2013-14 to Information Management’s Capital Outlays Major Object for FY 2013-14 Computer Software account to facilitate software development work.

### **Resource Impacts**

Sufficient funding is included in the FY 2013-14 Budget

### **Attachment**

Attachment 1 - Task Order Summary

## Attachment 1

### Task Order Summary

#### Section A – Funding Totals by Contract

CONTRACTOR	PREVIOUS FUNDING	THIS ADDITION	TOTAL FUNDING
CMC Americas, Inc.	\$224,700	\$25,000	\$249,700
Prelude Systems, Inc.	\$75,000	\$87,500	\$162,500
Sierra Cybernetics	\$826,100	\$200,000	\$1,026,100
Varsun eTechnologies	\$712,300	\$75,000	\$787,300
<b>TOTAL</b>	<b>\$1,838,100</b>	<b>\$387,500</b>	<b>\$2,225,600</b>

#### Section B – Task Orders Scheduled for Award

TASK	DESCRIPTION	ESTIMATE	AWARDED TO
Online Filing and e- Govt Infrastructure Development	Develop web services/web API's and related infrastructure to support expanded on line filing and e-Government activities	\$52,500	Prelude
MVC/WIF Technology Evaluation	Develop baseline framework modules to evaluate Model-View-Controller (MVC) and Windows Identity Foundation (WIF) technologies for AQMD use	\$25,000	Prelude
RAD (Agile and TFS) Evaluation	Develop templates, procedures, best practices and dashboards for implementation of Agile system development methodology	\$25,000	CMC
Web Core Technology Upgrade	Upgrade the web core authorization and authentication modules to the latest procedures and framework	\$10,000	Prelude
AER/R1113 Upgrade & Maintenance	Upgrade AER and R1113 applications to run on the upgraded framework/infrastructure	\$15,000	Varsun
AQMD Web App Modifications	Modify web applications to make use of load balancer, cache server and web template upgrades	\$20,000	Varsun
CLASS Printing Migration	Upgrade CLASS application printing modules to utilize On Base for document storage and retrieval	\$40,000	Varsun
CLASS Maintenance and Database Support	Ongoing maintenance and support for AQMD's CLASS systems and on demand database information extracts.	\$50,000	Sierra
CLASS Maintenance Web Application Support	Ongoing maintenance and support for AQMD's suite of web applications and web services	\$150,000	Sierra
<b>TOTAL</b>		<b>\$387,500</b>	

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BOARD MEETING DATE: October 4, 2013

AGENDA NO. 6

PROPOSAL: Issue RFP for Phone System Replacement

SYNOPSIS: The SCAQMD has existing phone systems which require replacement due to the age of the equipment and advances in technology. SCAQMD is seeking a contractor to install a full turnkey Cisco IP Communications solution to replace the existing phone systems (with all current capabilities) and provide new communication features. This action is to issue an RFP to solicit proposals from qualified vendors to replace SCAQMD's outdated Avaya phone systems at the Diamond Bar headquarters and Long Beach offices.

COMMITTEE: Administrative, September 13, 2013, Recommended for Approval

RECOMMENDED ACTION:

Issue RFP #P2014-06 to replace SCAQMD's phone system.

Barry R. Wallerstein, D.Env.  
Executive Officer

CJM:MH:RG:agg

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### **Background**

The SCAQMD has existing Avaya CS1000M (Release 5.0) and CS1000S/M (Release 4.5) phone systems which require replacement with a new Cisco IP Communication solution. The CS1000M system is located at the Diamond Bar Headquarters office, and the CS1000S/M system is located at the Long Beach Office.

The new Cisco IP Communication solution will be a full turnkey replacement (including all existing functionality) for the current Avaya switches, as well as provide new communication features. It will entail the replacement of the current Avaya phone switches, as well as all data closet switches, all phones, voicemail, automated attendants, call centers, and other components identified in the bid. The new system will also be required to interface with existing systems that will remain in place (e.g.

Interactive Voice Response System [IVR], fax server, etc.). The new Cisco IP Communication solution will also provide new communication features, such as instant messaging, presence technology, desktop voice/video, mobility applications, etc., as well as reducing maintenance and system management costs.

### **Proposal**

Staff recommends the Board authorize release of RFP #P2014-06 to solicit proposals from qualified contractors to replace SCAQMD's outdated Avaya phone system at the Diamond Bar headquarters and Long Beach offices.

### **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 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 will be emailed to the Black and Latino Legislative Caucuses and various minority chambers of commerce and business associations, and placed on the Internet at SCAQMD's website (<http://www.aqmd.gov> where it can be viewed by making menu selections "Inside SCAQMD"/"Employment and Business Opportunities"/"Business Opportunities" or by going directly to <http://www.aqmd.gov/rfp/index.html>). Information is also available on SCAQMD's bidder's 24-hour telephone message line (909) 396-2724.

### **Bid Evaluation**

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

### **Resource Impacts**

Funds for this expense are available in the General Fund, Undesignated Fund Balance, and will be transferred to the Infrastructure Improvement Fund, which was created for the purpose of accounting for this type of large infrastructure project.

### **Attachment**

RFP # P2014-06 – Phone System Replacement

# **SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**

## **REQUEST FOR PROPOSALS**

### **Phone System Replacement**

#### **RFP #P2014-06**

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

#### **PURPOSE**

The purpose of this Request for Proposals (RFP) is to solicit proposals from qualified firms to replace SCAQMD's outdated Avaya phone system at the Diamond Bar headquarters and Long Beach offices. Due to the age of the equipment and advances in technology, SCAQMD is seeking a Contractor to install a full turnkey replacement Cisco IP Communication solution to replace the existing phone system (with all current capabilities) and provide new communication features.

This will be a turnkey project, including the design, purchase, installation, test, implementation, training (technical and user), and deployment of the new Cisco IP Communication solution.

#### **INDEX - The following are contained in this RFP:**

Section I	Background/Information
Section II	Contact Person
Section III	Schedule of Events
Section IV	Participation in the Procurement Process
Section V	Statement of Work/Schedule of Deliverables
Section VI	Required Qualifications
Section VII	Proposal Submittal Requirements
Section VIII	Proposal Submission
Section IX	Proposal Evaluation/Contractor Selection Criteria
Section X	Funding
Section XI	Draft Contract
Attachment A	Cisco IP Communications System Bill of Materials (BOM)
Attachment B	Certifications and Representations

#### **SECTION I: BACKGROUND/INFORMATION**

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 SCAQMD has existing Avaya CS1000M (Release 5.0) and CS1000S/M (Release 4.5) phone systems which require replacement with a new Cisco IP Communication solution. The CS1000M system is located at the Diamond Bar Headquarters office, and the CS1000S/M system is located at the Long Beach Office.

The new Cisco IP Communication solution will be a full turnkey replacement (including all existing functionality) for the current Avaya switches, as well as provide new communication features. It will replace the current Avaya switches, as well as all data closet switches, all phones, voicemail, automated attendants, call centers, as well as other components identified in the bid. It will also be required to interface with existing systems that will remain in place (e.g. Interactive Voice Response System [IVR], fax server, etc.). The new Cisco IP Communication solution will also provide new communication features such as instant messaging, presence, desktop voice/video, mobility applications, etc.; as well as reducing maintenance and system management costs.

## **SECTION II: CONTACT PERSON:**

Questions regarding this RFP should be addressed to:

Ray Goldsworthy  
Systems & Programming Supervisor  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765  
(909) 396-2866 / [rgoldsworthy@aqmd.gov](mailto:rgoldsworthy@aqmd.gov)

## **SECTION III: SCHEDULE OF EVENTS**

October 4, 2013	RFP Released
October 25, 2013	<u>Mandatory Bidder's Conference, CC6, 9:30 a.m.</u>
<b>December 4, 2013</b>	<b>Proposals Due – No Later than 1:00 p.m.</b>
December 4 – 31, 2013	Proposal Evaluations
December 10 – 24, 2013	Interviews, if required
March 7, 2014	Recommendation to Governing Board
March 21, 2014	Contract Execution
(To Be Determined)	Begin Installation
August 1, 2014	Project Complete

### **Mandatory Bidder's Conference**

A mandatory bidder's conference will be held to allow a walk-through to see the facility and the current set-up, present additional information, and respond to questions. Bidders who will be acting as prime contractor under this contract **must** attend this bidder's conference.

**Date:** October 25 2013  
**Time:** 9:30 a.m.  
**Location:** South Coast Air Quality Management District, CC6  
21865 Copley Drive  
Diamond Bar, CA 91765-4178

Firms/individuals interested in attending the mandatory bidder's conference should confirm their attendance with Nancy Velasquez at (909) 396-2557 or at [nvelasquez@aqmd.gov](mailto:nvelasquez@aqmd.gov).

## **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.
    - 2) Classified between Codes 311000 and 339000, inclusive, of the North American Industrial Classification System (NAICS) Manual published by the United States Office of Management and Budget, 2007 edition.
6. "Joint ventures" as defined in this policy pertaining to certification means that one party to the joint venture is a DVBE or small business and owns at least 51 percent of the joint venture.
7. "Low-Emission Vehicle Business" as used in this policy means a company or contractor that uses low-emission vehicles in conducting deliveries to 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.
  1. Ensure Disadvantaged Business Enterprises (DBEs) are made aware of contracting opportunities to the fullest extent practicable through outreach and recruitment activities. For Indian Tribal, State and Local Government recipients, this will include placing DBEs on solicitation lists and soliciting them whenever they are potential sources.

2. Make information on forthcoming opportunities available to DBEs and arrange time frames for contracts and establish delivery schedules, where the requirements permit, in a way that encourages and facilitates participation by DBEs in the competitive process. This includes, whenever possible, posting solicitations for bids or proposals for a minimum of 30 calendar days before the bid or proposal closing date.
  3. Consider in the contracting process whether firms competing for large contracts could subcontract with DBEs. For Indian Tribal, State and Local Government recipients, this will include dividing total requirements when economically feasible into smaller tasks or quantities to permit maximum participation by DBEs in the competitive process.
  4. Encourage contracting with a consortium of DBEs when a contract is too large for one of these firms to handle individually.
  5. Using the services and assistance of the Small Business Administration and the Minority Business Development Agency of the Department of Commerce.
  6. If the prime contractor awards subcontracts, require the prime contractor to take the above steps.
- H. To the extent that any conflict exists between this policy and any requirements imposed by federal and state law relating to participation in a contract by a certified MBE/WBE/DVBE as a condition of receipt of federal or state funds, the federal or state requirements shall prevail.
- I. When contracts are not funded in whole or in part by federal grant funds, a local business preference will be awarded. For such contracts that involve the purchase of commercial off-the-shelf products, local business preference will be given to suppliers or distributors of commercial off-the-shelf products who maintain an ongoing business within the geographical boundaries of 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**

### **A. Statement of Work**

The Contractor will provide a full turnkey installation/implementation of the new Cisco IP Communication solution. The new system will have all features and functionality of the previous Avaya phone system, as well as the additional functionality detailed in the bid.

The contractor will be responsible for all items outlined in the scope of work below:

- Fixed Price Contract. This bid is for an all-inclusive, fixed price contract for the total phone system replacement project (including the design, purchase, installation, test, implementation, training [technical and user], and deployment of the new Cisco IP Communication solution.
- Proposal Guarantee (Bid Bond). Proposals must be accompanied by a proposal guarantee consisting of a certified check or bid bond payable to the South Coast Air Quality

Management District in the minimum amount of ten percent (10%) of the total amount bid. Any proposal not accompanied by such a guarantee will not be considered. If a bidder to whom a contract is awarded fails or refuses to execute the contract documents or furnish the required insurance policies and bonds as set forth in those documents, the proposal guarantee shall be forfeited to the South Coast Air Quality Management District. The proposal guarantees of all bidders will be held until the successful bidder has properly executed all contract documents.

- Performance Bond. As specifically requested by South Coast Air Quality Management District (SCAQMD) herein, the Contractor awarded the bid shall execute and provide to SCAQMD concurrently with the executed Contract a Performance Bond in the amount of 100% of the project cost, in a form approved by the SCAQMD. No payment will be made to Contractor until it has been received and approved by the SCAQMD. This bond shall have a one (1) year term from the date of contract execution by contractor.
- Project Timeline/Schedule. The contractor will include a project timeline/schedule, detailing all aspects of the phone system replacement project, in the bid.
- Contractor is responsible for full project management.
- Contractor is responsible for the dismantling the existing phone systems, removing them from the data center, and making them ready for disposal; by policy, the SCAQMD is required to dispose of the equipment.
- Minimal Phone System Downtime. Throughout the project all system downtime should be minimized to the greatest extent possible, with no “scheduled” downtime during typical business hours (Monday through Friday, 7am – 7pm).
- Network Assessment. The contractor will provide a complete detailed end-to-end network assessment for the Diamond Bar Headquarters and Long Beach facilities.
- Data Closet Switch Installations. The contractor will remove existing, and install new Cisco POE switches, in data closets throughout the headquarters building, ensuring all ports are functional and every user has connectivity. The actual cutover to the new switches must be accomplished during non-SCAQMD work hours.
- Full Parallel System (old/new) with Phased Rollout/Cutover. It is anticipated that both systems (current Avaya and new Cisco) will be running in parallel, and users moved to the new system in a phased approach.
- Contractor is responsible for all
  - hardware and software acquisition and delivery to SCAQMD sites
  - hardware and software installation, setup, test, configuration, migration of users
  - system programming required to implement the same feature set (at minimum) that exists on the current Avaya system
- Contractor must use new equipment (used, remanufactured, repaired, etc. are not acceptable)
- Migration of users (~1,000) and other lines from the old Avaya switch to the new Cisco system; the users must be in organizational structure similar to that in Active Directory (if possible, pull from AD)
- Provide end user on-site instructor lead training for ~1,000 users on phone features and voicemail. Training will be done in the SCAQMD Information Management class room, ~20 users at a time. Contractor will also be responsible for providing hard and soft copies of phone and voicemail feature “cheat sheets.”
- Full Unified Communication Standard Licenses (Qty=1000). Full UC standard licenses installed for all staff (unity connection/voicemail, jabber mobile, jabber desktop, jabber IM/Presence).
- Install Unified Contact Center Express. Install Unified Contact Center Express and configure existing eight SCAQMD queues.
- Call Accounting System. Install Cisco call accounting system and configure to maintain all call record data for a minimum one year.

- Install Cisco Telepresence. Install Cisco Telepresence in a manner to facilitate all SCAQMD videoconference requirements (ISDN and IP).
- The contractor will be responsible for the purchase and installation of Prime Collaboration Manager (web based single pane management tool)
- The contractor will be required to provide full project documentation including
  - full manufacturer documentation and warranty info for all hardware installed
  - software license documentation
  - “As Built” low level design document with detailed UC topology diagram
  - day-to-day maintenance/administration detailed instructions checklists (adds, moves, and changes)
- The contractor will be required to provide an onsite technician for 120 days after final system acceptance to assist with system maintenance/administration and knowledge transfer.
- The contractor will be required to provide a POE phone set to every station with a pass-through gigabit (minimum) network connection.
- The contractor must provide full maintenance (with “active” phone system monitoring) for all installed equipment and systems for a one year period from the date of system acceptance. The maintenance contract will include SmartNet coverage with phone and onsite support (2 hour response time) when needed, as well as the replacement of any failed hardware components.
- The contractor will be required to interface the new Cisco IP Communication solution with existing applications (SIP fax server, IVR system, etc.)
- The Cisco IP Communication solution must provide PRI/BRI telco interface and ISDN connectivity.
- Enhanced 911 (E911) functionality must be included/implemented with the system

#### B. Schedule of Deliverables

Proposals must offer a complete turn-key solution, including purchase of all products and services required to meet this RFP. Upon award, contractor must provide the following additional submittals:

##### System Operation

- Introduction / overview to system components and their functions and locations; brief listing of basic system functions.
- Complete, but clear, simple and written for non-technical personnel, system operating instructions to accomplish basic system functions.

##### System Documentation

- Complete inventory of system components, including serial numbers and identification of location.
- Detailed system diagram showing all components of the system

##### Manufacturer’s Documentation

- Manufacturer’s product data
- Operating instructions
- Installation instructions
- Service requirements and information
- Schematic diagrams
- Replacement parts list

## **SECTION VI: REQUIRED QUALIFICATIONS**

Contractor must:

1. demonstrate a complete and full understanding of the RFP and its requirements
2. be Cisco Gold Certified Partner with advanced certifications in Unified Communications and Security, and hold specializations in Advanced Data Center Networking Infrastructure, Routing, and Switching
3. demonstrate possession of solid technical expertise and in-depth experience in all aspects of design, purchase, installation, test, implementation, and deployment of new Cisco IP Communication solutions
4. be financially sound and in a position to remain firmly entrenched in the telecommunications industry for the next five years
5. provide a minimum of three recent (within the past five years) references from public agencies or other organizations for which projects of a similar nature and size to SCAQMD's were successfully completed, including the client's name and the name and telephone number of a contact person, a description of the project and the date work was completed (the SCAQMD reserves the right to contact any of the vendor's previous clients at any time)
6. provide resumes and geographic locations of the senior executives and other team members in the firm's organization who will be involved with this project (resumes may include projects accomplished while employed at current or previous firms)
7. provide a summary of general qualifications for this type of project
8. designate a project manager who will have full authority to commit resources of the firm to expedite and complete project tasks and who has an assigned workload that will permit him or her personally to manage every aspect of the project, as well as personally attend project status meetings and present information
9. identify all proposed subcontractors and their roles and provide cost estimates for the services of each subcontractor (prime contractor shall be fully responsible for evaluating and pre-qualifying all subcontractors and for all services, performance, and deliverables provided by all subcontractors)

## **SECTION VII: PROPOSAL SUBMITTAL REQUIREMENTS**

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

Each proposal must be submitted in three separate volumes:

- Volume I - Technical Proposal
- Volume II - Cost Proposal
- Volume III - Certifications and Representations included in Attachment B to this RFP, should 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.

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**

Submitted proposals must follow the format outlined below and all requested information must be supplied. All pertinent information regarding the vendor should be thoroughly addressed in the RFP. Failure to submit proposals in the required format may result in elimination from proposal evaluation.

Summary (Section A) – State overall approach to meeting the objectives and satisfying the scope of work to be performed. Provide a detailed implementation plan for migrating from the existing system to the new Cisco IP Communication solution with minimum down time. Describe your commitment to implementing your migration plan and to resolving problems that arise during implementation, and describe warranties, services, and your affirmation to resolving problems that arise after implementation. Describe your commitment to assuring system reliability and guaranteed performance.

Program Schedule (Section B) – Provide a detailed implementation schedule and time-line for installing the new Cisco IP Communication solution and migration from SCAQMD's existing phone system to the new system.

Project Organization (Section C) – Describe the proposed management structure, program monitoring procedures, oversight of work performed, and organization of the proposed team.

Qualifications (Section D) – Describe the technical capabilities of the firm. Provide a minimum of three references of other similar projects completed during the last 5 years demonstrating the ability to successfully complete a project of the size and scope of SCAQMD's. Include contact name, title, and telephone number for all references listed. Provide a statement of your firm's background and experience in performing similar projects for other governmental organizations.

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

1. 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 summary of your firm's general qualifications to meet required qualifications and fulfill statement of work, including additional firm personnel and resources beyond those who may be assigned to the project.

Subcontractors (Section F) – This project may require expertise in multiple technical areas. List any subcontractors that may be used and specify the work to be performed by each.

Conflict of Interest (Section G) – 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.

Financial Data (Section H) - Include a certified financial statement (balance sheet, income statement, cash flow statement, etc.) as evidence of financial stability/viability.

Additional Data (Section I) – Provide other essential data, but not limited to the following:

1. Inventory and Delivery - provide a narrative statement as to the amount of inventory kept at Contractor's location and an average delivery time for in-stock and out-of-stock items
2. Authorization & Services - provide documentation that contractor is authorized to provide maintenance services on the proposed equipment
3. Any documentation that the manufacturer will support the product (spare parts) for a period of time
4. Any other data that may assist in the evaluation of the proposal.

## **VOLUME II - COST PROPOSAL**

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

Cover Letter - Must include the name, address, and telephone number of the vendor, and be signed by the person or persons authorized to represent the bidding vendor.

Vendor Contact Information - Provide the following information on the vendor:

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

Summary (Section A) - State overall summary of the equipment and services to be provided under this RFP.

Delivery Schedule (Section B) – Provide the proposed project timeline/schedule, detailing all aspects of the phone system replacement project.

Warranty Information (Section C) - Provide warranty, service and support information for each and every component proposed under this RFP.

Cost Proposal – SCAQMD will be awarding a fixed-price contract. Cost information must be provided as listed below:

A detailed cost breakdown must be provided per the Cisco IP solution bill of materials (BOM) provided in Attachment B. This cost breakdown must be complete and thorough, providing itemized costs for each hardware, software, and maintenance component included in the BOM. Cost figures for all services should also be included, as well as tax, delivery, shipping, travel, and any other cost that would apply to the grand total line. All costs should be combined in a single "Grand Total Project Cost" line highlighted in bold text.

**Note: the "Grand Total Project Cost" must be the all-inclusive cost for the entire project; this is the amount that will be stipulated in the fixed price contract.**

## **VOLUME III - CERTIFICATIONS AND REPRESENTATIONS**

See Attachment B.

## **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.

Due Date - Proposer must submit 6 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 #2014-06." All proposals are due no later than **1:00 p.m., December 4, 2013**, 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.** Any correction or resubmission by the Proposer must be submitted by the submittal due date stated above.

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.

Disposition of Proposals - SCAQMD reserves the right to reject any or all proposals. All responses become the property of SCAQMD.

Modification or Withdrawal - Once submitted, proposals cannot be altered without the prior written consent of SCAQMD. All proposals shall constitute firm offers and all prices quoted shall remain valid for a period of ninety (120) days from date of submittal. Proposals may not be withdrawn for a period of ninety (120) days following the last day to accept proposals.

## **SECTION IX: PROPOSAL EVALUATION/CONTRACTOR SELECTION CRITERIA**

- A. Proposals will be evaluated by a committee designated by the Executive Officer.
- B. Each member of the committee shall be accorded equal weight in his or her rating of proposals. Committee members shall evaluate the proposals according to the specified criteria and numerical weightings set forth below.

<u>1. Proposal Evaluation Criteria</u>	<u>Points</u>
Responsiveness of the proposal in clearly identifying a thorough understanding of the Scope of Work and the adequacy and quality of the proposed design in meeting SCAQMD requirements	20
Demonstrated technical expertise successfully to complete an installation project of this scope and magnitude	20
Contractor's overall qualifications and financial viability	20
References with respect to similar projects completed	10
Cost	30



**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
Local Business (Non-Federally Funded Projects Only)	5
Off-Peak Hours Delivery Business	2

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

Self-Certification for Additional Points

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

2. To receive additional points in the evaluation process for the categories of Small Business or Small Business Joint Venture, DVBE or DVBE Joint Venture or Local Business (for non-federally funded projects), the proposer must submit a self-certification or certification from the State of California Office of Small Business Certification and Resources at the time of proposal submission certifying that the proposer meets the requirements set forth in Section III. To receive points for the use of DVBE and/or Small Business subcontractors, at least 25 percent of the total contract value must be subcontracted to DVBEs and/or Small Businesses. To receive points as a Low-Emission Vehicle Business, the proposer must demonstrate to the Executive Officer, or designee, that supplies and materials delivered to 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 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. Disposition of Proposals – 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 XI: DRAFT CONTRACT (Provided as a sample only)**



**South Coast  
Air Quality Management District**

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

1. PARTIES - 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. TERM - The term of this Contract is from the date of execution by both parties (or insert date) 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. TERMINATION
- 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. STOP WORK – 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. **[OPTIONAL FOR PROFESSIONAL SERVICES - USE FOR LAW FIRMS AND SOFTWARE RELATED CONTRACTS]**
  - 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. **INDEMNIFICATION** - 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 [USE IF REQUIRED]**
- A. CONTRACTOR shall obtain co-funding as follows: **\*\*\*, \*\*\* Dollars (\$\*\*\*); \*\*\*, \*\*\* Dollars (\$\*\*\*); \*\*\*, \*\*\* Dollars (\$\*\*\*); \*\*\*, \*\*\* Dollars (\$\*\*\*); \*\*\*, \*\*\* Dollars (\$\*\*\*); and \*\*\*, \*\*\* 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**  
**[FIXED PRICE]-use this one or the T&M one below.**
- 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. **[OPTIONAL]**
- C. SCAQMD reserves the right to disallow charges when the invoiced services are not performed satisfactorily in SCAQMD's sole judgment.

**[T & M]-use this one or the Fixed Price one above.**

- A. SCAQMD shall pay CONTRACTOR a total not to exceed amount of **\*\*\* Dollars (\$\*\*\*)**, including any authorized travel-related expenses, for time and materials at rates in accordance with Attachment 2 – Cost Schedule, attached here and included here by this reference. Payment of charges shall be made by SCAQMD to CONTRACTOR within thirty (30) days after approval by SCAQMD of an itemized invoice prepared and furnished by CONTRACTOR referencing line item expenditures as listed in Attachment 2 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. CONTRACTOR shall adhere to total tasks and/or cost elements (cost category) expenditures as listed in Attachment 2. Reallocation of costs between tasks and/or cost category expenditures is permitted up to One Thousand Dollars (\$1,000) upon prior written approval from SCAQMD. Reallocation of costs in excess of One Thousand Dollars (\$1,000) between tasks and/or cost category expenditures requires an amendment to this Contract.
- C. SCAQMD's payment of invoices shall be subject to the following limitations and requirements:
  - i) Charges for equipment, material, and supply costs, travel expenses, subcontractors, and other charges, as applicable, must be itemized by CONTRACTOR. Reimbursement for equipment, material, supplies, subcontractors, and other charges shall be made at actual cost. Supporting documentation must be provided for all individual charges (with the exception of direct labor charges provided by CONTRACTOR). SCAQMD's reimbursement of travel expenses and requirements for supporting documentation are listed below.
  - ii) CONTRACTOR's failure to provide receipts shall be grounds for SCAQMD's non-reimbursement of such charges. SCAQMD may reduce payments on invoices by those charges for which receipts were not provided.
  - iii) SCAQMD shall not pay interest, fees, handling charges, or cost of money on Contract.
- D. SCAQMD shall reimburse CONTRACTOR for travel-related expenses only if such travel is expressly set forth in Attachment 2 – Cost Schedule of this Contract or pre-authorized by SCAQMD in writing.
  - i) SCAQMD's reimbursement of travel-related expenses shall cover lodging, meals, other incidental expenses, and costs of transportation subject to the following limitations:
    - Air Transportation - Coach class rate for all flights. If coach is not available, business class rate is permissible.
    - Car Rental - A compact car rental. A mid-size car rental is permissible if car rental is shared by three or more individuals.
    - Lodging - Up to One Hundred Fifty Dollars (\$150) per night. A higher amount of reimbursement is permissible if pre-approved by SCAQMD.
    - Meals - Daily allowance is Fifty Dollars (\$50.00).
  - ii) Supporting documentation shall be provided for travel-related expenses in accordance with the following requirements:
    - Lodging, Airfare, Car Rentals - Bill(s) for actual expenses incurred.
    - Meals - Meals billed in excess of \$50.00 each day require receipts or other supporting documentation for the total amount of the bill and must be approved by SCAQMD.
    - Mileage - Beginning each January 1, the rate shall be adjusted effective February 1 by the Chief Financial Officer based on the Internal Revenue Service Standard Mileage Rate
    - Other travel-related expenses - Receipts are required for all individual items.

E. SCAQMD reserves the right to disallow charges when the invoiced services are not performed satisfactorily in SCAQMD's sole judgment.

11. INTELLECTUAL PROPERTY RIGHTS - 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. NOTICES - Any notices from either party to the other shall be given in writing to the attention of the persons listed below, or to other such addresses or addressees as may hereafter be designated in writing for notices by either party to the other. Notice shall be given by certified, express, or registered mail, return receipt requested, and shall be effective as of the date of receipt indicated on the return receipt card.

SCAQMD: South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765-4178  
Attn: \*\*\*

CONTRACTOR: \*\*\*  
\*\*\*  
\*\*\*  
Attn: \*\*\*

13. INDEPENDENT CONTRACTOR – 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. CONFIDENTIALITY - 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. NON-DISCRIMINATION - 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. SOLICITATION OF EMPLOYEES - 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. PROPERTY AND SECURITY - 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. ASSIGNMENT - The rights granted hereby may not be assigned, sold, licensed, or otherwise transferred by either party without the prior written consent of the other, and any attempt by either party to do so shall be void upon inception.
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. ATTORNEYS' FEES - 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. FORCE MAJEURE - 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. SEVERABILITY - 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. HEADINGS - 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. DUPLICATE EXECUTION - This Contract is executed in duplicate. Each signed copy shall have the force and effect of an original.
26. GOVERNING LAW - 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. PRE-CONTRACT COSTS - 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. **REQUIREMENT FOR FILING STATEMENT OF ECONOMIC INTERESTS** - 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. **REMOVE IF NOT REQUESTED ON CRAM**

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. **COMPLIANCE WITH SINGLE AUDIT ACT REQUIREMENTS [OPTIONAL - TO BE INCLUDED IN CONTRACTS WITH FOR-PROFIT CONTRACTORS WHICH HAVE FEDERAL PASS-THROUGH FUNDING]** - During the term of the Contract, and for a period of three (3) years from the date of Contract expiration, and if requested in writing by the SCAQMD, CONTRACTOR shall allow the SCAQMD, its designated representatives and/or the cognizant Federal Audit Agency, access during normal business hours to all records and reports related to the work performed under this Contract. CONTRACTOR assumes sole responsibility for reimbursement to the Federal Agency funding the prime grant or contract, a sum of money equivalent to the amount of any expenditures disallowed should the SCAQMD, its designated representatives and/or the cognizant Federal Audit Agency rule through audit exception or some other appropriate means that expenditures from funds allocated to the CONTRACTOR were not made in compliance with the applicable cost principles, regulations of the funding agency, or the provisions of this Contract.

**[OPTIONAL - TO BE INCLUDED IN CONTRACTS WITH NON-PROFIT CONTRACTORS WHICH HAVE FEDERAL PASS-THROUGH FUNDING]** - Beginning with CONTRACTOR's current fiscal year and

continuing through the term of this Contract, CONTRACTOR shall have a single or program-specific audit conducted in accordance with the requirements of the Office of Management and Budget (OMB) Circular A-133 (Audits of States, Local Governments and Non-Profit Organizations), if CONTRACTOR expended Five Hundred Thousand Dollars (\$500,000) or more in a year in Federal Awards. Such audit shall be conducted by a firm of independent accountants in accordance with Generally Accepted Government Audit Standards (GAGAS). Within thirty (30) days of Contract execution, CONTRACTOR shall forward to SCAQMD the most recent A-133 Audit Report issued by its independent auditors. Subsequent A-133 Audit Reports shall be submitted to the SCAQMD within thirty (30) days of issuance.

CONTRACTOR shall allow the SCAQMD, its designated representatives and/or the cognizant Federal Audit Agency, access during normal business hours to all records and reports related to the work performed under this Contract. CONTRACTOR assumes sole responsibility for reimbursement to the Federal Agency funding the prime grant or contract, a sum of money equivalent to the amount of any expenditures disallowed should the SCAQMD, its designated representatives and/or the cognizant Federal Audit Agency rule through audit exception or some other appropriate means that expenditures from funds allocated to the CONTRACTOR were not made in compliance with the applicable cost principles, regulations of the funding agency, or the provisions of this Contract.

31. **OPTION TO EXTEND THE TERM OF THE CONTRACT** - 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. **REMOVE IF NOT REQUESTED ON CRAM**
32. **PROPOSAL INCORPORATION** – 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. **REMOVE IF NOT REQUESTED ON CRAM**
33. **KEY PERSONNEL** - *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. **REMOVE IF NOT REQUESTED ON CRAM**
34. **PREVAILING WAGES** – **USE FOR INFRASTRUCTURE PROJECTS** 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.
35. **SUBCONTRACTOR APPROVAL** – 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.

- 36. ENTIRE CONTRACT - 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:

Date: \_\_\_\_\_

Date: \_\_\_\_\_

ATTEST:  
Saundra McDaniel, Clerk of the Board

By: \_\_\_\_\_

APPROVED AS TO FORM:  
Kurt R. Wiese, General Counsel

By: \_\_\_\_\_

//Standard Boilerplate  
Revised: April 3, 2013

## Attachment A

### Cisco IP Communication Bill of Materials (baseline for bid purposes)

#### Servers, Gateways and Analog Licenses

Part Number	Description	Qty	Price
<b>UCUCS-EZ-C220M3S</b>	<b>UCS C220 M3 SFF dual-4-core/3.3 GHz, 64 GB RAM, 8x300 GB 15K</b>	<b>3</b>	
UCS-CPU-E5-2643	3.30 GHz E5-2643/130W 4C/10MB Cache/DDR3 1600MHz	6	
UCS-HDD300GI2F105	300GB 6Gb SAS 15K RPM SFF HDD/hot plug/drive sled mounted	24	
UCS-MR-1X082RY-A	8GB DDR3-1600-MHz RDIMM/PC3-12800/dual rank/1.35v	24	
UCS-RAID-9266CV	MegaRAID 9266CV-8i w/TFM + Super Cap	3	
UCSC-HS-C220M3	Heat Sink for UCS C220 M3 Rack Server	6	
UCSC-PCIE-IRJ45	Intel i350 Quad Port 1Gb Adapter	3	
UCSC-PSU-650W	650W power supply for C-series rack servers	6	
UCSC-RAIL1	Rail Kit for C220, C22, C24 rack servers	3	
UCSC-SD-16G-C220	16GB SD Card Module for C220 servers	3	
CAB-N5K6A-NA	Power Cord, 200/240V 6A North America	6	
<b>VMW-VS5-ST-1A=</b>	<b>VMware vSphere 5 Standard (1 CPU), 1yr, Support Required</b>	<b>6</b>	
UCS-VMW-TERMS	Acceptance of Terms, Standalone VMW License for UCS Servers	6	
<b>VG224</b>	<b>24 Port Voice over IP analog phone gateway</b>	<b>1</b>	
MEM-224-1X128D-U	128MB DRAM Memory for VG224 (Factory Upgrade)	1	
MEM-224-1X64F-U	64MB Flash Memory for VG224 (Factory Upgrade)	1	
CAB-AC	AC Power Cord (North America), C13, NEMA 5-15P, 2.1m	1	
SVGVG-15104M	Cisco VG200 Series IP SUBSET/VOICE	1	
<b>VG224-4PACK</b>	<b>4 Pack of VG224 High Density Analog Gateway</b>	<b>3</b>	
VG224-MP	VG224 for MultiPack	12	
MEM-224-1X128D-U	128MB DRAM Memory for VG224 (Factory Upgrade)	12	
MEM-224-1X64F-U	64MB Flash Memory for VG224 (Factory Upgrade)	12	
CAB-AC	AC Power Cord (North America), C13, NEMA 5-15P, 2.1m	12	
SVGVG-15104M	Cisco VG200 Series IP SUBSET/VOICE	12	
<b>CISCO2951-V/K9</b>	<b>Cisco 2951 UC Bundle, PVD3-32, UC License PAK</b>	<b>1</b>	
ISR-CCP-EXP	Cisco Config Pro Express on Router Flash	1	

MEM-2951-512MB-DEF	512MB DRAM (1 512MB DIMM) for Cisco 2951 ISR (Default)	1	
MEM-CF-256MB	256MB Compact Flash for Cisco 1900, 2900, 3900 ISR	1	
PI-MSE-PRMO-INSRT	Insert, Packout - PI-MSE	1	
PWR-2921-51-AC	Cisco 2921/2951 AC Power Supply	1	
SL-29-IPB-K9	IP Base License for Cisco 2901-2951	1	
SL-29-UC-K9	Unified Communication License for Cisco 2901-2951	1	
CAB-AC	AC Power Cord (North America), C13, NEMA 5-15P, 2.1m	1	
PVDM3-32U256	PVDM3 32-channel to 256-channel factory upgrade	1	
S2951UK9-15204M	Cisco 2951 IOS UNIVERSAL	1	
VVIC3-4MFT-T1/E1	4-Port 3rd Gen Multiflex Trunk Voice/WAN Int. Card - T1/E1	2	
<b>C2901-CME-SRST/K9</b>	<b>2901 UC Bundle w/ PVDM3-16,FL-CME-SRST-25, UC License PAK</b>	<b>1</b>	
FL-CME-SRST-25	Communication Manager Express or SRST - 25 seat license	1	
ISR-CCP-EXP	Cisco Config Pro Express on Router Flash	1	
MEM-2900-512MB-DEF	512MB DRAM for Cisco 2901-2921 ISR (Default)	1	
MEM-CF-256MB	256MB Compact Flash for Cisco 1900, 2900, 3900 ISR	1	
PWR-2901-AC	Cisco 2901 AC Power Supply	1	
S29UK9-15204M	Cisco 2901-2921 IOS UNIVERSAL	1	
SL-29-IPB-K9	IP Base License for Cisco 2901-2951	1	
SL-29-UC-K9	Unified Communication License for Cisco 2901-2951	1	
CAB-ACU	AC Power Cord (UK), C13, BS 1363, 2.5m	1	
FL-SRST	Cisco Survivable Remote Site Telephony License	1	
PVDM3-16U32	PVDM3 16-channel to 32-channel factory upgrade	1	
VVIC3-1MFT-T1/E1	1-Port 3rd Gen Multiflex Trunk Voice/WAN Int. Card - T1/E1	1	
<b>WS-C3850-48F-L</b>	<b>Cisco Catalyst 3850 48 Port Full PoE LAN Base</b>	<b>45</b>	
CAB-TA-NA	North America AC Type A Power Cable	90	
PWR-C1-1100WAC/2	1100W AC Config 1 Secondary Power Supply	45	
S3850UK9-32-0SE	CAT3850 UNIVERSAL	45	
C3850-NM-4-1G	Cisco Catalyst 3850 4 x 1GE Network Module	45	
STACK-T1-50CM	50CM Type 1 Stacking Cable	45	
PWR-C1-1100WAC	1100W AC Config 1 Power Supply	45	
<b>GLC-SX-MM-RGD=</b>	<b>1000Mbps Multi-Mode Rugged SFP</b>	<b>45</b>	
<b>UCL-UCM-LIC-K9</b>	<b>Top Level Sku For 9.x User License</b>	<b>1</b>	
CCX-90-CMBUNDLE-K9	CCX 9.0 Promo Bundle available only with NEW CUCM or BE6000	1	

UCM-PAK	UCM 9X PAK	1	
UCSS-UCM-ESS-PAK	UCSS for UCM Essential PAK	1	
UCSS-UCM-PAK	Include PAK Auto-expanding UCSS PAK for CUCM	1	
CON-ESW-UCLUCMLK	ESSENTIAL SW Top Level Sku For 9.	1	
CUCM-VERS-9.X	CUCM Software Version 9.X	1	
LIC-CUCM-9X-ESS-A	UC Manager-9.x Essential User License User-Under 1K	300	
		<b>Servers, Gateways and Analog Licenses Total -</b>	

### Maintenance (1 Year)

Part Number	Description	Qty	Price
<b>Servers, Gateways and Analog Licenses</b>			
CON-SNT-VG224	SMARTNET 8X5XNBD 24 Port Voice over I	3	
CON-SNT-VG224-MP	SMARTNET 8X5XNBD VG224 for MultiPack	36	
CON-SNT-2951V	SMARTNET 8X5XNBD Cisco 2951 Voice Bundle	1	
CON-SNTP-WSC388FL	SMARTNET 24X7X4 Cisco Catalyst 3850 48 Port Full PoE LAN	45	
CON-ESW-LICC9XES	ESSENTIAL SW UC Manager-9.x Essen	300	
UCSS-UCM-ESS-A-1-1	UC Manager Ess UCSS Less than 1K users - 1 user - 1 year	300	
CON-SNT-2901CMST	SMARTNET 8X5XNBD 2901 Voice Bundle w/ UC License PAK	3	
		<b>Servers, Gateways and Analog Licenses Maintenance Total -</b>	

### Phones and Licenses

Part Number	Description	Qty	Price
<b>Basic User Phone</b>			
CP-6945-C-K9=	Cisco UC Phone 6945, Charcoal, Standard Handset	500	
<b>Advanced User Phone</b>			
CP-7962G=	Cisco UC Phone 7962 spare	400	
<b>Power User Phone</b>			
CP-8945-K9=	Cisco Unified Phone 8945, Phantom Grey, Standard Handset	200	
		<b>Phone SubTotal</b>	
<b>Voice License (Includes Voicemail)</b>			
CUWL-LIC-STD-K9	Unified Workspace Licensing - Top Level for STD	1	
CCX-85-CMBUNDLE-K9	CCX 8.5 5 Seat CCX ENH CM Bundle - AVAILABLE ONLY FOR NEW CM	1	

CM86-UCS-1000-KIT	CUCM Auto-Expansion Media Kit	1	
CUCM-UWL	Communications Manager UWL DLU Bundle	8000	
CUCM-UWL-PAK	CUCM Claim Certificate for UWL	1	
CUP-86-UWL-K9-PAK	Unified Presence 8.6 PAK	1	
CUP-86-UWL-USR	Unified Presence 8.6 Users	1000	
CUPC-UWL-RTU	CUPC UWL PAK	1	
IME-7825-85-KIT	IME 8.5 Media Kit	1	
IME-PAK	Include PAK Auto-expanding PAK for IME 8.0	1	
LIC-UWL-STD1	Services Mapping SKU, Under 1k UWL STD users	1000	
UCSS-UWL-STD-PK	UWL STD UCSS PAK	1	
UCXN8-UWL-PAK	Unity Connection 8.x PAK	1	
UCXN8-UWL-USR	Unity Connection 8.x User	1000	
UNITYCN8-HA-PAK	Unity Connection 8.x HA PAK	1	
UNITYCN8-HA-VMWARE	Unity Connection 8.x HA for VMWare	1	
CON-ESW-CMBUNDK9	ESSENTIAL SW CCX 8.5 5 Seat CCX ENH CM Bundle - AVAIL	1	
CON-ESW-CUWLSTDK	ESSENTIAL SW Unified Workspace Lic-Top Lvl for STD	1	
CUP-86-UWL	Cisco Unified Presence 8.6 for CUWL only	1	
CUP-ONPREM-OPT	Included Cisco Unified Presence On Premise	1	
IME-7825-85	IME 8.5 7825	1	
LIC-UWL-STD	Unified Workspace Licensing STD, 1 User	1000	
UCM-UCS1000-86-UWL	CUCM 8.6 UCS 1000	1	
UNCN8-VMWARE-UWL	Unity Connection 8.x for VMWare	1	
UPC8-CLIENT-UWL	Unified Personal Communicator 8.x for CUWL only	1000	
<b>E911</b>			
<b>R-EMRGNCY-RSPNDR</b>	EMRGNCY RSPNDR ESD	1	
ER90-SW-LIC	EMRGNCY RSPNDR 90 SW LIC	1	
ER90-SW-MED-K9	EMRGNCY RSPNDR 90 SW MEDIA	1	
ER90-USR-10	EMRGNCY RSPNDR 90 USR LIC 10 PHNS	130	
CON-ESW-EMRGNCY	ESSENTIAL SW EMRGNCY RSPNDR	1	
ER90-SW-NEW-K9	EMRGNCY RSPNDR 90 SW NEW	1	
ER90-USR-10-NEW	EMRGNCY RSPNDR 90 USR LIC 10 PHNS NEW	130	
<b>IM and Presence</b>			
<b>JABBER-ADDON-K9</b>	Jabber for Everyone Addon Top Level	1	
CUP-86-K9-SW-PAK	CUP 8.6 SW Kit and PAK	1	
JABBER-IM-RTU	Jabber for Everyone Right to Use	1	
CUP-SERVER8.6-K9	Cisco Unified Presence Server License	1	
JABBER-IM-ADDON	Jabber for Everyone Additional IM Users	1000	



<b>License SubTotal</b>	
<b>User License and Phone Total -</b>	

**Maintenance (1 Year)**

Part Number	Description	Qty	Total Price
<b>Voice License (Includes Voicemail)</b>			
CON-ESW-UWLST1	ESSENTIAL SW Svcs Mapping SKU, Under 1k UWL STD users	1000	
UCSS-UWL-STD1	1-Yr UWL STD UCSS for Gov/Edu Only	1000	
<b>E911</b>			
CON-ESW-ER90USR0	ESSENTIAL SW EMRGNCY RSPNDR 90 US	130	
UCSS-U-ER-1-10	UCSS Emergency Responder - 10 Users 1 Year Sub	130	
<b>User License and Phone Maintenance Total -</b>			

**Phone Modules**

Part Number	Description	Qty	Total Price
<b>Optional Phones Hardware</b>			
CP-7915=	7915 UC Phone Grayscale Expansion Module	50	
CP-8831-K9=	Cisco Unified IP Conference Phone 8831 base and controller	25	
CP-8831-MIC-WRLS=	Wireless Microphone Kit for Cisco IP Conference Phone 8831	13	
<b>Phone Modules Total -</b>			

**Prime Collaboration**

Part Number	Description	Qty	Total Price
<b>Prime Collaboration Licenses</b>			
L-PC-PR-DEVICE	Prime Collaboration Provisioning Device Lic ? Config reqd	1	
CON-ESW-PCPRDEV	ESSENTIAL SW NULL SKU-No line item services included	1	
L-PC-A-500-PR-LIC	500 end point prime collab provisioning license	1	
CON-ESW-PCA500PR	ESSENTIAL SW Prime CM 500 end point provisioning lic	1	
UCSS-UPCP-1-500	500 provisioning end point prime collab 3rd Gen PASS-1yr	1	
L-PC-A-1K-PR-LIC	1000 end point prime collab provisioning license	1	
CON-ESW-PCA1KPR	ESSENTIAL SW Prime CM 1K end point provisioning lic	1	
UCSS-UPCP-1-1K	1000 provisioning end point prime	1	

	collab 3rd Gen PASS-1yr		
			<b>Prime Collaboration Total -</b>

**Contact Center Agent Licenses**

Part Number	Description	Qty	Total Price
<b>Contact Center Agent Licenses</b>			
<b>CCX-90-NEW-LIC</b>	<b>CCX 9.0 NEW-Product pDelivery LICENSES ONLY</b>	1	
CCX-90-P-PAK	CCX 9.0 autoexpanded Physical Delivery PAK	1	
CCX-90-P-SVR-LIC	CCX 9.0 NEW PRE Server License	1	
CCX-90-N-P-LIC	CCX 9.0 NEW PRE Seat Qty 1 LICENSE ONLY	30	
<b>CCX-90-SRVRS-MEDIA</b>	<b>CCX 9.0 NEW Appliances, Servers, Media Kits</b>	1	
CCX-90WFMMEDIAKIT=	CCX 9.0 Workforce Manager Qty 1 Media Kit - NO LICENSES	1	
			<b>Contact Center Agent License Total -</b>

**Maintenance (1 Year)**

Part Number	Description	Qty	Total Price
<b>Contact Center Agent Licenses</b>			
CON-ESW-CCX90NPL	ESSENTIAL SW CCX 9.0 NEW PRE Seat Qty 1 LICENSE ONLY	30	
CON-ESW-CX90NEWL	ESSENTIAL SW CCX 9.0 NEW-Product pDelivery LICs ONLY	1	
<b>UCSS-CCX</b>	<b>UCSS for Cisco Unified Contact Center Express</b>	1	
UCSS-CCX-P-1-1	UCSS for CCX PRE for One Year - 1 users	20	
			<b>Contact Center Agent Maintenance Total -</b>

**TelePresence**

Part Number	Description	Qty	Total Price
<b>TelePresence Hardware</b>			
<b>CTI-VCS-CONTRL-K9</b>	VCS Control	1	
CON-ECDN-SCNTRLK9	ESS WITH 8X5XNBD VCS Cntrl	1	
SW-VCS-7.X-K9	Software Image for VCS with Encryption Version 7.X	1	
PWR-CORD-US-A	Pwr Cord US 1.8m Black YP-12 To YC-12	1	
LIC-VCS-10	Video Comm Server 10 Add Non-traversal Network Calls	1	

LIC-VCS-GW	Enable GW Feature (H323-SIP)	1	
LIC-VCSE-100	Video Communication Server - 100 Traversal Calls	1	
LIC-VCS-BASE-K9	License Key - VCS Encrypted Software Image	1	
<b>CTI-VCS-EXPRESS-K9</b>	VCS Expressway	1	
CON-ECDN-SEPRESK9	ESS WITH 8X5XNBD VCS Expressway	1	
SW-VCS-7.X-K9	Software Image for VCS with Encryption Version 7.X	1	
PWR-CORD-US-A	Pwr Cord US 1.8m Black YP-12 To YC-12	1	
LIC-VCSE-5	Video Communication Server - 5 Traversal Calls	1	
LIC-VCS-DI	Video Comm Srvr Dual Ntwrk Interface and Static NAT	1	
LIC-VCS-1800TURN	VCS 1800 TURN Relay option	1	
LIC-VCS-GW	Enable GW Feature (H323-SIP)	1	
LIC-VCSE-E	Enable Expressway feature	1	
LIC-VCS-BASE-K9	License Key - VCS Encrypted Software Image	1	
<b>CTI-TMS-SW-K9</b>	Cisco TelePresence Management Suite - Includes 10 Systems	1	
LIC-TMS-10-INCL	Cisco TMS - included 10 System License	1	
LIC-TMS-APL-S80100	TMS Lic Key Base Software Image Used During DF	1	
LIC-TMS-SW-PAK	TMS PAK for Configuration Use	1	
SW-TMS-14.X-K9	TMS Base Software Image Version 14.X	1	
<b>CTI-5310-MCU-K9</b>	Cisco TelePresence MCU 5310 up to 20 ports	1	
PWR-CORD-US-C	US power cord	1	
LIC-AESMCU53-K9	AES and HTTPS option for MCU 5300 Series	1	
LIC-5300-4PL	1 Full HD / 2 HD / 4 SD ports on MCU 5300 Series	2	
LIC-5310-MCU-K9	License Key For MCU 5310 Software Image	1	
SW-5300-MCU-K9	Software Image For MCU 5300 Series Latest Version	1	
<b>CTI-3241-GWISDNK9</b>	ISDN GW 3241 - PRI ISDN H.320 To H.323 Gateway	1	
PWR-CORD-US-C	US power cord	1	
LIC-3241-1PRI	ISDN GW-3241-PL 1 Add PRI Port License	1	
LIC-AESCDN4-K9	AES and HTTPS Enable Upgrade	1	
LIC-3241-GWISDN-K9	License Key For 3241 GW Software Image Used During DF	1	
LIC-3241-PL1	ISDN GW-3241-PL 1 Port License	1	
SW-3241-GWISDN-K9	Software Image For 3241 GW Latest Version	1	
		<b>TelePresence Hardware Total -</b>	

**Maintenance (1 Year)**

Part Number	Description	Qty	Total Price
<b>TelePresence Hardware</b>			
CON-ECDN-LICVCS10	ESS WITH 8X5XNBD VCS 10 Add Non-traversal Ntwk Calls	1	
CON-ECDN-LICVCSE5	ESS WITH 8X5XNBD Video Comm Svr - add 5 Traversal Calls	1	
CON-ECMU-CTITMSSW	ESS SW SUPP+UPGR TMS Mgmt Suite Svr Lic-Incl 10 Syss	1	
CON-ECDN-CTI5310M	ESS WITH 8X5XNBD Telepresence MCU 5310 up to 20 ports	1	
CON-ECDN-LIC5304P	ESS WITH 8X5XNBD 1 Full HD/2 HD/4 SD ports on MCU5300	2	
CON-ECDN-3241ISDN	ESS WITH 8X5XNBD CodianISDN GW 3241 PRI ISDN H.320ToH.323	1	
CON-ECDN-L3241PRI	ESS WITH 8X5XNBD Codian ISDN GW-3241-PL 1 Ad PRI Prt Lic	1	
		<b>TelePresence Hardware Maintenance Total -</b>	

**WebEx Meeting Center (Cloud)**

Part Number	Description	Qty	Total Price
<b>WebEx Meeting Center (Cloud)</b>			
L-WBX-MC-NH-MNTH	SKUs to up-sell MC Named Host in the middle of billing cycle	1	
L-WBX-MC-S1-MNTH	Select to add Named Hosts to existing accts (5-999 qty)	50	
L-WBX-MC-S1-MNTH6	Use this SKU if 6 month is left for renewal	50	
		<b>WebEx Meeting Center (Cloud) Total -</b>	

Cost Summary	Description		Cost
<b>Hardware/Software</b>			
	Servers, Gateways and Analog Licenses Total	=	
	User License and Phone Total	=	
	Prime Collaboration Total		
	Additional Phone Modules Total	=	
	Contact Center Agent License Total	=	
	TelePresence Hardware Total	=	
	WebEx Meeting Center (Cloud) Total	=	
	<b>Total Hardware/Software Cost</b>	<b>=</b>	
<b>Maintenance</b>			
	Servers, Gateways and Analog Licenses Maintenance Total	=	

	User License and Phone Maintenance Total	=	
	Contact Center Agent Maintenance Total	=	
	TelePresence Hardware Maintenance Total	=	
	<b>Total Maintenance Cost</b>	<b>=</b>	
<b>Miscellaneous Cost</b>			
	Labor	=	
	Shipping	=	
	Tax	=	
	[description]	=	
	[description]	=	
	[description]	=	
	<b>Total Miscellaneous Cost</b>	<b>=</b>	
	<b>GRAND TOTAL PROJECT COST (FIXED PRICE CONTRACT AMOUNT)</b>	<b>=</b>	

## ATTACHMENT B

### CERTIFICATIONS AND REPRESENTATIONS



## **South Coast Air Quality Management District**

21865 Copley Drive, Diamond Bar, CA 91765-4178

(909) 396-2000 • [www.aqmd.gov](http://www.aqmd.gov)

### 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

REV 3/13



**South Coast  
Air Quality Management District**

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

**BUSINESS INFORMATION REQUEST**

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

**REMITTING ADDRESS INFORMATION**

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

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

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

## 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 certification:

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 **for contracts or purchase orders funded in whole or in part by federal grants and contracts.**

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

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

Check all that apply:

- Small Business Enterprise/Small Business Joint Venture  Women-owned Business Enterprise  
 Local business  Disabled Veteran-owned Business Enterprise/DVBE Joint Venture  
 Minority-owned Business Enterprise

Percent of ownership: \_\_\_\_\_ %

Name of Qualifying Owner(s): \_\_\_\_\_

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

\_\_\_\_\_  
NAME

\_\_\_\_\_  
TITLE

\_\_\_\_\_  
TELEPHONE NUMBER

\_\_\_\_\_  
DATE



## Definitions

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

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

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

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

- has an ongoing business within the boundary of 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:
  - 1) Primarily engaged in the chemical or mechanical transformation of raw materials or processed substances into new products.
  - 2) Classified between Codes 311000 to 339000, inclusive, of the North American Industrial Classification System (NAICS) Manual published by the United States Office of Management and Budget, 2007 edition.

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

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

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



The person who gives 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 is in the following cases:

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

**Foreign person.** If you are a foreign person, do not use Form W-9. Instead, use the appropriate Form W-8 (see Publication 515, Withholding of Tax on Nonresident Aliens and Foreign Entities).

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

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

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

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

If you are a nonresident alien or a foreign entity not subject to backup withholding, give the requester the appropriate completed Form W-8.

**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, and certain payments from fishing boat operators. Real estate transactions are not subject to backup withholding.

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

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

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

Certain payees and payments are exempt from backup withholding. See the instructions below and the separate instructions for the Requester of Form W-9.

Also see *Special rules for partnerships* on page 1.

#### 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.** 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 will be reported. For example, if a foreign LLC that is treated as a disregarded entity for U.S. federal tax purposes has a domestic owner, the domestic 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, you must complete an appropriate Form W-8.

**Note.** Check the appropriate box for the 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 tax classification in the space provided. If you are an LLC that is treated as a partnership for 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. 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 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 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.

**Exempt Payee**

If you are exempt from backup withholding, enter your name as described above and check the appropriate box for your status, then check the "Exempt payee" box in the line following the "Business name/disregarded entity name," sign and date the form.

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.

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

The following payees 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, or
  5. An international organization or any of its agencies or instrumentalities.
- Other payees that may be exempt from backup withholding include:
6. A corporation,
  7. A foreign central bank of issue,
  8. A dealer in securities or commodities required to register in the United States, the District of Columbia, or a possession of the United States,
  9. A futures commission merchant registered with the Commodity Futures Trading Commission,
  10. A real estate investment trust,
  11. An entity registered at all times during the tax year under the Investment Company Act of 1940,
  12. A common trust fund operated by a bank under section 584(a),
  13. A financial institution,
  14. A middleman known in the investment community as a nominee or custodian, or
  15. 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 15.

IF the payment is for . . .	THEN the payment is exempt for . . .
Interest and dividend payments	All exempt payees except for 9
Broker transactions	Exempt payees 1 through 5 and 7 through 13. Also, C corporations.
Barter exchange transactions and patronage dividends	Exempt payees 1 through 5
Payments over \$600 required to be reported and direct sales over \$5,000 <sup>1</sup>	Generally, exempt payees 1 through 7 <sup>2</sup>

<sup>1</sup> See Form 1099-MISC, Miscellaneous Income, and its instructions.  
<sup>2</sup> However, the following payments made to a corporation and reportable on Form 1099-MISC are not exempt from backup withholding: medical and health care payments, attorneys' fees, gross proceeds paid to an attorney, and payments for services paid by a federal executive agency.

**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](http://www.ssa.gov). You may also get this form by calling 1-800-772-1213. Use Form W-7, Application for IRS Individual Taxpayer Identification Number, to apply for an ITIN, or Form SS-4, Application for Employer Identification Number, to apply for an EIN. You can apply for an EIN online by accessing the IRS website at [www.irs.gov/businesses](http://www.irs.gov/businesses) and clicking on Employer Identification Number (EIN) under Starting a Business. You can get Forms W-7 and SS-4 from the IRS by visiting [IRS.gov](http://IRS.gov) or by calling 1-800-TAX-FORM (1-800-829-3676).

If you are asked to complete Form W-9 but do not have a TIN, 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 domestic 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 item 1, below, and items 4 and 5 on page 4 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* on page 3.

**Signature requirements.** Complete the certification as indicated in items 1 through 3, below, and items 4 and 5 on page 4.

1. **Interest, dividend, and barter exchange accounts opened before 1984 and broker accounts considered active during 1983.** You must give your correct TIN, but you do not have to sign the certification.
2. **Interest, dividend, broker, and barter exchange accounts opened after 1983 and broker accounts considered inactive during 1983.** You must sign the certification or backup withholding will apply. If you are subject to backup withholding and you are merely providing your correct TIN to the requester, you must cross out item 2 in the certification before signing the form.
3. **Real estate transactions.** You must sign the certification. You may cross out item 2 of the certification.

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

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

### What Name and Number To Give the Requester

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

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

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

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

<sup>4</sup> List first and circle the name of the trust, estate, or pension trust. (Do not furnish the TIN of the personal representative or trustee unless the legal entity itself is not designated in the account title.) Also see *Special rules for partnerships* on page 1.

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

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

### Secure Your Tax Records from Identity Theft

Identity theft occurs when someone uses your personal information such as your name, 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](mailto:phishing@irs.gov). You may also report misuse of the IRS name, logo, or other IRS property to the Treasury Inspector General for Tax Administration at 1-800-366-4484. You can forward suspicious emails to the Federal Trade Commission at: [spam@uce.gov](mailto:spam@uce.gov) or contact them at [www.ftc.gov/idtheft](http://www.ftc.gov/idtheft) or 1-877-IDTHEFT (1-877-438-4338).

Visit [IRS.gov](http://IRS.gov) to learn more about identity theft and how to reduce your risk.

### Privacy Act Notice

Section 6109 of the Internal Revenue Code requires you to provide your correct TIN to persons (including federal agencies) who are required to file information returns with the IRS to report interest, dividends, or certain other income paid to you; mortgage interest you paid; the acquisition or abandonment of secured property; the cancellation of debt; or contributions you made to an IRA, Archer MSA, or HSA. The person collecting this form uses the information on the form to file information returns with the IRS, reporting the above information. Routine uses of this information include giving it to the Department of Justice for civil and criminal litigation and to cities, states, the District of Columbia, and U.S. 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.



# 2013 Withholding Exemption Certificate

# 590

This form can only be used to certify exemption from nonresident withholding under California Revenue and Taxation Code (R&TC) Section 18662. Do not use this form for exemption from wage withholding.

File this form with your withholding agent. (Please type or print)

Withholding agent's name \_\_\_\_\_

Payee's name \_\_\_\_\_

Payee's  SSN or ITIN  FEIN  
 CA corp. no.  CA SOS file no.

Address (number and street, PO Box, or PMB no.) \_\_\_\_\_

Apt. no./ Ste. no. \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

ZIP Code \_\_\_\_\_

Read the following carefully and check the box that applies to the payee.

I certify that for the reasons checked below, the payee named on this form is exempt from the California income tax withholding requirement on payment(s) made to the entity or individual.

**Individuals — Certification of Residency:**

I am a resident of California and I reside at the address shown above. If I become a nonresident at any time, I will promptly notify the withholding agent. See instructions for General Information D, Who is a Resident, for the definition of a resident.

**Corporations:**

The above-named corporation has a permanent place of business in California at the address shown above or is qualified through the California Secretary of State (SOS) to do business in California. The corporation will file a California tax return and withhold on payments of California source income to nonresidents when required. If this corporation ceases to have a permanent place of business in California or ceases to do any of the above, I will promptly notify the withholding agent. See instructions for General Information F, What is a Permanent Place of Business, for the definition of permanent place of business.

**Partnerships or limited liability companies (LLC):**

The above-named partnership or LLC has a permanent place of business in California at the address shown above or is registered with the California SOS, and is subject to the laws of California. The partnership or LLC will file a California tax return and will withhold on foreign and domestic nonresident partners or members when required. If the partnership or LLC ceases to do any of the above, I will promptly inform the withholding agent. For withholding purposes, a limited liability partnership (LLP) is treated like any other partnership.

**Tax-Exempt Entities:**

The above-named entity is exempt from tax under California Revenue and Taxation Code (R&TC) Section 23701 \_\_\_\_\_ (insert letter) or Internal Revenue Code Section 501(c) \_\_\_\_\_ (insert number). The tax-exempt entity will withhold on payments of California source income to nonresidents when required. If this entity ceases to be exempt from tax, I will promptly notify the withholding agent. Individuals cannot be tax-exempt entities.

**Insurance Companies, Individual Retirement Arrangements (IRAs), or Qualified Pension/Profit Sharing Plans:**

The above-named entity is an insurance company, IRA, or a federally qualified pension or profit-sharing plan.

**California Trusts:**

At least one trustee and one noncontingent beneficiary of the above-named trust is a California resident. The trust will file a California fiduciary tax return and will withhold on foreign and domestic nonresident beneficiaries when required. If the trustee becomes a nonresident at any time, I will promptly notify the withholding agent.

**Estates — Certification of Residency of Deceased Person:**

I am the executor of the above-named person's estate. The decedent was a California resident at the time of death. The estate will file a California fiduciary tax return and will withhold on foreign and domestic nonresident beneficiaries when required.

**Nonmilitary Spouse of a Military Servicemember:**

I am a nonmilitary spouse of a military servicemember and I meet the Military Spouse Residency Relief Act (MSRRA) requirements. See instructions for General Information E, MSRRA.

**CERTIFICATE:** Please complete and sign below.

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

Payee's name and title (type or print) \_\_\_\_\_ Daytime telephone no. \_\_\_\_\_

Payee's signature  \_\_\_\_\_ Date \_\_\_\_\_

# Instructions for Form 590

## Withholding Exemption Certificate

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

### General Information

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

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

### A Purpose

Use Form 590, Withholding Exemption Certificate, to certify an exemption from nonresident withholding. California residents or entities should complete and present Form 590 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 told by the Franchise Tax Board (FTB) that the form should not be relied upon.

**Important** – This form cannot be used for exemption from wage and real estate withholding.

- If you are an employee, any wage withholding questions should be directed to the FTB General Information number, 800.852.5711. Employers should call 888.745.3886 or go to [edd.ca.gov](http://edd.ca.gov).
- Sellers of California real estate use Form 593-C, Real Estate Withholding Certificate, to claim an exemption from real estate withholding.

### B Requirement

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 with activities in California.

- Distributions of California source income to nonresident beneficiaries from an estate or trust.
- 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 General Information H, Publications, Forms, and Additional Information.

**Backup Withholding** – Beginning on or after January 1, 2010, with certain limited exceptions, payers that are required to withhold and remit backup withholding to the Internal Revenue Service (IRS) are also required to withhold and remit to the FTB. The California backup withholding rate is 7% of the payment. For California purposes, dividends, interests, and any financial institutions release of loan funds made in the normal course of business are exempt from backup withholding. For additional information on California backup withholding, go to [ftb.ca.gov](http://ftb.ca.gov) and search for **backup withholding**.

If a payee has backup withholding, the payee must contact the FTB to provide a valid Taxpayer Identification Number (TIN) before filing a tax return. 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 California Secretary of State (SOS) file number. Failure to provide a valid TIN will result in the denial of the backup withholding credit. For more information go to [ftb.ca.gov](http://ftb.ca.gov) and search for **backup withholding**.

**Who is Excluded from 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

### C Who Certifies this Form

Form 590 is certified by the payee. 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 Who is a Resident

A California resident is any individual who is in California for other than a temporary or transitory purpose or any individual domiciled in California who is absent for a temporary or transitory purpose.

An individual domiciled in California who is absent from California for an uninterrupted period of at least 546 consecutive days under an employment-related contract is considered outside California for other than a temporary or transitory purpose.

An individual is still considered outside California for other than a temporary or transitory purpose if return visits to California do not total more than 45 days during any taxable year covered by an employment contract.

This provision does not apply if an individual has income from stocks, bonds, notes, or other intangible personal property in excess of \$200,000 in any taxable year in which the employment-related contract is in effect.

A spouse/RDP absent from California for an uninterrupted period of at least 546 days to accompany a spouse/RDP under an employment-related contract is considered outside of California for other than a temporary or transitory purpose.

Generally, an individual who comes to California for a purpose which will extend over a long or indefinite period will be considered a resident. However, an individual who comes to perform a particular contract of short duration will be considered a nonresident.



For assistance in determining resident status, get FTB Pub. 1031, Guidelines for Determining Resident Status, and FTB Pub. 1032, Tax Information for Military Personnel, or call the FTB at 800.852.5711 or 916.845.6500.

## 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. Note: 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.

## F What is a 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 California 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.

## G Withholding Agent

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 General Information H.

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

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

The withholding agent must then withhold and report the withholding using Form 592, Resident and Nonresident Withholding Statement, and remit the withholding using Form 592-V, Payment Voucher for Resident and Nonresident Withholding. Form 592-B, Resident and Nonresident Withholding Tax Statement, is retained by the withholding agent and a copy is given to the payee.

## H Additional Information

To get additional nonresident withholding information, contact the Withholding Services and Compliance.

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

Telephone: 888.792.4900

916.845.4900

Fax: 916.845.9512

You can download, view, and print California tax forms and publications at [ftb.ca.gov](http://ftb.ca.gov).

OR to get forms by mail write to:

TAX FORMS REQUEST UNIT MS F284  
FRANCHISE TAX BOARD  
PO BOX 307  
RANCHO CORDOVA CA 95741-0307

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

### Internet and Telephone Assistance

Website: [ftb.ca.gov](http://ftb.ca.gov)

Telephone: 800.852.5711 from within the United States  
916.845.6500 from outside the United States

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

### Asistencia Por Internet y Teléfono

Sitio web: [ftb.ca.gov](http://ftb.ca.gov)

Teléfono: 800.852.5711 dentro de los Estados Unidos  
916.845.6500 fuera de los Estados Unidos

TTY/TDD: 800.822.6268 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 ([www.aqmd.gov](http://www.aqmd.gov)). The list of current MSRC members/alternates can be found at the MSRC website (<http://www.cleantransportationfunding.org>).

## **SECTION I.**

**Contractor (Legal Name):** \_\_\_\_\_

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

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

\_\_\_\_\_  
\_\_\_\_\_

## **SECTION II.**

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

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

Campaign Contributions Disclosure, *continued:*

Name of Contributor \_\_\_\_\_

\_\_\_\_\_  
Governing Board Member or MSRC Member/Alternate      Amount of Contribution      Date of Contribution

Name of Contributor \_\_\_\_\_

\_\_\_\_\_  
Governing Board Member or MSRC Member/Alternate      Amount of Contribution      Date of Contribution

Name of Contributor \_\_\_\_\_

\_\_\_\_\_  
Governing Board Member or MSRC Member/Alternate      Amount of Contribution      Date of Contribution

Name of Contributor \_\_\_\_\_

\_\_\_\_\_  
Governing Board Member or MSRC Member/Alternate      Amount of Contribution      Date of Contribution

**I declare the foregoing disclosures to be true and correct.**

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**DEFINITIONS**

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

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



South Coast  
**AIR QUALITY MANAGEMENT DISTRICT**  
 21865 Copley Dr., Diamond Bar, CA 91765  
 www.aqmd.gov

**Direct Deposit Authorization**

**STEP 1: Please check all the appropriate boxes**

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

**STEP 2: Payee Information**

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

**Authorization**

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

**STEP 3:**

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

**To be Completed by your Bank**

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

For SCAQMD Use Only

Input By \_\_\_\_\_

Date \_\_\_\_\_

BOARD MEETING DATE: October 4, 2013

AGENDA NO. 7

**PROPOSAL:** Execute Contracts for FY 2012-13 “Year 15” Carl Moyer Program and Transfer Funds

**SYNOPSIS:** On June 4, 2013, proposals were received in response to the Program Announcement issued for the “Year 15” Carl Moyer Program. This action is to execute contracts for the “Year 15” Carl Moyer Program in an amount not to exceed \$18,729,371 from the Carl Moyer Program Fund (32), comprised of \$17,758,268 in SB 1107 funds and \$971,103 in accrued interest. Furthermore, this action is to transfer up to \$4,218,898 from the Carl Moyer Program Fund (32) to the VIP Fund (59) for implementation of truck projects.

**COMMITTEE:** Technology, September 20, 2013; Recommended for Approval, with the exception of Mali Basta Ranches and Sultan Ranches who were considered separately due to a conflict. Less than a quorum was present for the remainder, the Committee Members present concurred that the balance of this item be forwarded to the Board.

**RECOMMENDED ACTIONS:**

- A. Authorize the Chairman to execute the following Carl Moyer Program contracts with funds from the Carl Moyer Program Fund (32) SB 1107 funds for a total of up to \$17,758,268:
1. Chino Grading for the repower of 1 off-road vehicle in an amount not to exceed \$100,014;
  2. Clark & Sons for the repower and retrofit of 2 off-road vehicles in an amount not to exceed \$301,816;
  3. Ecology Backhoe Management for the replacement of 1 off-road vehicle in an amount not to exceed \$68,262;
  4. L&S Construction for the replacement of 3 off-road vehicles in an amount not to exceed \$203,105;
  5. NB Equipment for the repower and retrofit of 3 off-road vehicles in an amount not to exceed \$820,310;
  6. Randy Matthews Equipment Rental for the repower and retrofit of 1 off-road vehicle in an amount not to exceed \$136,557;

7. Serfin Construction for the replacement of 2 off-road vehicles in an amount not to exceed \$113,950;
8. Utility Equipment for the repower of 4 off-road vehicles in an amount not to exceed \$124,496;
9. Chaput Tractor Services for the replacement of 1 off-road vehicle in an amount not to exceed \$56,416;
10. Dan Copp Crushing for the repower of 4 off-road vehicles in an amount not to exceed \$708,770;
11. Fine Grade Equipment for the repower and retrofit of 8 off-road vehicles in an amount not to exceed \$558,896;
12. GB Cruz Construction for the replacement of 1 off-road vehicle in an amount not to exceed \$76,553;
13. Holiday Rock Company for the repower of 1 off-road vehicle in an amount not to exceed \$78,532;
14. JCE Equipment for the repower and retrofit of 1 off-road vehicle in an amount not to exceed \$145,025;
15. Jones Backhoe Services for the replacement of 1 off-road vehicle in an amount not to exceed \$38,757;
16. Kassel Contracting for the replacement of 2 off-road vehicles in an amount not to exceed \$95,008;
17. Load Center for the repower of 6 off-road vehicles in an amount not to exceed \$189,406;
18. Mali Basta Ranches for the replacement of 5 off-road vehicles in an amount not to exceed \$251,119;
19. Miller Equipment for the repower and retrofit of 4 off-road vehicles in an amount not to exceed \$463,647;
20. North County Sand & Gravel for the repower of 4 off-road vehicles in an amount not to exceed \$626,828;
21. Peed Equipment Company for the repower of 2 off-road vehicles in an amount not to exceed \$674,804;
22. R&A Roof Structures for the repower of 2 off-road vehicles in an amount not to exceed \$55,350;
23. R.C. Berger Construction dba RC Grading for the replacement of 1 off-road vehicle in an amount not to exceed \$22,169;
24. Shoring Engineers for the repower of 2 off-road vehicles in an amount not to exceed \$70,483;
25. Sukut for the replacement of 2 off-road equipment in an amount not to exceed \$312,631;
26. Sultan Ranches for the replacement of 1 off-road vehicle in an amount not to exceed \$57,279;
27. Van Doren Tractor Services for the replacement of 1 off-road vehicle in an amount not to exceed \$16,385;
28. Alex Natipadab for the repower of 1 main engine of a marine vessel in an amount not to exceed \$103,310;

29. Scott Khensovan for the repower of 1 main engine of a marine vessel in an amount not to exceed \$110,110;
30. Ferrigno Boy Fishing for the repower of 1 main engine of a marine vessel in an amount not to exceed \$439,910;
31. Beach Resources for the repower of 1 main engine of a marine vessel in an amount not to exceed \$133,260;
32. Joel Raymond Harrison for the repower of 1 main engine of a marine vessel in an amount not to exceed \$112,235;
33. Pacific Tugboat Services for the repower of 3 main and 2 auxiliary engines of a marine vessel in an amount not to exceed \$448,942;
34. Isabella Lobster & Fish Company for the repower of 1 main engine of a marine vessel in an amount not to exceed \$111,810;
35. Anthony Combs for the repower of 2 main engines of a marine vessel in an amount not to exceed \$159,410;
36. More Carnage for the repower of 1 auxiliary engine of a marine vessel in an amount not to exceed \$63,750;
37. Wrigley Institute of Environmental Studies for the repower of 2 main engines of a marine vessel in an amount not to exceed \$207,010;
38. Tung Minh Luong for the repower of 2 main engines of a marine vessel in an amount not to exceed \$159,760;
39. Tomich Brothers Logistics for the repower of 2 main and 6 auxiliary engines of two marine vessels in an amount not to exceed \$939,320;
40. Pacific Live Bait for the repower of 1 main and 1 auxiliary engine of a marine vessel in an amount not to exceed \$151,410;
41. Nick Guglielmo for the repower of 1 main engine of a marine vessel in an amount not to exceed \$97,114;
42. T and T Seafood for the repower of 1 main engine of a marine vessel in an amount not to exceed \$106,710;
43. Natalie Artuner for the repower of 1 main and 1 auxiliary engine of a marine vessel in an amount not to exceed \$135,610;
44. Allen Weisser for the repower of 1 main and 2 auxiliary engines of a marine vessel in an amount not to exceed \$200,660;
45. Johnny Huljer for the repower of 1 main engine of a marine vessel in an amount not to exceed \$99,910;
46. Ivar W. Southern for the repower of 1 main engine of a marine vessel in an amount not to exceed \$72,557;
47. Southwest Marine Resources for the repower of 2 main engines of a marine vessel in an amount not to exceed \$119,790;
48. Asante Charters for the repower of 2 main and 1 auxiliary engines of a marine vessel in an amount not to exceed \$195,960;
49. Pacific Towing for the repower of 2 main engines of a marine vessel in an amount not to exceed \$136,472;
50. Integrity Fish for the repower of 1 main and 1 auxiliary engine of a marine vessel in an amount not to exceed \$134,610;



51. Fairwinds and Following Seas for the repower of 1 main engine of a marine vessel in an amount not to exceed \$86,209;
52. Cape Blanco Fishing for the repower of 2 main engines of two marine vessels in an amount not to exceed \$619,720;
53. Boat Service for the repower of 1 main engine of a marine vessel in an amount not to exceed \$65,251;
54. Philip Minuto for the repower of 1 main engine of a marine vessel in an amount not to exceed \$66,092;
55. Lance Rinehart for the repower of 2 main and 1 auxiliary engines of a marine vessel in an amount not to exceed \$192,590;
56. Scuba Cat for the repower of 2 main and 1 auxiliary engines of a marine vessel in an amount not to exceed \$201,799;
57. Ellis P. Schenck for the repower of 1 auxiliary engine of a marine vessel in an amount not to exceed \$36,160;
58. Redondo Beach Sportfishing for the repower of 2 main and 2 auxiliary engines of a marine vessel in an amount not to exceed \$215,653;
59. Steve Legere for the repower of 1 main engine of a marine vessel in an amount not to exceed \$113,085;
60. Ferrigno Boy for the repower of 2 main and 1 auxiliary engines of a marine vessel in an amount not to exceed \$208,710;
61. Sundiver International for the repower of 2 main engines of a marine vessel in an amount not to exceed \$202,078;
62. Fresh Daily Fish for the repower of 1 main engine of a marine vessel in an amount not to exceed \$110,110;
63. FV Strata for the repower of 1 main and 1 auxiliary engine of a marine vessel in an amount not to exceed \$141,560;
64. Loligo Power & Light for the repower of 2 main and 1 auxiliary engines of a marine vessel in an amount not to exceed \$207,360;
65. Pacific Towing for the repower of 1 main engine of a marine vessel in an amount not to exceed \$73,259;
66. Shannon Rose Sportfishing for the repower of 2 main and 2 auxiliary engines of a marine vessel in an amount not to exceed \$504,397;
67. Patrick Fealy for the repower of 1 auxiliary engine of a marine vessel in an amount not to exceed \$36,160;
68. Afishinados for the repower of 2 main engines of a marine vessel in an amount not to exceed \$174,355;
69. Terry Boyd for the repower of 1 main engine of a marine vessel in an amount not to exceed \$65,132;
70. Mark J. Bithell for the repower of 1 auxiliary engine of a marine vessel in an amount not to exceed \$93,960;
71. Ferrigno Boy Fishing for the repower of 1 main engine of a marine vessel in an amount not to exceed \$99,060;
72. Inside Sportfishing for the repower of 2 main and 1 auxiliary engines of a marine vessel in an amount not to exceed \$401,810;

73. Del Mar Seafoods for the repower of 1 main and 1 auxiliary engines of a marine vessel in an amount not to exceed \$360,860;
  74. Close Quarters Foundation for the repower of 2 main and 1 auxiliary engines of a marine vessel in an amount not to exceed \$483,710;
  75. Gerlar Corporation for the repower of 1 auxiliary engine of a marine vessel in an amount not to exceed \$33,492;
  76. City of Corona Fire Department for the replacement of 2 emergency fire apparatus in an amount not to exceed \$36,618; and
  77. APM Terminals of Los Angeles for the electrification of 5 cargo handling equipment in an amount not to exceed \$2,122,880.
- B. Authorize the Chairman to execute the following Carl Moyer Program contracts with interest funds accrued in the Carl Moyer Program Fund (32) for a total of up to \$971,103:
1. County Sanitation District of Los Angeles for the replacement of 2 off-road vehicles in an amount not to exceed \$293,188, comprised of \$256,045 in SB 1107 Multidistrict interest and 37,143 in SB 1107 interest funds;
  2. Chandler's Sand & Gravel for the replacement of 2 off-road vehicles in an amount not to exceed \$644,014 in SB 1107 interest funds; and
  3. Reeves Tractor Services for the replacement of 1 off-road vehicle in an amount not to exceed \$33,901 in SB 1107 interest funds.
- C. Approve the transfer of \$4,218,898 from the Carl Moyer Program Fund (32) comprised of \$4,000,000 in SB 1107 funds and \$218,898 in SB 1107 Multidistrict funds to the VIP Fund (59) to fund truck replacement projects on a first-come first-served basis under the Carl Moyer Voucher Incentive Program.

Barry R. Wallerstein, D.Env.  
Executive Officer

MMM:FM

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## **Background**

This is the fifteenth year of the Carl Moyer Program and is the ninth year of the program with a long-term source of funding generated under SB 1107 and AB 923. For the FY 2012-13 “Year 15” Carl Moyer Program, CARB has allocated \$23,229,938 in SB 1107 funds to the SCAQMD, comprised of \$22,068,441 in project funds and \$1,161,497 in administrative funds. In addition, \$3,484,491 is required from the SCAQMD as its local match. Table 1 shows a summary of the total available funds including accumulated interest and returned funds.

On June 4, 2013, proposals were received in response to the Program Announcement that was issued for the “Year 15” Carl Moyer Program. A total of 109 proposals were received requesting over \$42 million in funding.

Under the SCAQMD’s VIP, more than 600 trucks have been replaced with a funding of over \$19.6 million from the Carl Moyer Program SB 1107 Multidistrict, SB 1107 and AB 923 funds. Due to increased demand additional funds are needed to continue this successful program.

## **Proposal**

This action is to approve the recommended projects as outlined in Table 2, under the Carl Moyer Program in an amount not to exceed \$18,729,371 from the Carl Moyer Program Fund (32), comprised of \$17,758,268 in SB 1107, \$715,058 in SB 1107 interest and \$256,045 in SB 1107 Multidistrict interest funds.

The applications have been evaluated according to CARB’s Carl Moyer Program guidelines released on June 6, 2011. All the marine vessel projects will be equipped with GPS units at a cost of \$2,160 per vessel, for which funding has been set aside under a separate contract. The proposed cargo handling equipment and the marine vessel projects including the cost of new transmissions are subject to CARB case-by-case approval according to the program guidelines. Total NOx and PM reductions from the recommended Carl Moyer projects are approximately 127.1 tons/year and 4.9 tons/year, respectively.

Table 3 summarizes staff’s recommendation for the Carl Moyer Program awards in disproportionately impacted areas under the requirements of AB 1390. The total amount of projects funded in disproportionately impacted areas is \$8,001,527, while the total amount of projects funded solely based on cost-effectiveness is \$10,727,844. In summary, 43% of the projects are in disproportionately impacted areas. The Board at its November 2, 2012 meeting approved a large-scale passenger train project with Metrolink in the amount of over \$34 million. The trains are anticipated to operate mostly in and through disproportionately impacted areas. As such, the percentage of projects in disproportionately impacted areas will greatly exceed the minimum goal of 50%.

Under the SCAQMD's Voucher Incentive Program (VIP) about 600 trucks have been replaced with a funding of over \$19.6 million from the SB 1107, the SB 1107 Multidistrict and the AB 923 funds. Due to increased demand additional funds are needed to continue this successful program. This action is to approve the transfer \$4,218,898 from the Carl Moyer Program Fund (32), comprised of \$4,000,000 in SB 1107 funds and \$218,898 in SB 1107 Multidistrict funds to the VIP Fund (59) to fund truck replacement projects under the Carl Moyer Voucher Incentive Program.

Staff is currently evaluating additional off-road projects under the SOON Provision for which a separate Program Announcement was issued. It is anticipated that these projects will be ready for Board consideration at the November 2013 meeting.

### **Funding Distribution**

Funding for projects has been recommended based on the priorities of the "Carl Moyer Program Guidelines under SB 1107 & AB 923" adopted by the Board on July 8, 2005. The priorities of the guideline are:

- Goods Movement (no less than 40%)
- Environmental Justice (no less than 50%)
- Cost Effectiveness
- Low Emission Engine/Vehicle Preference
- Early Commercialization of Advanced Technologies/Fuels
- Fleet Rules
- School Buses

The Board's allocation of funds for the implementation of the Proposition 1B-Goods Movement Program by far exceeds the goods movement objective. About 43% of the award dollars are recommended for projects under the Environmental Justice category in disproportionately impacted (DI) areas.

### **Disproportionate Impact (DI) Point Ranking**

The requirements of AB 1390 are implemented according to the following criteria:

- 1) All projects must qualify for the Carl Moyer Program by meeting the cost effectiveness limits established in the Program Announcement.
- 2) All projects will be evaluated according to the following criteria to qualify for funding as a disproportionately impacted area:
  - a. Poverty Level: All projects in areas where at least 10 percent of the population falls below the Federal poverty level based on the year 2000 census data are eligible to be included in this category, and
  - b. PM2.5 Exposure: All projects in areas with the highest 15 percent of PM2.5 concentration measured within a 2 km grid will be eligible to be ranked in this category. The highest 15 percent of PM2.5 concentration is 19.01 micrograms per cubic meter and above, on an annual average, or

- c. Air Toxics Exposure: All projects in areas with a cancer risk of 865 in a million and above (based on Mates III estimates) will be eligible to be ranked in this category.

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

### **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 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 (<http://www.aqmd.gov>). Information is also available on SCAQMD's bidder's 24-hour telephone message line (909) 396-2724.

### **Benefits to SCAQMD**

The successful implementation of the Carl Moyer Program will provide direct emissions reductions for both NOx and PM as required by the programs. Since the vehicles and equipment funded under this program will operate for many years, the emissions reductions will provide long-term benefits.

### **Resource Impacts**

Funding for the Carl Moyer Program projects shall not exceed \$18,729,371 from the Carl Moyer Program SB 1107 Fund (32), comprised of \$17,758,268 in SB 1107, \$715,058 in SB 1107 interest, and \$256,045 in SB 1107 Multidistrict interest funds.

Total funds to be transferred from the Carl Moyer Program Fund (32) to the VIP Fund (59) to fund heavy-duty truck projects shall not exceed \$4,218,898, comprised of \$4,000,000 in SB 1107 funds and \$218,898 in SB 1107 Multidistrict funds.

**Attachments**

Table 1 – Carl Moyer Program Available Funds

Table 2 – Recommended Carl Moyer Program Awards

Table 3 – Funding Distribution of Recommended Carl Moyer Program Awards

**Table 1: Carl Moyer Program Available Funds**

<b>Funding Source</b>	<b>Funds Required to be Encumbered</b>	<b>Comment</b>
SB 1107	\$25,724,418	From \$23,229,938 “Year 15” funds allocated by CARB:  less \$1,161,497 in administration funds; less \$585,510 spent/obligated on lawnmower projects; plus \$4,241,487 in returned projects.
CMP Fund Interest	\$971,315	Total unobligated interest funds by 6/30/13, comprised of \$715,270 in SB 1107 interest, and \$256,045 in SB 1107 Multidistrict interest funds.
Match Funds	\$3,484,491	This is the required match amount for “Year 15”. In case of increased demand, more projects can be funded with AB 923 funds that can be used as backup for canceled or partially completed projects.
<b>Total</b>	<b>\$30,180,224</b>	

**Table 2: Recommended Carl Moyer Program Awards**

<b>SB 1107 Awards</b>			
Chino Grading	\$100,014		Clark & Sons \$301,816
L&S Construction	\$203,105		Ecology Backhoe Management \$68,262
Randy Matthews Equipment Rental	\$136,557		NB Equipment \$820,310
Utility Equipment	\$124,496		Serfin Construction \$113,950
Dan Copp Crushing	\$708,770		Chaput Tractor Services \$56,416
GB Cruz Construction	\$76,553		Fine Grade Equipment \$558,896
JCE Equipment	\$145,025		Holiday Rock \$78,532
Kassel Contracting	\$95,008		Jones Backhoe Services \$38,757
Load Center	\$189,406		Mali Basta Ranches \$251,119
Miller Equipment	\$463,647		North County Sand & Gravel \$626,828
Peed Equipment Company	\$674,804		R&A Roof Structures \$55,350
R.C. Berger Construction	\$22,169		Sukut \$312,631
Shoring Engineers	\$70,483		Sultan Ranches \$57,279
Van Doren Tractor Service	\$16,385		Alex Natipadab \$103,310
Scott Khensovan	\$110,110		Ferrigno Boy Fishing \$439,910
Beach Resources	\$133,260		Joel Raymond Harrison \$112,235
Pacific Tugboat Services	\$448,942		Isabella Lobster & Fish Company \$111,810
Anthony Combs	\$159,410		More Carnage \$63,750
Wrigley Institute of Env. Studies	\$207,010		Tung Minh Luong \$159,760
Nick Guglielmo	\$97,114		Tomich Brothers Logistics \$939,320
Natalie Artuner	\$135,610		Pacific Live Bait \$151,410
City of Corona Fire Department	\$36,618		T and T Seafood \$106,710
Ivar W. Southern	\$72,557		Allen Weisser \$200,660
Pacific Towing	\$136,472		APM Terminals Los Angeles \$2,122,880
Fairwinds and Following Seas	\$86,209		Johnny Huljer \$99,910
Boat Service	\$65,251		Southwest Marine Resources \$119,790
Lance Rinehart	\$192,590		Asante Charters \$195,960
Ellis P. Schenck	\$36,160		Integrity Fish \$134,610
Steve Legere	\$113,085		Cape Blanco Fishing \$619,720
Sundiver International	\$202,078		Philip Minuto \$66,092
FV Strata	\$141,560		Scuba Cat \$201,799
Pacific Towing	\$73,259		Redondo Beach Sportfishing \$215,653
Patrick Fealy	\$36,160		Ferrigno Boy \$208,710
Terry Boyd	\$65,132		Fresh Daily Fish 110,110
Ferrigno Boy Fishing	\$99,060		Loligo Power & Light \$207,360
Del Mar Seafoods	\$360,860		Shannon Rose Sportfishing \$504,397
Gerlar Corporation	\$33,492		Afishinados \$174,355
Inside Sportfishing	\$401,810		Mark J. Bithell \$93,960
Close Quarters Foundation	\$483,710		
<b>Total:</b>			<b>\$17,758,268</b>
<b>SB 1107 Interest &amp; SB 1107 Multidistrict Interest Awards</b>			
County Sanitation District of LA	\$293,188		Chandler's Sand & Gravel \$644,014
Reeves Tractor Services	\$33,901		
<b>Total:</b>			<b>\$971,103</b>
<b>Grand Total \$18,828,431</b>			



**Table 3: Funding Distribution of Recommended  
Carl Moyer Program Awards**

<b>Awards in Disproportionately Impacted Areas</b>				
Chino Grading	\$100,014		Clark & Sons	\$301,816
County Sanitation District of LA	\$293,188		Ecology Backhoe Management	\$68,262
L&S Construction	\$203,105		NB Equipment	\$820,310
Randy Matthews Equipment Rental	\$136,557		Serfin Construction	\$113,950
Utility Equipment	\$124,496		Alex Natipadab	\$103,310
Scott Khensovan	\$110,110		Ferrigno Boy Fishing	\$439,910
Beach Resources	\$133,260		Joel Raymond Harrison	\$112,235
Pacific Tugboat Services	\$448,942		Isabella Lobster & Fish Company	\$111,810
Anthony Combs	\$159,410		More Carnage	\$63,750
Wrigley Institute of Env. Studies	\$207,010		Tung Minh Luong	\$159,760
Nick Guglielmo	\$97,114		Tomich Brothers Logistics	\$939,320
Natalie Artuner	\$135,610		Pacific Live Bait	\$151,410
City of Corona Fire Department	\$36,618		Tand T Seafood	\$106,710
APM Terminals Los Angeles	\$2,122,880		Allen Weisser	\$200,660
<b>Total:</b>				<b>\$8,001,527</b>
<b>Awards Solely Based on Cost Effectiveness</b>				
Chandler's Sand & Gravel	\$644,014		Chaput Tractor Services	\$56,416
Dan Copp Crushing	\$708,770		Fine Grade Equipment	\$558,896
GB Cruz Construction	\$76,553		Holiday Rock	\$78,532
JCE Equipment	\$145,025		Jones Backhoe Service	\$38,757
Kassel Contracting	\$95,008		Mali Basta Ranches	\$251,119
Load Center	\$189,406		North County Sand & Gravel	\$626,828
Miller Equipment	\$463,647		R&A Roof Structures	\$55,350
Peed Equipment Company	\$674,804		Reeves Tractor Services	\$33,901
R.C. Berger Construction	\$22,169		Sultan Ranches	\$57,279
Shoring Engineers	\$70,483		Sukut	\$312,631
Van Doren Tractor Service	\$16,385		Johnny Huljer	\$99,910
Ivar W. Southern	\$72,557		Southwest Marine Resources	\$119,790
Pacific Towing	\$136,472		Asante Charters	\$195,960
Fairwinds and Following Seas	\$86,209		Integrity Fish	\$134,610
Boat Service	\$65,251		Cape Blanco Fishing	\$619,720
Lance Rinehart	\$192,590		Philip Minuto	\$66,092
Ellis P. Schenck	\$36,160		Scuba Cat	\$201,799
Steve Legere	\$113,085		Redondo Beach Sportfishing	\$215,653
Sundiver International	\$202,078		Ferrigno Boy	\$208,710
FV Strata	\$141,560		Fresh Daily Fish	110,110
Pacific Towing	\$73,259		Loligo Power & Light	\$207,360
Patrick Fealy	\$36,160		Shannon Rose Sportfishing	\$504,397
Terry Boyd	\$65,132		Afishinados	\$174,355
Ferrigno Boy Fishing	\$99,060		Mark J. Bithell	\$93,960
Del Mar Seafoods	\$360,860		Inside Sportfishing	\$401,810
Close Quarters Foundation	\$483,710			
Gerlar Corporation	\$33,492			
<b>Total:</b>				<b>\$10,727,844</b>

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BOARD MEETING DATE: October 4, 2013

AGENDA NO. 8

PROPOSAL: Execute Contract for 2013 Leaf Blower Exchange Program

SYNOPSIS: At its June 7, 2013 meeting, the Board approved release of a Program Announcement to solicit competitive bids from manufacturers of low-emission leaf blowers. This action is to award a contract to Pacific STIHL to conduct the 2013 Leaf Blower Exchange Program in an amount not to exceed \$269,925 from the Rule 2202 AQIP Special Revenue Fund (27).

COMMITTEE: Mobile Source, September 20, 2013; Recommended for Approval

**RECOMMENDED ACTION:**

Authorize the Chairman to execute a contract with Pacific STIHL to exchange up to 1,500 backpack leaf blowers in an amount not to exceed \$269,925 from the Rule 2202 AQIP Special Revenue Fund (27).

Barry R. Wallerstein, D. Env  
Executive Officer

MMM:FM:SS

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**Background**

Rule 2202 Air Quality Investment Program (AQIP) allows affected employers to participate by electing to invest in an SCAQMD-administered restricted fund. Investment can be either \$60 annually per employee reporting to the worksite during the 6:00 a.m. to 10:00 a.m. peak window or \$125 triennially per employee. The restricted monies are to be used by the SCAQMD to fund proposals that achieve mobile source emission reductions that would otherwise have been achieved by implementing a rideshare program.

Upon registering under this option and submitting the designated investment amount, an employer is considered to be in compliance with the Rule and there is no need for the

employer to take further action to reduce mobile source emissions. The collected monies are used to fund alternative mobile source emission reduction strategies that reduce mobile source emissions at a more cost-effective rate which could potentially result in greater overall emission reductions.

An amount of \$690,787 is available for new projects (see Attachment 1, Table 1). Staff recommends that \$269,925 of the available funding be used toward the 2013 Leaf Blower Exchange Program.

### **Proposal Evaluation**

At its June 7, 2013 meeting, the Board approved release of a Program Announcement (PA #2013-07) to solicit bids from potential manufacturers/suppliers of low-emission/low-noise backpack leaf blowers to provide between 1,000 and 1,500 new backpack leaf blowers at a discounted price to be used for the SCAQMD's 2013 Leaf Blower Exchange Program. All the manufacturers with certified leaf blowers were notified and only one bid from Pacific STIHL was received by the specified deadline. The STIHL blower is the only one that meets the low-exhaust emission standards ("Blue Sky Series") required by the Program Announcement.

The primary goal of this project is to replace existing backpack blowers currently used by commercial landscapers/gardeners within the South Coast Air Basin with backpack blowers which have significantly reduced emission and noise levels. The current CARB emission standard is 72 grams of HC + NO<sub>x</sub> per kilowatt hour. The BR500 model has been certified by CARB at 16 grams of HC + NO<sub>x</sub> per kilowatt hour. The 16 gram per kilowatt hour exceeds CARB's Blue Sky criteria of 36 grams for product in its displacement category. The cost-effectiveness of this project will be \$0.71 per pound. Because of its low emission levels and low noise level rating, Model BR500 was used in all the prior Leaf Blower Exchange Programs. Staff recommends the STIHL BR500 model be used in the 2013 Leaf Blower Exchange Program. Table 2 provides the specification and pricing information and Table 3 provides the Emission Bank status.

The past SCAQMD's leaf blower exchanges for commercial gardeners/landscapers have been conducted at STIHL dealerships. Along with general outreach, all registered current equipment users are notified of the program; this outreach is conducted by STIHL. Typically, ten exchange events are set up across the Basin. For the convenience of the participants, the exchange events take place during consecutive weekdays. Due to the great demand, and to prevent long lines, we require pre-registration. The participants are given time slots on the half-hour.

At the event site, the old leaf blowers are tested for operation. The old units are then drained of all fluids in a responsible manner and collected for scrapping. The vendor hauls the traded-in blowers to a scrapping yard where they are crushed and recycled. All of this is done under SCAQMD staff observation and supervision. The vendor also provides training for the proper use of the equipment at each of the exchange sites.

Therefore, staff recommends that the Board continue with the current format of a series of events.

### **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 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 (<http://www.aqmd.gov>). Information is also available on SCAQMD's bidder's 24-hour telephone message line (909) 396-2724.

### **Benefits to SCAQMD**

This program will exchange up to 1,500 old 2-stroke leaf blowers for new 4-stroke blowers. The STIHL BR500 leaf blower has been certified by CARB at 16 grams of HC+NO<sub>x</sub> per kilowatt hour. This is less than 25 percent of the level of the current emission standard (72 grams) that CARB has established for new leaf blowers of that size sold in California.

Based on the U.S. EPA Model<sup>1</sup> this exchange program will result in emission reductions of 88,282 pounds per year of HC+NO<sub>x</sub>. The cost effectiveness of this exchange program will be \$0.71/pound.

### **Resource Impact**

Total cost of expenditure for the proposed project shall not exceed \$269,925 from the Rule 2202 Air Quality Investment Program Special Revenue Fund (27). Table 2 provides pricing information.

### **Attachment**

Table 1 – Total Available Funding

Table 2 – Leaf Blower Specifications and Pricing

Table 3 – Emission Bank Status and Benefits

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<sup>1</sup> EPA-420-R-10-016; NR-005d; 2010

**Attachment**

**Table 1: Total Available Funding**

Amount Collected in the Second Semi-Annual Period of 2012	\$215,005
Admin Fee (5%)	(10,750)
Roll Over Amount	\$486,532
<b>Amount of Available for Contracts</b>	<b>\$690,787</b>

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

<b>Model</b>	<b>STIHL BR 500</b>
Noise Rating (dB(A))	65
Displacement (CC)	64.8
Engine Power (bhp)	2.4
Air Velocity (MPH)	181
Air Volume (w/ Tubes) CFM	477
Air Volume (w/o Tubes) CFM	812
Weight (lbs)	22.3
Fuel Capacity (fl. Oz.)	47.3
Warranty (Years)	2
# of So Cal Service Dealers	90
HC+NOx Cert Level (gms/kW-hr)	16
CO Cert Level (gm/kW-hr)	368
MSRP	\$469.95
Discounted Price	\$379.95
Discount TO SCAQMD	\$90
Customer pays (Plus Tax)	\$200
SCAQMD Pays	\$179.95
Event & Adv. Support	\$68,500
Collection & Disposal of Old Blowers	Yes


**Table 3: Emission Bank Status and Benefits**

<b>Pollutant Year</b>	<b>Emission Reductions (Lbs./Year)</b>			
	<b>From Existing Contracts<sup>2</sup></b>	<b>Emission Reduction Target for CY 2012</b>	<b>Emission Credits from 2013 Leaf Blower Exchange Program</b>	<b>New Balance (After Funding 2013 Leaf Blower Exchange Program)</b>
	A	B	C	A-B+C
<b>VOC</b>				
<b>Year 1</b>	269,659	5,229	75,923	340,353
<b>Year 2</b>	243,164	999	75,923	318,088
<b>Year 3</b>	218,300	915	75,923	293,308
<b>NOx</b>				
<b>Year 1</b>	170,727	6,331	12,360	176,756
<b>Year 2</b>	104,594	1,191	12,360	115,763
<b>Year 3</b>	95,025	1,090	12,360	106,295
<b>CO</b>				
<b>Year 1</b>	1,256,676	65,613	361,011	1,552,074
<b>Year 2</b>	1,117,419	13,899	361,011	1,464,531
<b>Year 3</b>	924,950	11,483	361,011	1,274,478

<sup>2</sup> Cumulative

BOARD MEETING DATE: October 4, 2013

AGENDA NO. 9

**PROPOSAL:** Recognize Revenue and Execute Contracts for Development, Integration, and Demonstration of Ultra-Low Emission Natural Gas Engines for On-Road Heavy-Duty Vehicles 

**SYNOPSIS:** In May 2013, the Board released an RFP for the development, integration and demonstration of ultra-low emission natural gas engines for heavy-duty vehicles. Six proposals were received in response to the RFP. This action is to recognize up to \$5,000,000 in revenue from the CEC and Southern California Gas Company, and to execute contracts with Cummins Westport Inc. and Cummins Inc. to conduct engine development and demonstration activities at a total cost not to exceed \$7,000,000 from the Clean Fuels Fund (31).

**COMMITTEE:** Technology, September 20, 2013. Less than a quorum was present; the Committee Members concurred that this item be forwarded to the Board for consideration.

**RECOMMENDED ACTIONS:**

Authorize the Chairman to:

1. Recognize upon receipt up to \$4,000,000 from the CEC into the Clean Fuels Fund (31);
2. Recognize upon receipt up to \$1,000,000 from the Southern California Gas Company into the Clean Fuels Fund (31); and
3. Execute contracts from the Clean Fuels Fund (31) with:
  - a. Cummins Westport Inc. (CWI) to develop and demonstrate an ultra-low emission natural gas engine in an amount not to exceed \$3,500,000; and
  - b. Cummins Inc. to develop and demonstrate an ultra-low emission natural gas engine in an amount not to exceed \$3,500,000.

Barry R. Wallerstein, D.Env.  
Executive Officer

## **Background**

Heavy-duty on-road diesel vehicles are currently one of the largest sources of NOx emissions in the South Coast Air Basin. This source category is still projected to be one of the largest contributors to NOx emissions, even as the legacy fleet of older and higher polluting vehicles are retired from operation and replaced by the cleanest vehicles meeting the most stringent emission levels required by 2010 emissions standards. The 2012 AQMP showed that NOx reductions in excess of 60% will be needed from all source categories to meet future federal ambient air quality standards for ozone. The development of ultra-low emission natural gas engines would significantly reduce emissions from this on-road heavy-duty source category and assist the region in meeting federal ambient air quality standards in the future. To achieve this goal, staff worked closely with the CEC, So Cal Gas Company and the DOE to craft an RFP for the development of an ultra-low NOx emissions engine.

The objective of the RFP was to develop natural gas engines for on-road heavy-duty applications that would achieve NOx emission levels 90% lower than 2010 engine emission certification standards. The RFP required applicants to conduct development activities to achieve the emissions target, as well as durability testing to validate the robustness of their design. Once developed, these engines shall be emissions tested on both the Federal Test Procedure for emissions certification, as well as non-certification test cycles. The non-certification cycles will be representative of the real-world use in different vocations that are prevalent in the air basin. The use of vocational specific test cycles will provide additional insight towards the engine's real-life emission reduction potential. The program will ultimately conclude with the engines being integrated into on-road heavy-duty chassis and placed in commercial service to fully validate the performance and viability of the engines developed as part of this program.

## **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 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>). Information is also available on SCAQMD's bidder's 24-hour telephone message line (909) 396-2724.



### **Proposal Evaluations**

Six proposals were received in response to RFP #P2013-22 by the deadline of July 24, 2013. The proposals were reviewed and evaluated by an eight-member panel in accordance with established SCAQMD guidelines, using technical and cost criteria outlined in the RFP. The eight-member evaluation panel consisted of two SCAQMD Air Quality Specialists with experience in private industry engine development and exhaust aftertreatment, a Technology Development Manager and Senior Technology Development Advisor from the Southern California Gas Company, two engineering advisors from the CEC, a Senior Combustion and Fuels Engineer from the DOE's National Renewable Energy Lab and a representative from CARB; two Asian, six Caucasian; eight male.

The proposals receiving a score of at least 56 out of 70 points were considered technically qualified and eligible for contract awards. Bidders were awarded additional evaluation points associated with the amount of requested funding and cost-share provided up to a maximum of 30 points. Upon evaluation, Cummins Westport Inc. and Cummins Inc. proposals received 87 and 82 points, respectively, while the remaining proposals scored less than the minimum 56 points required to be deemed technically acceptable by all panel members. The Cummins Westport Inc. and Cummins Inc. technical and cost scores are shown below.

	Proposal		Total
	Technical	Cost	
Cummins Westport Inc.	65	22	87
Cummins Inc.	62	20	82

### **Proposed Awards**

#### ***Cummins Westport Inc. (CWI)***

CWI is a joint venture company with 50/50 ownership by Cummins Inc. and Westport Innovations Inc. Established in 2001, CWI's objectives are to develop, commercialize and support alternative fueled engines for commercial vehicle applications. The CWI Product Engineering team has brought multiple natural gas engines to market dating back to the early 1990's, prior to the inception of CWI. The most recent product offerings include the 8.9L ISL G and 11.9L ISX G natural gas engines, which are currently being broadly used in our air basin in applications that include transit buses, refuse trucks and other class 8 vehicles. The organization follows the Cummins product development and commercialization process, which is focused on delivering robust products that meet critical customer requirements including emissions, performance, cost and quality. In addition, CWI has strong industry partners and end-users for this program. The proposed partners include Peterbilt, Autocar, New Flyer, Waste

Management, LA MTA, and Advanced Transit Vehicle Consortium. SCAQMD staff believes these attributes and partnerships will allow CWI to successfully meet the objectives of the program.

Staff proposes to execute a contract with CWI to develop and demonstrate an ultra-low emission 8.9L natural gas engine.

***Cummins Inc.***

Cummins Inc. is a Fortune 500 corporation and original equipment engine manufacturer that sells in 190 countries, with engines that span the displacement range between 5.9L to 95L. The Cummins Technical Center in Columbus, IN, consists of a multi-building complex with 378,000 sq. ft. of laboratory space. The Center has 88 test cells that cover all aspects of diesel engine and alternative fuel engine applications. These engine testing capabilities also include the ability to dynamically model the vehicle and test vehicle emissions and performance prior to installing the engine in a chassis.

Additionally, Cummins Inc. has assembled a strong project team that includes both industry leaders in their respective fields and relevant end-users operating in the SCAQMD air basin. The proposed partners include Peterbilt for chassis integration, Johnson Matthey for aftertreatment, UCR for in-use emissions testing, and California Cartage Company for the end-use demonstration. SCAQMD staff believes these strong partnerships, along with Cummins’ demonstrated capabilities, will result in a project that meets the goals identified in the RFP.

Staff proposes to execute a contract with Cummins Inc. to develop and demonstrate a 15L natural gas engine.

**Benefits to SCAQMD**

The proposed projects support the implementation of advanced alternative fuel technology that could potentially be used to further reduce NOx emissions from on-road heavy-duty vehicles. The proposed projects are included in the *Technology Advancement Office 2013 Plan Update* under “Engine Systems.”

**Resource Impacts**

The total cost for these two projects is estimated to be \$13,645,000, of which SCAQMD’s cost-share shall not exceed \$2,000,000. The contract with Cummins Westport Inc. shall not exceed \$3,500,000 and Cummins Westport will provide up to \$4,837,000 in cost-share. The Cummins Inc. contract shall not exceed \$3,500,000 and Cummins will provide up to \$1,808,000 in cost-share. The total estimated cost-share for these projects is shown in the table below:

<b>Project Partners</b>	<b>Funding Amount</b>	<b>Funding %</b>
CEC	\$4,000,000	29.3%
So Cal Gas Co.	\$1,000,000	7.3%
Cummins Westport Inc.	\$4,837,000	35.4%
Cummins Inc.	\$1,808,000	13.3%
SCAQMD Requested	\$2,000,000	14.7%
<b>Total</b>	<b>\$13,645,000</b>	<b>100%</b>

Sufficient funds for these two proposed projects 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: October 4, 2013

AGENDA NO. 10

**PROPOSAL:** Issue Purchase Order for Three Jerome 631-X Hydrogen Sulfide Analyzer Systems

**SYNOPSIS:** In May 2013 the Board adopted Rule 1148.2 - Notification and Reporting Requirements for Oil and Gas Wells and Chemical Suppliers - to establish notification requirements for owners and operators of onshore and gas wells. The Board also directed staff to measure the concentration of certain air toxics from a sufficient number of drilling operations to quantify potential air quality impacts and to determine if air pollution controls are needed. The purchase of three additional Jerome 631-X Hydrogen Sulfide Analyzer Systems is necessary to fully characterize these emissions. This action is to issue a sole source purchase order with Arizona Instrument, LLC for the purchase of three hydrogen sulfide analyzer systems for an amount not to exceed \$36,000 from the FY 2013-14 District General Budget, Unbudgeted Capital Outlay Line Item 1.

**COMMITTEE:** Administrative, September 13, 2013; Recommended for Approval

**RECOMMENDED ACTION:**

Authorize the Procurement Manager to issue a sole source purchase order with Arizona Instrument, LLC for the purchase of three hydrogen sulfide analyzers and three software data logger kits at a total cost not to exceed \$36,000 from the FY 2013-14 District General Budget, Unbudgeted Capital Outlay Line Item 1.

Barry R. Wallerstein, D.Env.  
Executive Officer

MMM:PMF:AP

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**Background**

In September 2012, staff organized a symposium on hydraulic fracturing and its potential environmental impacts in the South Coast Air Basin. Based on input received at the symposium, the Board directed staff to initiate rule development to include reporting on

the chemicals used during hydraulic fracturing conducted in oil and gas production activities, and possible additional reporting and public notification requirements. The Board also directed staff to determine whether existing SCAQMD regulations adequately cover oil and gas production activities when hydraulic fracturing is used.

Staff implemented the Board's directives in a two-step approach. The first step was the adoption in May 2013 of Rule 1148.2 - Notification and Reporting Requirements for Oil and Gas Wells and Chemical Suppliers - which will gather air quality-related information on oil and gas well drilling, well completion, and well rework activities in order to identify the magnitude, type, and frequency of emissions associated with these operations. As part of the information gathering effort, the second step will include a report to the Board on the information collected in the first step, in which staff will provide findings and recommendations to the Board regarding data collection, emissions controls, and regulatory needs, if any. An air monitoring strategy will be implemented by staff in support of the first step of Rule 1148.2.

### **Proposal**

For a selected subset of drilling, well completion, or rework activities, SCAQMD will assemble a team comprised of air quality inspectors, engineers and other trained professionals working in the engineering & compliance and air monitoring divisions, to monitor the concentrations of particle and gaseous pollutants that may be emitted during drilling operations and other related activities. Monitoring will be conducted on site at different distances downwind of potential emission sources to evaluate the concentration gradient of the targeted pollutants. Measurements will also be taken upwind of the source and/or at a background location for comparison.

There are three potential emission sources that Rule 1148.2 identifies: (1) exhaust emissions from combustion equipment; (2) fugitive dust emissions from on-site mixing operations; and (3) potential hydrocarbon and toxic emissions from drilling fluids and flow back fluids that return to the surface. The particle and gaseous pollutants that are typically associated with such activities include: particulate matter (both PM<sub>2.5</sub> and PM<sub>10</sub>), VOCs and other organic vapors, and reduced sulfur gases such as hydrogen sulfide (H<sub>2</sub>S). Given the relatively short duration, potentially shifting winds, and the need for real-time information, the proposed monitoring is intended to provide an initial survey of the magnitude, extent, and nature of potential emissions from various activities.

SCAQMD already owns some of the equipment needed to measure the air concentration of the targeted air pollutants, but the purchase of three additional Jerome 631-X Hydrogen Sulfide Analyzer Systems is necessary to fully accomplish the objectives of this monitoring plan. These handheld instruments can be readily deployed in the field to provide continuous H<sub>2</sub>S concentration measurements. Thus, this action is proposed to issue a sole source purchase order with Arizona Instrument, LLC for an amount not to exceed \$36,000 for the purchase of three Jerome 631-X Hydrogen Sulfide Analyzer

Systems from the Unbudgeted Capital Outlay line item. The Board adopts a budget each year with funds for the purchase of Unbudgeted Capital Outlays (Item #1 in the FY 2013-14 Adopted Budget, Capital Outlay Detail Schedule) which provides for the purchases of unforeseen needed equipment.

### **Benefits to SCAQMD**

The results of this monitoring survey will be used to identify the magnitude, type, and frequency of emissions associated with oil and gas well drilling, well completion, and well rework activities. If this initial survey finds emissions that are of concern for human exposure, longer term monitoring in public areas may be warranted. The three hydrogen sulfide analyzer systems that will be purchased for this project will be used for other similar air toxics monitoring and assessment studies.

### **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. The request for a sole source contract with Arizona Instrument, LLC is made under Sections IV.B.4 and VIII.B.2.c (2) of the Procurement Policy and Procedure; the item is available from only one source, and the project involves the use of proprietary technology.

Arizona Instrument, LLC is an engineering company that has become an accepted leader in the development and distribution of moisture analysis instruments and toxic gaseous analyzers. It is the only manufacturer of H<sub>2</sub>S analyzers that meet the low detection limit specifications needed for the current application.

### **Resource Impacts**

Funds are available in the amount of \$36,000 in the FY 2013-14 District General Budget, Unbudgeted Capital Outlay Line Item 1 which results in a \$9,089 remaining balance.

BOARD MEETING DATE: October 4, 2013

AGENDA NO. 11

PROPOSAL: Remove Various Fixed Assets from SCAQMD Inventory

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

COMMITTEE: Administrative, September 13, 2013; Recommended for Approval

RECOMMENDED ACTIONS:

1. Declare the items on Attachments A and B as surplus and authorize removal of these items from the fixed assets inventory through donation, auction process, salvage, or dismantlement for parts, and
2. Authorize the donation/auction of six non-operational microturbines and ancillary equipment.

Barry R. Wallerstein, D Env.  
Executive Officer

MBO:SJ:lg

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**Background**

SCAQMD Administrative Policies and Procedures No. 20 established procedures for the approval, purchasing, tagging, physical inventory, and disposal of fixed assets. This policy requires the review of the fixed assets and controlled items for obsolescence and disposal every six months. The list of equipment appearing on Attachment A represents old, obsolete and non-operational equipment that could not be repaired. The list of vehicles appearing on Attachment B represents vehicles that are non-operational and not worth repairing. Equipment and vehicles purchased with federal funds are being disposed of in accordance with applicable federal regulations. Additionally, Asset ID # 00003168 (2000 Toyota Camry CNG with 167,552 miles) was previously released for auction in May 2013 prior to approval by the Governing Board. This vehicle was submitted by the organizational unit to be included in the previous April 2013 request to the Governing Board for a surplus declaration of various fixed assets. The

organizational unit's request was not received in time to be included in that previous Board Letter. The organizational unit erroneously used their request list, not the Governing Board approved list, when releasing this vehicle to auction. A review of the process has resulted in the requirement that the manager of the organizational unit must approve the release of vehicles for auction based on the Governing Board approved list only. The auction of this vehicle resulted in net proceeds of \$1,563 to SCAQMD.

Lastly, seven 60-kW microturbines were installed at SCAQMD's Headquarters Building as a source of distributed electric generation with waste heat recovery to supplement the hot water and space heating needs. The units are no longer operational, not scheduled for repair, not worth repairing and have been removed and are being replaced with new distributed electrical generation technology such as the 400kW Fuel Cell. These microturbines were previously Board-approved for donation to the California State Polytechnic University in Pomona (Cal Poly) and the University of California at San Diego (UCSD) for educational purposes, but only one was ultimately accepted as donation.

**Proposal**

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

Additionally, staff is recommending the donation/auction of six non-operational microturbines and ancillary equipment.

**Resource Impacts**

The proposed action will have no significant impact on the General Fund, other than miscellaneous revenue from auction sales. The total original cost of the fixed assets in Attachments A and B was \$876,035.41 and was accounted for, fully depreciated, and reported in the annual audited financial statements.

**Attachment**

- A. Obsolete or Non-repairable Fixed Assets
- B. Obsolete or Non-repairable Motor Vehicles



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

<b>Asset ID</b>	<b>Tag#</b>	<b>Description</b>	<b>Cost</b>	<b>Date Purchased</b>	<b>Net Book Value</b>	<b>Disposition</b>
00000152	0010634	Gas Calibrator	10,708.81	2/2/1990	\$0.00	Parts/Auction
00000154	0010636	Gas Calibrator	10,707.71	12/4/1989	0.00	Parts/Auction
00000277	0010921	Gas Calibrator	11,043.98	2/10/1992	0.00	Parts/Auction
00000278	0010922	Gas Calibrator	11,043.98	11/10/1991	0.00	Parts/Auction
00000713	0012585	Sievers SCD	5,000.00	8/3/1993	0.00	Parts/Auction
00000858	0013218	Sievers SCD Power Supply	5,505.17	7/1/1995	0.00	Parts/Auction
00001074	0013763	Supelco Formaldehyde Sampler	12,178.12	12/8/1994	0.00	Parts/Auction
00001116	0014230	Sievers SCD Power Supply	5,887.25	1/3/1995	0.00	Parts/Auction
00001956	0004157	HP GC	10,847.03	11/10/1998	0.00	Parts/Auction
00002452	008439	Clean Air Generator	5,379.50	11/10/1998	0.00	Parts/Auction
00002479	008571	Clean Air Generator	5,379.50	11/10/1998	0.00	Parts/Auction
00002689	0009871	Seivers SCD	12,129.18	10/10/1998	0.00	Parts/Auction
00002734	0015765	Entech Preconcentrator	14,693.25	12/9/1998	0.00	Parts/Auction
00002736	0015766	Entech Canister Autosampler	6,435.00	8/14/1998	0.00	Parts/Auction
00002737	0015767	Entech Canister Autosampler	6,435.00	12/10/1998	0.00	Parts/Auction
00002792	E000021	RAAS 2.5 Samplers	10,500.00	1/29/1999	0.00	Parts/Auction
00002854	E000240	Gas Calibrator	13,613.55	5/11/1999	0.00	Parts/Auction
00003101	E000076	H2 Generator	7,343.72	6/29/2000	0.00	Parts/Auction
00003142	E000090	Clean Air Generator	7,279.70	8/10/2000	0.00	Parts/Auction
00003154	E000096	Gas Dilution Calibrator	7,279.70	10/17/2000	0.00	Parts/Auction
00003286	0016507	CO Analyzer	6,671.60	7/27/2001	0.00	Parts/Auction
00003396	0016521	Clean Air Generator	7,464.09	1/1/2002	0.00	Parts/Auction
00003402	0016527	Clean Air Generator	7,464.09	1/1/2002	0.00	Parts/Auction
00003406	E000149	Gas Dilution Calibrator	7,464.09	1/1/2002	0.00	Parts/Auction
00003407	E000150	Gas Dilution Calibrator	7,464.09	1/1/2002	0.00	Parts/Auction
00003408	E000151	Gas Dilution Calibrator	7,464.09	1/1/2002	0.00	Parts/Auction
00003429	E000154	Gas Calibrator	24,931.80	1/1/2002	0.00	Parts/Auction
000000003716	0015453A	NOx Analyzer	5,947.25	12/3/2007	0.00	Parts/Auction
00003256	16528	Backup device, StorageWorks	18785.55	2/2/2002	0.00	Auction
00003257	16529	Backup device, StorageWorks	12,777.67	2/1/2002	0.00	Auction
00001182	14671	Server alpha 1000a - dns	29,983.09	8/11/1997	0.00	Auction
00001319	15297	Alpha Server – Digital	\$30,912.56	10/12/1997	0.00	Auction
00000470	11372	Console Computer – stacking	\$49,184.47	10/1/1991	0.00	Auction
<b>Total Obsolete or Non-repairable Equipment</b>			<b>\$395,904.59</b>			

**South Coast Air Quality Management District  
ATTACHMENT B  
Obsolete or Non-repairable Motor Vehicles**

<b>Asset ID</b>	<b>Tag#</b>	<b>Description</b>	<b>Cost</b>	<b>Date Purchased</b>	<b>Net Book Value</b>	<b>Disposition</b>
00001782	38452	1990 Ford Aerostar	\$14,240.62	1/7/1990	\$0.00	Auction
00003072	38646	2000 Toyota Camry CNG	25,043.64	6/6/2000	0.00	Auction
00003076	38650	2000 Toyota Camry CNG	25,043.64	6/6/2000	0.00	Auction
00003079	38653	2000 Toyota Camry CNG	25,043.64	6/6/2000	0.00	Auction
00003083	38658	2000 Toyota Camry CNG	25,043.64	6/6/2000	0.00	Auction
00003165	38659	2000 Toyota Camry CNG	23,135.00	8/3/2000	0.00	Auction
00003166	38660	2000 Toyota Camry CNG	23,135.00	8/3/2000	0.00	Auction
00003168	38662*	2000 Toyota Camry CNG	23,135.00	8/3/2000	0.00	Auction
00003170	38664	2000 Toyota Camry CNG	23,135.00	8/3/2000	0.00	Auction
00003172	38666	2000 Toyota Camry CNG	23,135.00	8/3/2000	0.00	Auction
00003095	38675	2000 Toyota Camry CNG	25,043.64	9/1/2000	0.00	Auction
00003097	38677	2000 Toyota Camry CNG	25,043.64	9/1/2000	0.00	Auction
00003098	38678	2000 Toyota Camry CNG	25,043.64	9/1/2000	0.00	Auction
00003181	38688	2001 Toyota Camry CNG	30,538.20	3/30/2001	0.00	Auction
00003182	38689	2001 Toyota Camry CNG	30,538.20	3/30/2001	0.00	Auction
00003193	38700	2001 Toyota Camry CNG	30,538.20	3/30/2001	0.00	Auction
00003203	38710	2001 Toyota Camry CNG	30,538.20	3/30/2001	0.00	Auction
00003250	38721	2001 Toyota Camry CNG	30,273.80	5/31/2001	0.00	Auction
00003456	38726	2002 Ford Crown Vic CNG	22,483.12	5/24/2002	0.00	Auction
<b>Total Obsolete or Non-repairable Motor Vehicles</b>			<b>\$480,130.82</b>			

\* Previously auctioned

BOARD MEETING DATE: October 4, 2013

AGENDA NO. 12

**PROPOSAL:** Approve Contracts for Consultant Services in Connection with Analysis of Odor Control Problems at Sunshine Canyon Landfill

**SYNOPSIS:** Sunshine Canyon Landfill has agreed to reimburse SCAQMD for payment of \$208,000 to execute a contract with Hydro Geo Chem, Inc. for \$178,000 and with Ramin Yazdani, Ph.D., P.E., for \$30,000, to develop the gas flow characteristics at the landfill, identify and quantify the mechanisms that are creating odor emissions, and develop a solution. This item is to approve those contracts.

**COMMITTEE:** Administrative, September 13, 2013; Recommended for Approval

**RECOMMENDED ACTIONS:**

1. Recognize upon receipt \$208,000 from Sunshine Canyon Landfill in the General Fund and appropriate \$208,000 to Legal's FY 2013-14 Budget, Services and Supplies Major Object, Professional and Special Services account.
2. Authorize the Executive Officer to execute a sole source contract with Hydro Geo Chem, Inc., for an amount not to exceed \$178,000, and a sole source contract with Ramin Yazdani, Ph.D., P.E., for an amount not to exceed \$30,000 from Legal's FY 2013-14 Budget, Professional and Special Services account. The contracts awarded would be for a period of up to two years, with an option to extend as necessary.

Barry R. Wallerstein, D.Env.  
Executive Officer

KRW:NS:vmr

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**Background**

Browning-Ferris Industries of California, Inc. owns and operates Sunshine Canyon Landfill (SCL), a landfill/solid waste disposal site, located in Sylmar. From November 13, 2008 through present, SCAQMD has issued over fifty odor public nuisance Notices of Violation (NOVs) against SCL. SCL has implemented numerous odor control measures, including hiring consultants through a Stipulated Order for Abatement with the SCAQMD Hearing

Board, to evaluate the immediate and future needs of the landfill's gas collection and disposal systems to accommodate the capture and disposal of all gas expected to be generated at the landfill. Despite SCL being issued numerous public nuisance NOVs and SCAQMD receiving thousands of odor complaints, SCL has been unable to conduct operations at the landfill without being in violation of state law and SCAQMD Rules and Regulations regarding odor nuisance.

Staff has identified Hydro Geo Chem, Inc. and Ramin Yazdani, Ph.D., P.E., as uniquely qualified to locate the sources that are creating odor emissions at SCL and develop a solution. SCL has agreed to contribute \$208,000 for the purpose of a Supplemental Environmental Project (SEP) to plan, test and evaluate the current gas collection system using baro-pneumatic/computer modeling and develop a conceptual landfill gas collection system design to control the odor problems at SCL. The \$208,000 will be used to reimburse SCAQMD for the consulting services of Hydro Geo Chem, Inc. and Ramin Yazdani, Ph.D., P.E., who will be conducting the evaluation of the landfill.

### **Proposal**

The proposed SEP is to develop an understanding of the gas flow characteristics of the landfill, identify and quantify the mechanisms that are likely creating odor emissions and air intrusion at the landfill, and use the information to develop a solution to the odor problem. Hydro Geo Chem, Inc. proposes to evaluate the gas generation characteristics of the landfill and develop a gas collection and control system plan to control gas odors originating at the site. Three study areas at the landfill will be selected and the baro-pneumatic method will be used to estimate these study areas' landfill gas production, gas permeabilities, and the surface fluxes of landfill gas production, and provide a conceptual engineering design of a landfill gas collection system designed to control odors at the site. Dr. Yazdani will assist Hydro Geo Chem in the planning, testing and evaluation of the current gas collection system and assist in the development of a conceptual landfill gas collection design to control the odor problems.

This action is to execute a contract with Hydro Geo Chem, Inc., for an amount not to exceed \$178,000, and Ramin Yazdani, Ph.D., P.E., for an amount not to exceed \$30,000 from Legal's FY 2013-14 Budget, Professional and Special Services account, to develop the gas flow characteristics of the landfill, identify and quantify the mechanisms that are creating odor emissions, and develop a solution. The funding for this work will be provided by the landfill operator, even though the contract is with the SCAQMD.

### **Benefits to SCAQMD**

SCL has been unable to conduct operations at the landfill without being in violation of District Rule 402 and H&S Code Section 41700. SCAQMD has appeared and amended the Order for Abatement issued against SCL before its Hearing Board numerous times to try to remedy the odor problems being experienced by the community. The SCAQMD Hearing Board's Orders have required the landfill to install additional gas wells and flares; limit the

acceptance of trash during certain wind conditions; enhance odor patrols in the community; reroute and prevent queuing of transfer trucks; and replant vegetation to disperse odors into the community. The information obtained from this SEP will assist the SCAQMD in more precisely identifying the sources of odor at the landfill and developing further solutions to provide the community with relief from the odors.

### **Sole Source Justification**

Section VIII.B.2 of the Procurement Policy and Procedure identifies provisions by which a sole source award may be justified. For the proposed project, a sole source award can be made under provision B.2.c(3): The contractor has ownership of key assets required for project performance and provision B.2.c(1): The unique experience and capabilities of the proposed contractor or contractor team.

Hydro Geo Chem has developed a proprietary pneumatic test well interpretation program that estimates the parameters of horizontal gas permeability and gas porosity by conducting a series of short-term gas extraction well tests while monitoring pressures in the probes installed in the landfill. Hydro Geo Chem proposes to use this program to evaluate the gas generation characteristics of the landfill and develop a gas collection and control system plan to control gas odors originating at the site.

Dr. Yazdani is in charge of the design, construction and overall management of a landfill Bioreactor demonstration project at the Yolo County landfill that has been highly successful in controlling odors at that location. Dr. Yazdani initiated the design and permitting of the full-scale Bioreactor EPA XL Project for the Yolo County landfill. Dr. Yazdani will assist Hydro Geo Chem in the planning, testing and evaluation of the current gas collection system using baro-pneumatic/computer modeling and assist in the development of a conceptual landfill gas collection design to control the odor problems at the landfill.

### **Resource Impacts**

The total cost for the proposed SCL Odor Control project is not to exceed \$208,000. SCL has agreed to contribute \$208,000 for the purpose of a SEP to reimburse SCAQMD for the consultants' services and thus this item will have no impact on the SCAQMD's Budget.

BOARD MEETING DATE: October 4, 2013

AGENDA NO. 13

**PROPOSAL:** Establish List of Pre-qualified Legal Counsel to Provide Employee and Labor Relations Legal Services

**SYNOPSIS:** On October 5, 2012, the Board approved issuance of an RFP to pre-qualify outside legal counsel having expertise in handling employee and labor relations matters. The evaluation of responding firms has been completed. This action is to establish a list of pre-qualified counsel to advise and represent the SCAQMD in employee and labor relations matters.

**COMMITTEE:** Administrative, September 13, 2013; Recommended for Approval

**RECOMMENDED ACTION:**

1. Approve the law firms listed in Attachment A as pre-qualified to provide employee and labor relations services through December 31, 2016.
2. Authorize the Executive Officer to execute one-year contracts—with the option of two one-year extensions—with one or more of these firms, as needs arise, in a total amount not to exceed \$200,000 per fiscal year, contingent on sufficient funds being allocated in the budget for these years.

Barry R. Wallerstein, D.Env.  
Executive Officer

KRW:AJO:bg

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**Background**

Legal services provided by firms on the pre-qualified list may include advising and representing SCAQMD on various employee and labor relations matters, and providing expert legal advice and formal opinions with respect to employer-employee matters to assist SCAQMD in meeting its legal obligations as an employer and in achieving fair and effective relations with employees.

The current list of pre-qualified outside Labor and Employment legal counsel has expired. RFP #P2013-06 was released on October 5, 2012, to seek proposals from law firms interested in being pre-qualified to provide services over the next period.

### **Proposal**

This proposal is to establish a list, valid through December 31, 2016, of law firms that have been pre-qualified to provide employee and labor relations legal services for SCAQMD. The recommended list of pre-qualified law firms is set forth in Attachment A. This proposal is also to authorize the Executive Officer to execute contracts with one or more of these firms, as needed, in a combined amount not to exceed \$200,000 per fiscal year over the term of the list.

Selection of a law firm for particular legal matters will be based on the individual firm's specific experience and expertise, as identified in its proposal, and on prior relevant experience, the needs of the particular project, and the firm's availability.

### **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 Press Enterprise newspapers to leverage the most cost-effective method of outreach to the entire 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 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 Web site (<http://www.aqmd.gov>). Information was also available on SCAQMD's bidder's 24-hour telephone message line (909) 396-2724.

### **Bid Evaluation**

One hundred thirty-five copies of the RFP were mailed to law firms in California. Seventeen proposals were received by 3:00 p.m. on November 6, 2012, the deadline for submittal. An evaluation panel rated proposals according to criteria described in the RFP. Attachment A lists the firms that, based on a technical score cut-off of 65 out of 70, were deemed the most technically qualified to provide employee and labor relations legal services. As we have done previously, the three firms with the highest overall score are being recommended for approval as pre-qualified to perform the applicable legal services. These firms also received the highest technical scores in the evaluation process.

The three-member evaluation panel consisted of three AQMD employees — General Counsel, Assistant DEO of Human Resources and a Principal Deputy District Counsel. The panel composition was: two Caucasian, one Hispanic; three male.

**Resource Impacts**

An amount not to exceed \$200,000 per fiscal year for employee and labor relations legal services was included in the current budget. Funds for subsequent years will be included in subsequent budget requests.

**Attachment**

- A. Pre-qualified Legal Counsel to Provide Employee and Labor Relations Legal Services



**ATTACHMENT A**  
**EVALUATION OF PROPOSALS FOR RFP#P2013-06**

**Pre-qualified Legal Counsel to Provide Employee  
and Labor Relations Legal Services**

Law Firm	Evaluation Score	Cost Score	Add'l Points	Total Score
<b>Wiley Price &amp; Radulovich, LLP</b>	<b>70</b>	<b>19</b>	<b>10</b>	<b>99</b>
<b>Liebert Cassidy Whitmore</b>	<b>69</b>	<b>18</b>	<b>0</b>	<b>87</b>
<b>Fisher &amp; Phillips</b>	<b>70</b>	<b>11</b>	<b>5</b>	<b>86</b>
Best Best & Krieger	68	17	0	85
Atkinson, Andelson, Loya, Ruud & Romo	66	19	0	85
Renne Sloan Holtzman Sakai	68	16	0	84
Jackson Lewis	66	11	0	77



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BOARD MEETING DATE: October 4, 2013

AGENDA NO. 14

PROPOSAL: Approve Contract Award and Modifications Approved by MSRC

SYNOPSIS: The MSRC previously released an RFP to solicit technical advisor services. The MSRC unanimously awarded the contract to Raymond Gorski as part of FYs 2012-14 and 2014-15 AB 2766 Discretionary Fund Work Programs. The MSRC also approved modifications to their previous award under the FYs 2012-14 Work Program to provide bus service to Dodger games, expanding the duration of service to cover post-season games, as well as a modified implementation schedule for long-distance shuttle service to the Coachella Festival as part of the FY 2011-12 Work Program. At this time the MSRC seeks Board approval of the contract award and modifications.

COMMITTEE: Mobile Source Air Pollution Reduction Review, September 19, 2013, Recommended for Approval

**RECOMMENDED ACTIONS:**

1. Approve modified award to Valley Music Travel to provide long-distance shuttle service to the Coachella Music Festival, changing the time frame from the 2013 Festival to the 2014 Festival, under the Event Center Transportation Program as part of the FY 2011-12 Work Program, as described in this letter;
2. Approve modified award to Los Angeles County Metropolitan Transportation Authority to provide bus service to Dodger Stadium, expanding the duration of service to cover 2013's post-season games and allocating an additional \$27,450 to the Event Center Transportation Program, as part of approval of the FYs 2012-14 Work Program;
3. Approve contract award totaling \$294,700 to Raymond Gorski for technical advisor services for a two-year term beginning October 1, 2013 and ending September 30, 2015, as described in this letter and as follows:

- a. 75 percent of the contract amount (\$221,025) to be divided proportionally between the FYs 2012-14 Work Program and the FY 2014-15 Work Program (\$147,350 under FYs 2012-14 Work Program and \$73,675 under FY 2014-15 Work Program);
  - b. 25 percent of the contract amount (\$73,675) to be divided equally between the FY 2013-14 and FY 2014-15 Administrative Budgets (\$36,837.50 per budget);
  - c. Authorize the MSRC the authority to incorporate and exercise an option clause in the contract to Raymond Gorski for a second two-year term for services from October 1, 2015 to September 20, 2017, subject to funding approval by the MSRC and SCAQMD Governing Board at a later date;
4. Authorize MSRC the authority to adjust contract awards up to five percent, as necessary and previously granted in prior work programs; and
  5. Authorize the Chairman of the Board to execute new and modified contracts under FYs 2011-12 and 2012-14 Work Programs, as described above and in this letter.

Greg Pettis,  
Chair, MSRC

MM:HH:CR

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### **Background**

In September 1990 Assembly Bill 2766 was signed into law (Health & Safety Code Sections 44220-44247) authorizing the imposition of an annual \$4 motor vehicle registration fee to fund the implementation of programs exclusively to reduce air pollution from motor vehicles. AB 2766 provides that 30 percent of the annual \$4 vehicle registration fee subvented to the SCAQMD be placed into an account to be allocated pursuant to a work program developed and adopted by the MSRC and approved by the Board.

The MSRC completed selecting categories and targeted funding amounts for the FYs 2012-14 Work Program in May 2013. Five solicitation documents have already been developed and released. At its September 19, 2013 meeting, the MSRC considered a recommended award for technical advisor services, as well as recommended contract modifications. Details are provided below in the Proposals section.

### **Outreach**

In accordance with SCAQMD's Procurement Policy and Procedure, a public notice advertising the Technical Advisor RFP was published in the Los Angeles Times, the Orange County Register, the San Bernardino Sun, and the Riverside County Press Enterprise newspapers to leverage the most cost-effective method of outreach to the South Coast Basin. In addition, the solicitation was advertised in the Desert Sun newspaper for expanded outreach in the Coachella Valley.

Additionally, potential bidders may have been notified utilizing SCAQMD's own electronic listing of certified minority vendors. Notice of the 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 (<http://www.aqmd.gov>). Information is also available on SCAQMD's bidder's 24-hour telephone message line (909) 396-2724. Further, the solicitation was posted on the MSRC's website at <http://www.CleanTransportationFunding.org> and electronic notifications were sent to those subscribing to this website's notification service.

### **Proposals**

At its September 19, 2013 meeting, the MSRC considered recommendations from its MSRC-TAC and unanimously approved the following:

#### **FY 2011-12 Event Center Transportation Program**

In December 2012, the MSRC approved an award to Valley Music Travel under the FY 2011-12 Event Center Transportation Program in an amount not to exceed \$99,000 to implement a long distance shuttle service from Los Angeles International Airport to the Coachella Valley Music and Arts Festival in Indio for two consecutive weekends in April 2013. Indicating that they needed more time prior to the Festival to review the proposed contract and implement the project, Valley Music Travel requests to change the schedule for the service from April 2013 to 2014, when the Festival will be held April 11 through 13, and April 18 through 20. The MSRC considered and approved Valley Music Travel's requested contract modification.

#### **FYs 2012-14 Event Center Transportation Program**

In April 2013, the MSRC approved an award to Los Angeles Metropolitan Transportation Authority (Metro) under the FYs 2012-14 Event Center Transportation Program in an amount not to exceed \$1,169,000 to provide bus service, as well as special Metrolink service for select games, for 2013 and 2014 Dodger games. A contract to effectuate the award has been under negotiation. However, the original proposal included service for pre-season and regular season games only. There is now a high probability that the Dodgers will enter the 2013 playoffs. Metro is requesting to expand the duration of service to cover up to 10 additional, post-season games, as well as a \$58,450 (five percent) increase in the funding award.

The SCAQMD Governing Board's approval of the original award authorized the MSRC the authority to increase the award by up to five percent. However, the MSRC's FYs 2012-14 Event Center Transportation Program limits awards for transportation to any one event center to a maximum of \$1,200,000. The MSRC has the discretion to remove the "per venue" maximum funding cap for Dodger Stadium if the MSRC allocates additional funding to the Program. The MSRC considered Metro's requested modifications to the project, allocated an additional \$27,450 to the Event Center Transportation Program as part of the FYs 2012-14 Work Program, removed the "per venue" cap, and approved Metro's requested modifications.

### Technical Advisor Services

The MSRC retains an independent contractor to provide technical assistance in support of the Work Program. In June 2013, the MSRC released an RFP for technical advisor services. The RFP established the following scoring criteria: Technical Qualifications/Experience; Technical Approach; Proposed Cost; and Past Performance. Three proposals were received by the closing date of July 9, 2013. Proposals were evaluated by a panel of members of the MSRC-TAC. The MSRC awarded a contract to Raymond Gorski for a two-year term beginning October 1, 2013 and ending September 30, 2015. The contract will also include an option clause to be exercised at the MSRC's discretion, for a subsequent two-year term which would include a 1.7% increase, subject to funding approval by the SCAQMD Board at a later date. Funding specifics for the first two-year term are as follows:

- a. 75 percent of the contract amount (\$221,025) to be divided proportionally between the FYs 2012-14 Work Program and the FY 2014-15 Work Program (\$147,350 under FYs 2012-14 Work Program and \$73,675 under FY 2014-15 Work Program);
- b. 25 percent of the contract amount (\$73,675) to be divided equally between the FY 2013-14 and FY 2014-15 Administrative Budgets (\$36,837.50 per budget);

At this time the MSRC requests the SCAQMD Board to approve the contract award and modifications as part of approval of the FYs 2011-12 and 2012-14 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.

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BOARD MEETING DATE: October 4, 2013

AGENDA NO. 15

PROPOSAL: Legislative and Public Affairs Report

SYNOPSIS: This report highlights the August 2013 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

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## **BACKGROUND**

This report summarizes the activities of Legislative and Public Affairs for August 2013. 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 August 2013. These events involve communities that may suffer disproportionately from adverse air quality impacts.

### August 20

- SCAQMD hosted a Clean Communities Plan, Auto Body & Repair Expo for eligible businesses in Boyle Heights. The Expo was held to promote incentive programs funded by a grant from the U.S. EPA to improve air quality in cumulative impact communities. After successfully completing the virtual paint training, participants from auto body facilities received a laser for use at their facilities. Auto repair technicians received information and demonstrations on aqueous brake washing systems for use at their facilities. In addition, Small Business Assistance staff was on hand to provide information on SCAQMD rules, while other exhibitors were present to provide valuable information on environmentally friendly products.

### August 21

- Staff attended the American Lung Association's Air Walk Committee meeting to discuss SCAQMD's participation in the Inland Empire event on November 3.
- Staff participated in the Riverside County Department of Health, Healthy City Resolutions Working Group meeting. The goal of the Healthy Riverside County Initiative is to promote healthy lifestyles to improve health including the environment.

### August 22

- SCAQMD hosted a Clean Communities Plan Auto Body & Repair Expo for eligible businesses in the City of San Bernardino. The Expo was held to promote incentive programs funded by a grant from the U.S. EPA to improve air quality in cumulative impact communities. After successfully completing the virtual paint training, participants from auto body facilities received a laser for use at their facilities. Auto repair technicians received information and demonstrations on aqueous brake washing systems for use at their facilities. In addition, Small Business Assistance staff was on hand to provide information on SCAQMD rules, while other exhibitors were present to provide valuable information on environmentally friendly products.

## **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.
- Assistance in resolving air pollution-related problems.

The events that SCAQMD staff attended and/or provided information and updates include:

August 3

- Annual Assembly Member Chris Holden's Community Resource Fair and Block Party, Jackson Street, Pasadena

August 21

- Garden Grove Rideshare Fair, City Hall, Garden Grove

August 23

- West Orange County Legislative Networking Reception, Joint Forces Training Base, Los Alamitos

August 24

- Kiwanis Club's Chino Corn Feed Run, Chino City Hall
- Regalettes' "White Linen Soiree" Event, Exposition Park Rose Garden, Los Angeles

**SPEAKERS BUREAU/VISITOR SERVICES**

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

August 27

- Provided an overview presentation on SCAQMD and air quality to 12 members of the Kiwanis Club of La Puente, in the City of Industry.

August 30

- Provided an overview presentation on SCAQMD and air quality, a laboratory tour, and demonstrated cleaner alternative fuel vehicles, at SCAQMD's Diamond Bar Headquarters to two officials from the City of Glendora.



### **COMMUNICATION CENTER STATISTICS**

The Communication Center handles calls on the SCAQMD main line, 1-800-CUT-SMOG® line and Spanish line. Calls received in the month of August 2013 are summarized below:

Main Line Calls	2,294
1-800-CUT-SMOG® Line	1,838
After Hours Calls*	347
Spanish Line Calls	<u>62</u>
<i>Total Calls</i>	4,541

\* 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 August 2013 is summarized below:

Calls Received by PIC Staff	53
Calls to Automated System	<u>1,527</u>
<i>Total Calls</i>	1,580

Visitor Transactions 309

E-mail Advisories Sent 160

### **BUSINESS ASSISTANCE**

SCAQMD notifies local businesses of proposed regulations so they can participate in the agency's rule development process of these rules. SCAQMD also works with other agencies and governments to identify efficient, cost-effective ways to reduce air pollution and shares that information broadly. Additionally, staff provides personalized assistance to small businesses both over the telephone and via on-site consultation. The information is summarized below.

- Provided permit application assistance to 131 companies
- Issued 27 clearance letters

Types of business assisted:

Restaurants	Shampoo manufacturer
Plasma cutting & welding	Powder coater
Auto body shops	Vitamin manufacturer
Laser cutting	Oil well operator
Gas station	Circuit board manufacturer
Pet food manufacturer	Golf course

**OUTREACH TO BUSINESS AND FEDERAL, STATE, AND LOCAL GOVERNMENTS**

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

Alhambra	Cerritos	Fullerton	La Habra Heights
Agoura Hills	Chino	Garden Grove	La Mirada
Aliso Viejo	Chino Hills	Gardena	La Palma
Anaheim	Claremont	Glendale	La Puente
Arcadia	Coachella	Glendora	La Quinta
Artesia	Colton	Grand Terrace	La Verne
Avalon	Commerce	Hawaiian	Laguna Beach
Azusa	Compton	Gardens	Laguna Hills
Baldwin Park	Corona	Hawthorne	Laguna Niguel
Banning	Costa Mesa	Hemet	Laguna Woods
Beaumont	Covina	Hermosa Beach	Lake Elsinore
Bell	Cudahy	Hidden Hills	Lake Forest
Bell Gardens	Culver City	Highland	Lakewood
Bellflower	Cypress	Huntington Beach	Lawndale
Beverly Hills	Dana Point	Huntington Park	Loma Linda
Big Bear Lake	Desert Hot	Indian Wells	Lomita
Bradbury	Springs	Indio	Long Beach
Brea	Diamond Bar	Industry	Los Alamitos
Buena Park	Downey	Inglewood	Los Angeles
Burbank	Duarte	Irvine	Lynwood
Calabasas	Eastvale	Irwindale	Malibu
Calimesa	El Monte	Jurupa Valley	Manhattan Beach
Canyon Lake	El Segundo	La Cañada	Maywood
Carson	Fontana	Flintridge	Menifee
Cathedral City	Fountain Valley	La Habra	Mission Viejo

Monrovia	Pico Rivera	San Bernardino	South Pasadena
Montclair	Placentia	San Clemente	Stanton
Montebello	Pomona	San Dimas	Temecula
Monterey Park	Rancho	San Fernando	Temple City
Moreno Valley	Cucamonga	San Gabriel	Torrance
Murrieta	Rancho Mirage	San Jacinto	Tustin
Newport Beach	Rancho Palos	San Juan	Upland
Norco	Verdes	Capistrano	Vernon
Norwalk	Rancho Santa	San Marino	Villa Park
Ontario	Margarita	Santa Ana	Walnut
Orange	Redlands	Santa Clarita	West Covina
Palm Desert	Redondo Beach	Santa Fe Springs	West Hollywood
Palm Springs	Rialto	Santa Monica	Westlake Village
Palos Verdes	Riverside	Seal Beach	Westminster
Estates	Rolling Hills	Sierra Madre	Whittier
Paramount	Rolling Hills	Signal Hill	Wildomar
Pasadena	Estates	South El Monte	Yorba Linda
Perris	Rosemead	South Gate	Yucaipa

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

- U.S. Congressman John Campbell
- U.S. Congressman Alan Lowenthal
- U.S. Congresswoman Dana Rohrabacher
- U.S. Congressman Ed Royce
- State Senator Lou Correa
- State Senator Ed Hernandez
- State Senator Bob Huff
- State Senator Carol Liu
- State Senator Fran Pavley
- State Senator Ricardo Lara
- State Senator Mimi Walters
- State Senator Mark Wyland
- Assembly Member Travis Allen
- Assembly Member Cheryl Brown
- Assembly Member Ed Chau
- Assembly Member Mike Gatto
- Assembly Member Curt Hagman
- Assembly Member Diane Harkey
- Assembly Member Chris Holden
- Assembly Member Alan Mansoor
- Assembly Member Mike Morrell

Staff represented SCAQMD and/or provided a presentation to the following groups:

American Lung Association in California  
Anaheim Chamber of Commerce  
California Environmental Protection Agency  
El Monte Chamber of Commerce  
Greater Riverside Chambers of Commerce  
Hemet/San Jacinto Chamber of Commerce  
Lake Elsinore Chamber of Commerce  
League of California Cities, Los Angeles County Division  
League of Women Voters, Pasadena Chapter  
Menifee Chamber of Commerce  
Orange County Business Council  
Orange County Public Affairs Association  
Perris Valley Chamber of Commerce  
Riverside County Health Coalition  
San Gabriel Valley Council of Governments  
San Gabriel Valley Economic Partnership  
Southwest California Chambers Legislative Council  
Temecula Chamber of Commerce  
West Orange County Chamber of Commerce  
Western Riverside County Council of Governments  
Western Riverside County Transportation Now  
Wildomar Chamber of Commerce

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BOARD MEETING DATE: October 4, 2013

AGENDA NO. 16

REPORT: Hearing Board Report

SYNOPSIS: This reports the actions taken by the Hearing Board during the period of August 1 through August 31, 2013.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:

Receive and file this report.

Edward Camarena  
Chairman of Hearing Board

DP

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Two summaries are attached: **Rules From Which Variances and Orders for Abatement Were Requested in 2013** and **August 2013 Hearing Board Cases**.

The total number of appeals filed during the period August 1 to August 31, 2013 is 0; and total number of appeals filed during the period of January 1 to August 31, 2013 is 2.



























## Report of August 2013 Hearing Board Cases

Case Name and Case No.	Rules	Reason for Petition	District Position/ Hearing Board Action	Type and Length of Variance or Order	Excess Emissions
1. Brea Parent 2007, LLC Case No. 4966-2 (M. Reichert)	202(a) 203(b) 3002(c)(1)	Petitioner's landfill gas conditioning system unexpectedly fouled and cannot operate at full load without exceeding NOx limit. Must operate at high load to test remedy.	Not Opposed/Granted	SV granted commencing 8/15/13 and continuing through 11/12/13.	NO <sub>x</sub> : 136 lbs/day
2. City of Pasadena Water and Power Department Case No. 2244-30 (T. Barrera)	203(b) 2004(f)(1) 3002(c)(1)	Catastrophic failure has rendered gas turbine inoperable for extended period. NH3 slip test cannot be performed while unit is out of service.	Not Opposed/Granted	RV granted commencing 8/29/13 and continuing through 12/27/13, the FCD.	None
3. ExxonMobil Oil Corporation Case No. 1183-480 (L. Nevitt)	203(b) 2004(f)(1) 3002(c)(1)	Petitioner is bypassing separator cyclone in order to repair leak in upstream flange.	Not Opposed/Granted	Ex Parte EV & AOC granted commencing 8/21/13 and continuing until the EV hearing currently scheduled for 8/29/13, whichever comes first.	None
4. Petroleum Management & Marketing, Inc. Case No. 5741-2 (R. Fernandez)	461(e)(5)	Petitioner failed vapor blockage test.	Not Opposed/Granted	Ex Parte EV granted commencing 8/2/13 and continuing for 30 days or until the EV hearing currently scheduled for 8/7/13, whichever comes first.	VOC: TBD by 8/17/13
5. Petroleum Management & Marketing, Inc. Case No. 5741-2 (J. Panasiti)	461(e)(5)	Petitioner failed vapor blockage test.	Not Opposed/Granted	IV granted commencing 8/7/13 and continuing for 60 days or until the SV hearing currently scheduled for 10/1/13, whichever comes first.	None
6. SCAQMD vs. Community Hospital of Huntington Park; and Avanti Hospitals Case No. 5952-1 (K. Manwaring)	1470(c)(3)(C)(iii)	Hospital operating emergency ICE with excess PM within 1,000 meters of school.	Stipulated/Issued	O/A issued commencing 8/29/13; the Hearing Board shall retain jurisdiction over this matter until 8/29/14.	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
7. SCAQMD vs. Ridgeline Energy Services (USA) Inc. Case No. 5954-1 (K. Manwaring)	203(a) 402 H&S Code §41700	Respondent operating waste water treatment facility generating nuisance odors in community.	Stipulated/Issued	O/A issued commencing 8/20/13; the Hearing Board shall retain jurisdiction over this matter until 8/20/14.	N/A
8. SCAQMD vs. St. Vincent Medical Center Case No. 5936-1 (N. Feldman)	203(b) 1146.1(c)(1) 1146.1(c)(2)	Medical center operating four boilers with excess NOx in violation of Rules 1146 and 1146.1.	Stipulated/Issued	Status Report & Mod. O/A issued commencing 8/21/13; the Hearing Board shall retain jurisdiction over this matter until 2/15/14.	N/A
9. Tesoro Refining and Marketing Co., LLC Case No. 4982-90 (N. Sanchez)	203(b) 401(b)(1) 404(a) 405(a) 1105.1(d)(1) 2004(f)(1) 3002(c)(1) H&S Code §41701	Petitioner experienced equipment failure causing shutdown of FCCU. Opacity and PM exceedances expected upon FCCU restart.	Not Opposed/Granted	Ex Parte EV granted commencing 8/13/13 and continuing for 30 days or until the EV hearing currently scheduled for 8/15/13, whichever comes first.	Opacity: TBD by 8/28/13

## Acronyms

AOC: Alternative Operating Conditions  
 CEMS: Continuous Emissions Monitoring System  
 CO: Carbon Monoxide  
 EV: Emergency Variance  
 FCD: Final Compliance Date  
 FCCU: Fluid Catalytic Cracking Unit  
 H&S: Health & Safety Code  
 H2S: Hydrogen Sulfide  
 ICE: Internal Combustion Engine  
 IV: Interim Variance  
 MFCD/EXT: Modification of a Final Compliance Date and Extension of a Variance  
 Mod. O/A: Modification of an Order for Abatement  
 NH3: Ammonia  
 NOx: Oxides of Nitrogen  
 O/A: Order for Abatement  
 PM: Particulate Matter  
 RATA: Relative Accuracy Test Audit  
 ROG: Reactive Organic Gas  
 RV: Regular Variance  
 SO2: Sulfur Dioxide  
 SOx: Oxides of Sulfur  
 SV: Short Variance  
 TBD: To be determined  
 VOC: Volatile Organic Compounds

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BOARD MEETING DATE: October 4, 2013

AGENDA NO. 17

REPORT: Civil Filings and Civil Penalties Report

SYNOPSIS: This reports the monthly penalties from August 1 through August 31, 2013, and legal actions filed by the General Counsel's Office during August 1 through August 31, 2013. An Index of District Rules is attached with the penalty reports.

COMMITTEE: Stationary Source, September 20, 2013, Reviewed

RECOMMENDED ACTION:  
Receive and file this report.

Kurt R. Wiese  
General Counsel

KRW:lc

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There were no civil filings for the month of August.

Attachment  
August 2013 Penalty Reports  
Index of District Rules and Regulations

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

**August 2013 Settlement Penalty Report**

**Total Penalties**

<b>Civil Penalties:</b>	<b>\$581,400.00</b>
<b>MSPAP Penalties:</b>	<b>\$31,319.00</b>
<b>Hearing Board Penalties:</b>	<b>\$8,000.00</b>
<b>Total Cash Penalties:</b>	<b>\$620,719.00</b>
<b>Total SEP Value:</b>	<b>\$0.00</b>
<b>Fiscal Year through August 2013 Cash Total:</b>	<b>\$1,102,214.00</b>
<b>Fiscal Year through August 2013 SEP Value Only Total:</b>	<b>\$10,500.00</b>

FAC ID	COMPANY NAME	RULE NUMBER	RECLAIM ID	SETTLED DATE	ATTY INT	NOTICE NO	TOTAL SETTLEMENT
<b><u>CIVIL PENALTIES:</u></b>							
146557	ALOOJIAN ENTERPRISES, LLC	461 203 (B)		8/1/2013	NAS	P59047	\$2,500.00
132068	BIMBO BAKERIES USA INC	2004	Y	8/6/2013	TRB	P55524	\$50,000.00
167760	BURLINGTON COAT FACTORY	203 (A), 1415 203 (A), 1415 203 (A) 203 (A)		8/27/2013	NSF	P56291 P56287 P52290 P52291	\$25,000.00
166033	CARLISLE SYNTEC	1168		8/27/2013	NSF	P55147	\$450,000.00
800030	CHEVRON PRODUCTS CO.	1173, 1176, 3002	Y	8/15/2013	JMP	P48742	\$24,000.00
170511	CLAUSTRO REFINISHING	109, 203 (A)		8/22/2013	PH3	P59457	\$600.00
96326	COUNTY OF RIVERSIDE REGIONAL	203 (A) 1470, 1110.2 203(B), 1405 203 (B), 1405 1110.2, 1146, 1470		8/27/2013	TRB	P30661 P53339  P57531 P57531	\$5,000.00

FAC ID	COMPANY NAME	RULE NUMBER	RECLAIM ID	SETTLED DATE	ATTY INT	NOTICE NO	TOTAL SETTLEMENT
168756	DONG HWA FARM, INC.	208, 444		8/9/2013	KRW	P59050	\$250.00
167885	EXPRESS SERVICE CENTER, INC. Small claims	461		8/15/2013	PH	P58544	\$700.00
70028	FIRST KITCHEN	109, 203 (A)		8/20/2013	JMP	P57460	\$500.00
160063	GEOCON WEST INC	1403		8/7/2013	NSF	P61052	\$500.00
135681	GO GO GUNITE INC	203		8/20/2013	NSF	P60001	\$850.00
800003	HONEYWELL INTERNATIONAL INC	2004, 2012, 3002	Y	8/15/2013	JMP	P57810	\$10,000.00
22364	ITT CORPORATION	2004	Y	8/1/2013	TRB	P46798	\$7,000.00
169953	MICHAEL COLLINS	1403		8/15/2013	JMP	P53978	\$2,500.00
8547	QUEMETCO INC Includes \$10,000 suspended penalty for one year if facility does not receive NOV for any RECLAIM rule or regulation.	2004	Y	8/29/2013	JMP	P49163	\$1,000.00

FAC ID	COMPANY NAME	RULE NUMBER	RECLAIM ID	SETTLED DATE	ATTY INT	NOTICE NO	TOTAL SETTLEMENT
149814	SIERRACIN/SYLMAR CORP	3002(C)(2)		8/1/2013	TRB	P57463	\$1,000.00
<b>TOTAL CIVIL PENALTIES</b>		<b>\$581,400.00</b>					
<b>MSPAP SETTLEMENTS:</b>							
174165	ANTHONY ENGINEERING	203 (A)		8/1/2013		P58994	\$1,440.00
138073	ARCO FACILITY #0154/TEJAL-ISH	41960.2 461(E)(2)(C)		8/29/2013		P62202	\$200.00
146984	BLUE RIBBON CLEANERS	1102		8/1/2013		P58941	\$585.00
171472	CAL WEST DISTRIBUTORS, INC.	203 (A)		8/9/2013		P62217	\$550.00
44374	CHEVRON DLR, MARWAN JIZRAWI	461 203 (B)		8/9/2013		P59916	\$360.00
173615	COMMERCIAL LANDSCAPE SERVICES	203(A)		8/30/2013		P59838	\$220.00

FAC ID	COMPANY NAME	RULE NUMBER	RECLAIM ID	SETTLED DATE	ATTY INT	NOTICE NO	TOTAL SETTLEMENT
116160	COSTCO WHOLESALE CORP		461	8/27/2013		P59919	\$750.00
139399	DE SOTO GAS FOR LESS, AMRIT D		41960.2 461(C)(2)(B)	8/21/2013		P59221	\$100.00
125900	DEPT OF CHILDREN & FAMILY, MA		1146.1	8/1/2013		P59613	\$3,150.00
160632	ENVISIONING FUTURE INC.		461	8/29/2013		P59917	\$450.00
142889	FOREST CITY DEVELOPMENT		203 (A)	8/29/2013		P58818	\$500.00
143217	GBS ENTERPRISE INC		461	8/1/2013		P59950	\$400.00
150612	GK SEKHON INC. DBA UNIVERSITY		203 (B) 461	8/27/2013		P60210	\$900.00
128764	GRANITE CONSTRUCTION		403.1 403.1 403.1	8/20/2013		P56033 P56032 P56031	\$4,320.00
92642	HF & SJ INC, HUNTINGTON BEACH		461 41960.2	8/21/2013		P56695	\$1,200.00



FAC ID	COMPANY NAME	RULE NUMBER	RECLAIM ID	SETTLED DATE	ATTY INT	NOTICE NO	TOTAL SETTLEMENT
146859	J.C.'S CUSTOM CABINETRY, JAVI	109, 203 (A)		8/1/2013		P56084	\$300.00
32809	JACO OIL CO	461		8/16/2013		P59908	\$750.00
130841	JEM D INC	41960.2 461(C)(2)(B)		8/13/2013		P59143	\$638.00
88327	JIFFY LUBE	41960.2 461		8/1/2013		P59753	\$1,721.00
162254	JN C-STORE, OHANES NAHAS	41960.2 461(C)(2)(B)		8/29/2013		P59126	\$500.00
80668	KAISER FOUNDATION HEALTH PLAN	1146		8/6/2013		P61303	\$2,250.00
160208	LONG BEACH ARCO, JAY GANESH P	461		8/1/2013		P59984	\$400.00
88728	NINO'S TEXACO, TEXACO DLR, MUN	461 41960.2		8/30/2013		P56833	\$550.00
145117	PARAMOUNT STATION, INC.	203 (B) 461(C)(2)(B) 41960.2		8/27/2013		P59138	\$1,000.00

FAC ID	COMPANY NAME	RULE NUMBER	RECLAIM ID	SETTLED DATE	ATTY INT	NOTICE NO	TOTAL SETTLEMENT
133367	PARK'S EXXON MOBIL SERVICE	41960.2 461		8/21/2013		P62207	\$300.00
165814	RANCHO BELLA VISTA/LENNAR HOM	403		8/27/2013		P61176	\$3,500.00
173447	S & S CLEANERS	203 (A), 222, 1102		8/7/2013		P58413	\$935.00
87977	SEARS - BURBANK	1415		8/1/2013		P62354	\$550.00
140651	THE GOLF CLUB @ GLEN IVY	461 (E) (2)		8/21/2013		P57139	\$1,000.00
102955	THE HOME DEPOT #614	203 (A)		8/16/2013		P55788	\$800.00
169719	WOODY'S AUTO WORKS, JOSE AGUI	109		8/27/2013		P58417	\$1,000.00
<b>TOTAL MSPAPP SETTLEMENTS:</b>							<b>\$31,319.00</b>

FAC ID	COMPANY NAME	RULE NUMBER	RECLAIM ID	SETTLED DATE	ATTY INT	NOTICE NO	TOTAL SETTLEMENT
<b>HEARING BOARD SETTLEMENTS:</b>							
115663	EL SEGUNDO POWER, LLC Hearing Board Case No. 5097-9 Effective June 2013, ESP will pay \$1000/week and per unit when the unit has operated in violation of Rules 202, 203, 2004 and 3002.	202, 203, 2004 3002	Y	8/14/2013		HRB2169	\$1,000.00
147371	INLAND EMPIRE UTILITIES AGENCY Hearing Case No. 5209-4 IEVA agrees to pay \$1000/month for operation of equipment in violation of permit condition.	203, 3002		8/14/2013	KCM	HRB2170	\$1,000.00
67705	O'CONNOR LAGUNA HILLS MORTUAR Hearing Board Case No. 5946-1 Facility agrees to pay \$500/month that it operates the crematory in noncompliance.	1147		8/6/2013	NAS	HRB2167	\$500.00
12505	VALLEY PRESBYTERIAN HOSPITAL Hearing Board Case No. 5920-2 Facility pays \$500/month it operates boilers during the Order for Abatement.	1146		8/6/2013	KCM	HRB2168	\$500.00
138372	VERIZON WIRELESS Hearing Board Case Nos. 5900-1 and 5660-4 Failure to install diesel particulate filters operating 6 ICEs greater than 50 bhp without control equipment in January 2013	203, 1470		8/1/2013	NAS	HRB2166	\$1,000.00

FAC ID	COMPANY NAME	RULE NUMBER	RECLAIM ID	SETTLED DATE	ATTY INT	NOTICE NO	TOTAL SETTLEMENT
138372	VERIZON WIRELESS Hearing Board Case Nos. 5900-1 and 5660-4 Failure to install diesel particulate filters operating 6 ICEs greater than 50 bhp without control equipment in January 2013	203, 1470		8/16/2013	NAS	HRB2171	\$2,000.00
138372	VERIZON WIRELESS Hearing Board Case Nos. 5900-1 and 5660-4 Failure to install diesel particulate filters operating 6 ICEs greater than 50 bhp without control equipment in January 2013	203, 1470		8/30/2013		HRB2172	\$2,000.00

**TOTAL HEARING BOARD SETTLEMENTS:    \$8,000.00**

**DISTRICT RULES AND REGULATIONS INDEX  
FOR AUGUST 2013 PENALTY REPORTS**

**REGULATION I - GENERAL PROVISIONS**

Rule 109      Recordkeeping for Volatile Organic Compound Emissions (*Amended 5/2/03*)

**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 202      Temporary Permit to Operate (*Amended 5/7/76*)

Rule 203      Permit to Operate (*Amended 12/3/04*)

Rule 208      Permit for Open Burning (*Amended 1/5/90*)

Rule 222      Filing Requirements for Specific Emission Sources Not Requiring a Written permit Pursuant to Regulation II.  
(*Amended 5/19/00*)

**REGULATION IV - PROHIBITIONS**

Rule 403      Fugitive Dust (*Amended 12/11/98*) *Pertains to solid particulate matter emitted from man-made activities.*

Rule 444      Open Fires (*Amended 10/2/87*)

**REGULATION XI - SOURCE SPECIFIC STANDARDS**

Rule 1102      Petroleum Solvent Dry Cleaners (*Amended 11/17/00*)

Rule 1110.2    Emissions from Gaseous- and Liquid-Fueled Internal Combustion Engines (*Amended 11/14/97*)

Rule 1146      Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters (*Amended Rule*)

Rule 1146.1    Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters (*Amended 5/13/94*)

Rule 1147      NO<sub>x</sub> REDUCTIONS FROM MISCELLANEOUS SOURCES (9/08)

Rule 1168      Adhesive and Sealant Applications (*Amended 9/15/00*)

Rule 1173      Fugitive Emissions of Volatile Organic Compounds (*Amended 5/13/94*)

Rule 1176      Sumps and Wastewater Separators (*Amended 9/13/96*)

## **REGULATION XIV - TOXICS**

- Rule 1403 Asbestos Emissions from Demolition/Renovation Activities (*Amended 4/8/94*)
- Rule 1405 Control of Ethylene Oxide and Chlorofluorocarbon Emissions from Sterilization or Fumigation Processes (*Amended 1/4/91*)
- 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 4/6/07*)
- Rule 2012 Requirements for Monitoring, Reporting, and Recordkeeping for Oxides of Nitrogen (NO<sub>x</sub>) Emissions (*Amended 5/11/01*)

## **REGULATION XXX - TITLE V PERMITS**

- Rule 3002 Requirements (*Amended 11/14/97*)

## **CALIFORNIA HEALTH AND SAFETY CODE § 41700**

- 41960.2 Gasoline Vapor Recovery

 [Back to Agenda](#)

BOARD MEETING DATE: October 4, 2013

AGENDA NO. 18

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 August 1, 2013 and August 31, 2013, and those projects for which the SCAQMD is acting as lead agency pursuant to CEQA.

COMMITTEE: Mobile Source, September 20, 2013, Reviewed

RECOMMENDED ACTION:  
Receive and file.

Barry R. Wallerstein, D.Env.  
Executive Officer

EC:LT:SN:MK:IM:AK

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## Background

**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 during the reporting period of August 1, 2013, through August 31, 2013 is included in Attachment A. A list of active projects from previous reporting periods for which SCAQMD staff is continuing to evaluate or prepare 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 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 were reorganized 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.

During the period August 1, 2013 through August 31, 2013, the SCAQMD received 72 CEQA documents. Of the total of 92 documents listed in Attachments A and B:

- 18 comment letters were sent;
- 22 documents were reviewed, but no comments were made;
- 32 documents are currently under review;
- 13 documents did not require comments (e.g., public notices, plot plans, Final Environmental Impact Reports); and
- 1 document was not reviewed.
- 6 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: [www.aqmd.gov/ceqa/letters.html](http://www.aqmd.gov/ceqa/letters.html).

**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, 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 August, the SCAQMD received two new requests to be the lead agency for stationary source permit application projects. As noted in Attachment C, through the end of August 2013, the SCAQMD continued working on the CEQA documents for nine active projects.

Through the end of August 2013, SCAQMD staff has been responsible for preparing or having prepared CEQA documents for nine permit application projects, six continuing from 2012 and three beginning in 2013.

#### **Attachments**

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

**ATTACHMENT A\*\***  
**INCOMING CEQA DOCUMENTS LOG**  
**AUGUST 1, 2013 TO AUGUST 31, 2013**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<b>Goods Movement</b> <b>LAC130806-03</b> Baker Cold Storage Facility Project	The proposed project consists of constructing and operating a roughly 250,000 square-foot cold storage facility to receive, sort, store, and distribute perishable commodities. The project would be served by trucks and rail.  Comment Period: 8/7/2013 - 9/6/2013 Public Hearing: N/A	Mitigated ND	Port of Long Beach	Document under review as of 8/31/13
<b>Goods Movement</b> <b>LAC130828-02</b> Total Terminals International Grain Export Terminal Installation Project	This document consists of a notice of consideration of certification on a Final EIR and Application Summary Report as approval of the subject Project. The proposed project consists of installing a grain transloading facility on Pier T in the Port. The project site is located on a vacant 11.6-acre parcel on the Navy Mole. The revised project will add a small railyard capable of storing one train to accommodate faster loading.  Comment Period: N/A Public Hearing: 9/16/2013	Other	Port of Long Beach	Document under review as of 8/31/13
<b>Warehouse &amp; Distribution Centers</b> <b>LAC130806-02</b> Bellflower Boulevard Roadway Improvements	The proposed project consists of improvements to Bellflower Boulevard. The proposed improvements will extend the northbound and southbound left-turn lane pockets for Bellflower Boulevard to improve access to the SR-91 Freeway; restripe existing traffic lanes; and provide signal improvements.  Comment Period: 8/6/2013 - 9/5/2013 Public Hearing: N/A	ND	City of Bellflower	Document reviewed - No comments sent
<b>Warehouse &amp; Distribution Centers</b> <b>SBC130808-09</b> Majestic Chino Gateway	This document consists of a Final EIR and includes response to comments. The proposed project consists of a series of actions which would result in development of the proposed Majestic Chino Gateway Project. The project is a request to construct three concrete tilt-up industrial/warehouse buildings in addition to a retail component consisting of four retail buildings, resulting in a total of 3,117,000 square feet of building space. Development of the project will occupy approximately 46 percent of the approximately 456-acre site.  Comment Period: N/A Public Hearing: 9/17/2013	FEIR	City of Chino	Document reviewed - No comments sent
<b>Warehouse &amp; Distribution Centers</b> <b>SBC130813-01</b> Hillwood Fulfillment Center Project	This document consists of response to SCAQMD comments.  Comment Period: N/A Public Hearing: N/A	Other	City of Redlands	SCAQMD commented 8/13/2013

\*\*Sorted by Land Use Type (in order of land uses most commonly associated with air quality impacts), followed by County, then date received.

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Other - Typically notices of public meetings

N/A - Not Applicable

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



**ATTACHMENT A  
INCOMING CEQA DOCUMENTS LOG  
AUGUST 1, 2013 TO AUGUST 31, 2013**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Industrial and Commercial</i> <b>RVC130813-09</b> Navy Federal Credit Union (Planning Application Nos. PA12-0142 and PA12-0143)	The proposed project consists of constructing a 4,700 square-foot, one-story bank building with three drive-thru lanes located at the rear of the structure.  Comment Period: 8/12/2013 - 8/31/2013 Public Hearing: N/A	Mitigated ND	City of Temecula	Document reviewed - No comments sent
<i>Industrial and Commercial</i> <b>RVC130816-02</b> American Tire Depot	This document consists of a Planning Division notice. The proposed project consists of a conditional use permit for the construction and operation of a new 7,171 square-foot building for tire installation and other minor automobile repair on a 0.79-acre parcel.  Comment Period: 8/16/2013 - 9/5/2013 Public Hearing: N/A	Other	City of Menifee	Document does not require comments
<i>Waste and Water-related</i> <b>LAC130802-04</b> Chloride Compliance Draft Facilities Plan	This document consists of a notice of next steps to meeting the State-Mandated Chloride Limit. Santa Clarita Valley (SCV) Sanitation District will be taking the anticipated schedule for completion of the process necessary to comply with the Regional Board's mandate. The SCV Sanitation District is dedicated to finding the most cost-effective and environmentally sound solution to meet the state-mandated chloride limit and to avoid additional fines from the State.  Comment Period: N/A Public Hearing: N/A	Other	County Sanitation Districts of Los Angeles County	Document does not require comments
<i>Waste and Water-related</i> <b>LAC130807-01</b> Universal Waste Systems, Inc.	The proposed project consists of a request by Universal Waste Systems to obtain a Conditional Use Permit to operate a Material Recovery Facility and Transfer Station at their existing collection truck storage and repair facility. If approved, it will provide a full range of solid waste processing and recycling activities within the project site.  Comment Period: N/A Public Hearing: N/A	Mitigated ND	City of Santa Fe Springs	Document under review as of 8/31/13
<i>Waste and Water-related</i> <b>LAC130808-05</b> South Region High School #9 - Future Playfields -Field Activities Pilot Study	This document consists of a work notice for the pilot study to clean groundwater contaminated by volatile organic compounds at Parcels 11 and 20 near the southern and western boundaries of South Region High School #9. The pilot study will include the installation of injection probes that will be used to inject ozone, hydrogen peroxide, and potassium permanganate to clean and treat the contaminated groundwater. The pilot study will also include the installation of groundwater monitoring wells for continuous sampling and evaluating the groundwater clean up effort.  Comment Period: N/A Public Hearing: N/A	Other	Department of Toxic Substances Control	Document does not require comments

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













**ATTACHMENT A  
INCOMING CEQA DOCUMENTS LOG  
AUGUST 1, 2013 TO AUGUST 31, 2013**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<b><i>Institutional (schools, government, etc.)</i></b> <b>LAC130830-01</b> Pepperdine University Major LRDP Amendment No. 1-11, Part B	The document consist of a Public Hearing Notice. The proposed project consists of the Pepperdine University proposing to amend the certified Long Range Development Plan for the Malibu campus. The project includes the University's proposal to install new, permanent, high performance, stadium-style "Quality-International" field lights.  Comment Period: 8/30/2013 - 9/8/2013 Public Hearing: 9/11/2013	Other	California Coastal Commission	Document screened - No further review conducted
<b><i>Medical Facility</i></b> <b>RVC130802-05</b> Riverside Community Hospital Expansion Project	The proposed project consists of the Riverside Community Hospital (RCH) Specific Plan to guide future expansion plans on the RCH campus. A site master plan has been developed and includes both short-term and long-range planning goals, which cover construction over a 30-year period. The primary focus of Phase I of the proposed project is to construct a new hospital bed tower to alleviate seismic concerns associated with existing buildings and to meet seismic retrofit requirement. Phase II of the proposed project also addresses seismic concerns and includes future and possible long-range development.  Comment Period: 8/2/2013 - 9/1/2013 Public Hearing: N/A	NOP (No IS Attached)	City of Riverside	SCAQM commented 8/23/2013
<b><i>Retail</i></b> <b>LAC130806-05</b> Plaza El Segundo/ The Point Development Project	The proposed project consists of an addendum to the previously Certified FEIR. The Plaza El Segundo Development site was increased to 41.7 acres and the allowable building square footage increased by 23,829 square feet for a total of 448,529 square feet.  Comment Period: N/A Public Hearing: 9/3/2013	Other	City of El Segundo	Document reviewed - No comments sent
<b><i>Retail</i></b> <b>LAC130809-02</b> El Monte Walmart Project	The proposed project consists of approximately 182,429 square feet of new retail/commercial uses within the approximately 15.41-acre site.  Comment Period: 8/9/2013 - 9/10/2013 Public Hearing: N/A	NOP/IS	City of El Monte	Document under review as of 8/31/13

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**ATTACHMENT A  
INCOMING CEQA DOCUMENTS LOG  
AUGUST 1, 2013 TO AUGUST 31, 2013**

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<b>General Land Use (residential, etc.)</b> <b>LAC130808-04</b> Palladium Residences	The proposed project consists of enhancing the historic Palladium while replacing the existing surface parking lots with two new buildings compatible with the Palladium's architecture. Two development options include: Option 1, Residential Option, the two buildings would contain up to 731 residential units; and Option 2, Residential/Hotel Option, the two buildings would consist of up to 598 residential units and, in the southwest building fronting Argyle Avenue, up to 250 hotel rooms. Both options would include up to 14,000 square feet of new retail and/or restaurant space in a low-rise building component at the Sunset Boulevard/Argyle Avenue intersection on the ground floor.  Comment Period: 8/8/2013 - 9/9/2013 Public Hearing: N/A	NOP (No IS Attached)	City of Los Angeles	SCAQMD commented 8/27/2013
<b>General Land Use (residential, etc.)</b> <b>LAC130813-02</b> TTM 53924 Walnut	The proposed project includes the subdivision of the two existing lots into six residential lots located within the Rural Overlay Zoning District. The project will result in the future development of six single family residences each approximately 3,500 square feet in size. The proposed lots range from 24,855 to 35,474 square feet in size.  Comment Period: N/A Public Hearing: N/A	Mitigated ND	City of Walnut	Document reviewed - No comments sent
<b>General Land Use (residential, etc.)</b> <b>LAC130813-03</b> North Central Avenue Apartments Project	The proposed project consists of two sites; Site A and Site B. The Project on Site A is proposed as a 5-story apartment building with 315 apartment units and 456 parking spaces. The project on Site B is proposed as a 5-story apartment building with 192 units and 275 parking spaces.  Comment Period: 8/13/2013 - 9/26/2013 Public Hearing: N/A	DEIR	City of Glendale	Document under review as of 8/31/13
<b>General Land Use (residential, etc.)</b> <b>LAC130815-01</b> Tentative Tract Map 61974	This document consists of a subdivision review. The proposed project consists of an application to subdivide a 74,927 square-foot lot for 36 residential units and 3 commercial units for a mixed-use development. The subject property is a vacant lot abutting the commercial use on the east and west side of the subject property and the residential use on the south side of the subject property.  Comment Period: 8/15/2013 - 9/13/2013 Public Hearing: N/A	Other	City of Walnut	Document does not require comments
<b>General Land Use (residential, etc.)</b> <b>LAC130815-02</b> Tentative Tract Map 61975	This document consists of a subdivision review. The proposed project consists of an application to subdivide a 65,772 square-foot lot for 36 residential units and 2 commercial units for a mixed-use development. The subject property is a vacant lot abutting the commercial use on the east and west side of the subject property and the residential use on the south side of the subject property.  Comment Period: 8/15/2013 - 9/13/2013 Public Hearing: N/A	Other	City of Walnut	Document does not require comments

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N/A - Not Applicable

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

**ATTACHMENT A  
INCOMING CEQA DOCUMENTS LOG  
AUGUST 1, 2013 TO AUGUST 31, 2013**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>General Land Use (residential, etc.)</i> <b>LAC130816-04</b> City Ventures Urban Land LLC Townhome Project	The proposed project consists of building 95 townhomes on a 6.07 acres site at Baseline Road and Town Avenue.  Comment Period: 8/19/2013 - 9/17/2013 Public Hearing: N/A	Mitigated ND	City of Claremont	Document reviewed - No comments sent
<i>General Land Use (residential, etc.)</i> <b>LAC130820-02</b> Parcel 44 - Project Number R2013-01647, Environmental Review No. 201300142	The proposed project consists of the demolition of all existing landside structures on Parcel 44 and redevelopment of the landside parcel. The project will include offices, retail restaurants, boaters' bathrooms, yacht club and commercial space within 7 buildings totaling 83,778 square feet in the Marina del Rey small craft harbor.  Comment Period: 8/19/2013 - 9/19/2013 Public Hearing: N/A	NOP/IS	County of Los Angeles	Document under review as of 8/31/13
<i>General Land Use (residential, etc.)</i> <b>LAC130830-02</b> Lomita Planning Commission General Plan Amendment No. 2013-02 (Housing Element Update)	The document consist of a Public Hearing Notice. The proposed project consists of the General Plan Amendment No. 2013-02 (Housing Element Update). Pursuant to state law, a public hearing in regards to the draft update of the 2013-2021 Housing Element.  Comment Period: 8/30/2013 - 9/9/2013 Public Hearing: 9/9/2013	Other	City of Lomita Community Development Department Planning Division	Document screened - No further review conducted
<i>General Land Use (residential, etc.)</i> <b>LAC130830-05</b> Oak Village Residences Project	This Project consists of demolition of the existing commercial structure and construction of an approximately 182,575 square-foot, 142-unit residential townhome/condominium development. The Project consists of six separate buildings, two condominium buildings, and four duplex townhome buildings.  Comment Period: 8/29/2013 - 10/14/2013 Public Hearing: N/A	DEIR	City of Los Angeles	Document under review as of 8/31/13
<i>General Land Use (residential, etc.)</i> <b>ORC130801-01</b> Tentative Tract Map 17507	This document consists of a tentative tract map. The proposed project consists of subdividing an 78.25-acre site into 376 numbered lots and 75 lettered lots for the development of 375 single family detached units, a focal park, and other neighborhood amenities.  Comment Period: 8/1/2013 - 8/13/2013 Public Hearing: N/A	Other	City of Tustin	Document does not require comments

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AUGUST 1, 2013 TO AUGUST 31, 2013**

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<i>General Land Use (residential, etc.)</i> <b>SBC130801-02</b> PL13-0173, PL13-0174, PL13-0175 and PL13-0286	This document consists of a notice of public hearing for the request to subdivide approximately 8.7 acres of land and construct 39 single family residential dwelling units.  Comment Period: 8/1/2013 - 8/19/2013 Public Hearing: N/A	Other	City of Chino	Document under review as of 8/31/13
<i>General Land Use (residential, etc.)</i> <b>SBC130808-01</b> Magnolia Residential Project	The proposed project consists of redeveloping the project site with up to 42 single-family detached residential units at a density of not more than 4 dwelling units per acre, with lot sizes ranging from 7,000 to 15,700 square feet and averaging about 7,900 square feet.  Comment Period: 8/8/2013 - 9/4/2013 Public Hearing: N/A	NOP/IS	City of Upland	SCAQMD commented 8/24/2013
<i>General Land Use (residential, etc.)</i> <b>SBC130821-01</b> Bloomington Affordable Housing Project	The proposed project consists of establishing a 190-unit affordable housing development that would include Senior, Family, and Mental Health Services Act units. The development would also include a leasing office, regional library, community space, and other ancillary facilities.  Comment Period: 8/21/2013 - 9/19/2013 Public Hearing: N/A	Mitigated ND	County of San Bernardino	Document under review as of 8/31/13
<i>General Land Use (residential, etc.)</i> <b>SBC130827-02</b> Design Review Application No. DRA-13-003	This document consists of a notice of public meeting. The proposed project consists of an amendment to the colors and materials associated with the development of an approximately 73,779 square-foot two-story building to accommodate sixty-eight assisted living units and sixteen memory care units, known as the Brightwater Senior Living facility, which is currently under construction.  Comment Period: N/A Public Hearing: 9/3/2013	Other	City of Highland	Document does not require comments
<i>General Land Use (residential, etc.)</i> <b>SBC130829-01</b> Miller Canyon OHV Staging Area	The proposed project consists of constructing and designating a developed day use site in Miller Canyon to address resource concerns due to undermanaged motorized recreation.  Comment Period: 8/20/2013 - Public Hearing: N/A	Other	United States Department of Agriculture	Document under review as of 8/31/13
<i>Plans and Regulations</i> <b>LAC130802-01</b> City of Hawaiian Gardens 2013-2021 Housing Element and Implementing Zoning Code Amendments	The proposed project consists of the City of Hawaiian Gardens 2013-2021 Housing Element and implementing Zoning Code amendments that apply to all residential and mixed-use zoning districts and all General Plan designations that allow residential and mixed-use development within the boundaries of Hawaiian Gardens.  Comment Period: 8/1/2013 - 8/30/2013 Public Hearing: N/A	ND	City of Hawaiian Gardens	Document reviewed - No comments sent

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







**ATTACHMENT A  
INCOMING CEQA DOCUMENTS LOG  
AUGUST 1, 2013 TO AUGUST 31, 2013**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Plans and Regulations</i> <b>RVC130823-02</b> Master Plan Application 1201; General Plan Amendment 1202; Change of Zone 1201, and Tentative Tract Map 36391 (CV Communities-Riverbend Project)	The proposed project consists of constructing a master-planned residential community featuring 466 new single-family residential homes on the northern portion of an approximately 215.3-acre property adjacent to the I-15 freeway.  Comment Period: 8/22/2013 - 9/20/2013 Public Hearing: N/A	Mitigated ND	City of Jurupa Valley	Document under review as of 8/31/13
<i>Plans and Regulations</i> <b>SBC130806-04</b> Grand Park Specific Plan	The proposed project consists of the Grand Park Specific Plan for the development of a master planned residential community on approximately 320 gross acres of land. The Grand Park Specific Plan is divided into 10 planning areas and an approximately 130-acre park. Planning Area 10 includes a high school and Planning Area 9 includes an elementary school. The remaining planning areas contain a mix of low-density, medium-density and high-density residential development.  Comment Period: 8/6/2013 - 9/16/2013 Public Hearing: N/A	DEIR	City of Ontario	Document under review as of 8/31/13
<i>Plans and Regulations</i> <b>SBC130816-03</b> County General Plan Housing Element Update for 2008-2014	The proposed project consists of an update to the County General Plan Housing Element that addresses regional housing needs and specific goals, policies, and objectives relative to meeting such needs for households of all income levels, consistent with California state law.  Comment Period: 8/16/2013 - 9/13/2013 Public Hearing: 9/16/2013	ND	County of San Bernardino	Document reviewed - No comments sent

**TOTAL DOCUMENTS RECEIVED THIS REPORTING PERIOD: 72**

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N/A - Not Applicable

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



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

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Warehouse &amp; Distribution Centers</i> <b>SBC130711-04</b> Bloomington Truck Terminal	This document consists of an air quality analysis. The proposed project consists of constructing a 708,240 square-foot industrial building with 20,000 square feet of office area to be used as a "High Cube" warehouse distribution facility on 38.37 acres, and a tentative parcel map to subdivide 54.2 acres into two parcels. Comment Period: 7/11/2013 - 7/22/2013 Public Hearing: N/A	Other	County of San Bernardino	Document under review as of 8/31/13
<i>Waste and Water-related</i> <b>LAC130726-01</b> David H. Fell and Company, Inc.	This document consists of a public notice for the notice of class 2 standardized permit modification and 60-day public comment period. If approved, the plan would allow the Evaporator Unit to accept the waste stream generated from the onsite lab and currently permitted waste water from washing glassware in the laboratory and metals will be processed in the evaporator. The addition of these waste codes will not change the overall operation of the facility and will not increase the storage or treatment capacity. Comment Period: 7/25/2013 - 9/23/2013 Public Hearing: N/A	Other	Department of Toxic Substances Control	Document under review as of 8/31/13
<i>Plans and Regulations</i> <b>LAC130711-01</b> General Plan Update	This document consists of a request for comments on the revised Draft General Plan. The Los Angeles General Plan Update is a comprehensive update to the 1980 General Plan. It provides the policy framework for how and where the unincorporated areas of Los Angeles will grow through the year 2035. Comment Period: N/A Public Hearing: N/A	Other	County of Los Angeles	Document under review as of 8/31/13
<i>Plans and Regulations</i> <b>LAC130726-02</b> City of Pomona General Plan Update, Corridors Specific Plan, Active Transportation Plan and Green Plan	The proposed project consists of the City of Pomona General Plan Update as well as the accompanying Corridors Specific Plan, Active Transportation Plan and Green Plan. The goal of the General Plan Update is to improve the livability and cultural life of the community. Comment Period: 7/26/2013 - 9/7/2013 Public Hearing: N/A	DEIR	City of Pomona	Document under review as of 8/31/13
<i>Plans and Regulations</i> <b>RVC130711-03</b> La Entrada Specific Plan Draft EIR	The proposed project consists of the La Entrada Specific Plan which is a comprehensive amendment and expansion of the previously approved McNaughton Specific Plan. Although the project area would increase by 558 acres, the total number of residential units would drop from 8,000 units under the existing zoning to 7,800 units under the proposed plan. Comment Period: 7/11/2013 - 8/26/2013 Public Hearing: N/A	DEIR	City of Coachella	Document under review as of 8/31/13
<i>Plans and Regulations</i> <b>SBC130628-03</b> San Bernardino County Regional Greenhouse Gas Reduction Plan	This document consists of the draft San Bernardino County Regional Greenhouse Gas Reduction Plan. The draft presents the goals identified by the participating cities in reducing GHG emissions, forecast of 2020 emissions, GHG reduction measures for each participating city, and baseline information for the development of city climate action plans. Comment Period: N/A Public Hearing: N/A	Other	San Bernardino Associated Governments (SANBAG)	Document under review as of 8/31/13

NOP - Notice of Preparation

DEIR - Draft Environmental Impact Report

FEIR - Final Environmental Impact Report

RDEIR - Revised Draft Environmental Impact Report

SEIR - Subsequent Environmental Impact Report

IS - Initial Study

MND - Mitigated Negative Declaration

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DEA - Draft Environmental Assessment

EIS - Environmental Impact Statement

FONSI - Finding of No Significant Impact

PN - Public Notice

Other - Typically notices of public meetings

N/A - Not Applicable

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

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

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Warehouse &amp; Distribution Centers</i> <b>RVC130709-08</b> Beaumont Distribution Center	The proposed project consists of developing approximately 38 acres. The project includes development of an 803,600 square-foot high cube warehouse with a maximum height of 42 feet, providing for 783,000 square feet of warehouse and 20,000 square feet of office. In addition to the distribution warehouse, approximately 13 acres will be allocated for loading bays, drive aisles, and 387 parking stalls; 179 semi-trailer truck parking stalls, 200 standard vehicle parking stalls, and 8 handicap vehicle parking stalls. Approximately 4 acres will be set aside for landscaping and water quality structural treatment Best Management Practices which consists of approximately 11 percent of the Project site. Comment Period: 7/3/2013 - 8/19/2013 Public Hearing: N/A	DEIR	City of Beaumont	SCAQMD commented 8/16/2013
<i>Warehouse &amp; Distribution Centers</i> <b>RVC130717-04</b> Pelican Industrial Project	The proposed project consists of constructing and operating of up to 600,000 gross square feet (GSF) of light industrial/warehouse uses. Building 1 would be approximately 480,000 gsf and would accommodate high-cube warehouse/distribution uses. Building 2 would be approximately 120,000 gsf and would accommodate light industrial uses. Comment Period: 7/17/2013 - 9/3/2013 Public Hearing: N/A	DEIR	City of Perris	SCAQMD commented 8/7/2013
<i>Warehouse &amp; Distribution Centers</i> <b>SBC130709-07</b> Redlands Fulfillment Center Project	The proposed project consists of constructing a 1,015,740 square-foot industrial building that will include warehouse and office uses. Comment Period: 7/5/2013 - 8/5/2013 Public Hearing: 8/13/2013	Mitigated ND	County of San Bernardino	SCAQMD commented 8/15/2013
<i>Airports</i> <b>RVC130716-05</b> March Airport Land Use Compatibility Plan	The proposed project consists of adopting the March Airport Land Use Compatibility Plan (ALUCP). The preparation and adoption of an ALUCP is a major component of the State Aeronautics Act. The draft ALUCP was therefore a central component of the recently completed Joint Land Use Study for the March Air Reserve Base/Inland Port Authority. Comment Period: 7/16/2013 - 8/12/2013 Public Hearing: N/A	NOP (No IS Attached)	Riverside County Transportation and Land Management Agency	SCAQMD commented 8/2/2013
<i>Waste and Water-related</i> <b>ORC130730-03</b> Chiquita Water Reclamation Plant Expansion	The proposed project consists of upgrading and expanding the Chiquita Water Reclamation Plant (CWRP) to provide preliminary, primary, secondary, and tertiary wastewater treatment for flows up to 10.5 million gallon per day (MGD). As part of the project, the secondary treatment system would be expanded from its current permit capacity of 9.0 MGD up to the projected future flow of 10.5 MDG. The solid handling systems and biogas handling systems would also be upgraded and expanded to serve the projected future flows and loadings at the CWRP. Comment Period: 7/30/2013 - 8/28/2013 Public Hearing: N/A	Mitigated ND	Santa Margarita Water District	SCAQMD commented 8/27/2013

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

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>General Land Use (residential, etc.)</i> <b>LAC130709-13</b> 8899 Beverly Boulevard Project	The proposed project consists of a mixed-use development re-using the existing 10-level retail/commercial office building and development of new residential uses. The total number of units within the project would be 81, including 69 market-rate units and 12 affordable units. Project site is 75,500 square feet. Comment Period: 7/9/2013 - 8/7/2013 Public Hearing: N/A	NOP (No IS Attached)	City of West Hollywood	SCAQMD commented 8/1/2013
<i>General Land Use (residential, etc.)</i> <b>LAC130718-01</b> The Lexington Project	The proposed project consists of developing approximately 786 residential units with 22,200 square feet of community-serving retail and restaurant uses. The residential uses would be located within six buildings ranging from five to eight stories in height and would include open space and recreational amenities. The community-serving retail and restaurant uses would be located on the ground level along the Santa Monica Boulevard frontage. Comment Period: 7/18/2013 - 9/2/2013 Public Hearing: N/A	Recirculated DEIR	City of Los Angeles	SCAQMD commented 8/30/2013
<i>Plans and Regulations</i> <b>SBC130712-02</b> City of Chino Climate Action Plan (CAP)	The proposed project consists of a plan to reduce Greenhouse Gas emissions within the City. Comment Period: 7/12/2013 - 8/15/2013 Public Hearing: N/A	NOP (No IS Attached)	City of Chino Hills	SCAQMD commented 8/2/2013
<i>Plans and Regulations</i> <b>SBC130716-03</b> Westgate Specific Plan	The proposed project consists of four villages all incorporated into 83 development areas that include a total of 5,410 residential units, 50.9 acres of Commercial Retail, 179.9 acres of business park and professional office uses, 71.6 acres of warehouse/distribution uses, 47.8 acres of Open Space/Public Parks, 9.15 acres of Open Space/Private Parks, 1.4 acres of Open Spaces:landscape, 96.1 acres of Open spaces/Utility Corridor, 24 acres for an Elementary School, 60 acres for a High School, and 89.35 acres of major street right-of-way. Comment Period: 7/16/2013 - 8/10/2013 Public Hearing: N/A	NOP (No IS Attached)	City of Fontana	SCAQMD commented 8/7/2013

<p><b>TOTAL NUMBER OF REQUESTS TO AQMD FOR DOCUMENT REVIEW THIS REPORTING PERIOD: 72</b></p> <p><b>TOTAL NUMBER OF COMMENT LETTERS SENT OUT THIS REPORTING PERIOD: 18</b></p> <p><b>TOTAL NUMBER OF DOCUMENTS REVIEWED, BUT NO COMMENTS WERE SENT: 22</b></p> <p><b>TOTAL NUMBER OF DOCUMENTS CURRENTLY UNDER REVIEW: 32</b></p> <p><b>TOTAL NUMBER OF DOCUMENTS THAT DID NOT REQUIRE COMMENTS: 13</b></p> <p><b>TOTAL NUMBER OF DOCUMENTS THAT WERE NOT REVIEWED: 1</b></p> <p><b>TOTAL NUMBER OF DOCUMENTS THAT WERE SCREENED WITHOUT ADDITIONAL REVIEW: 6</b></p>
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**ATTACHMENT C  
ACTIVE AQMD LEAD AGENCY PROJECTS  
THROUGH AUGUST 31, 2013**

PROJECT DESCRIPTION	PROPONENT	TYPE OF DOCUMENT	STATUS	CONSULTANT
Operators of the Ultramar Wilmington Refinery are proposing to construct and install a 49 MW cogeneration unit to reduce the Refinery's reliance on electricity from the Los Angeles Department of Water and Power and produce steam to meet internal needs. No other refinery modifications are proposed.	Ultramar Wilmington Refinery	ND	Consultant is preparing the Final ND, including response to the 3 comment letters received on Draft ND.	Environmental Audit, Inc.
The Phillips 66 (formerly ConocoPhillips) Los Angeles Refinery Ultra Low Sulfur Diesel project was originally proposed to comply with federal state and SCAQMD requirements to limit the sulfur content of diesel fuels. Litigation against the CEQA document was filed. Ultimately, the California Supreme Court concluded that the SCAQMD had used an inappropriate baseline and directed the SCAQMD to prepare an EIR, even though the project has been built and has been in operation since 2006. The purpose of this CEQA document is to comply with the Supreme Court's direction to prepare an EIR.	Phillips 66 (formerly ConocoPhillips), Los Angeles Refinery	EIR	The Notice of Preparation was circulated for a 30-day public comment period on March 26, 2012. The comment period ended on April 26, 2012. The consultant submitted the administrative Draft EIR to SCAQMD in late July 2013. SCAQMD staff is currently reviewing the Draft EIR.	Environmental Audit, Inc.
The Phillips 66 Los Angeles Refinery operators are proposing to install one new 615,000-barrel crude oil storage tank with a geodesic dome to accommodate larger marine vessels delivering crude oil. The proposed project also includes increasing the throughput on two existing tanks and adding geodesic domes to these tanks, installing one new 14,000-barrel water draw surge tank and installing one new electrical power substation.	Phillips 66 Los Angeles Refinery Carson Plan	ND	SCAQMD staff has reviewed the Draft Supplemental ND and submitted comments to the consultant. Consultant is currently finalizing ND.	Environmental Audit, Inc.
The Tesoro Refining and Marketing Los Angeles Refinery operators are proposing to replace two existing tanks with two new larger tanks with fixed roofs and internal floating roofs. The proposed project also includes replacing an onsite eight-inch pipeline to the new tanks with a 24-inch diameter pipeline.	Tesoro Refining and Marketing Company Los Angeles Refinery	ND	SCAQMD staff has reviewed the Draft Supplemental ND and submitted comments to the consultant. Consultant is currently finalizing ND.	Environmental Audit, Inc.
Warren E & P, Inc. is proposing a modification to a Subsequent MND that was certified by the SCAQMD on July 19, 2011. Warren has submitted a supplemental ND detailing a gas sales project designed to replace the gas re-injection portion of the 2011 project.	Warren E & P, Inc.	Supplemental ND	SCAQMD staff has reviewed the Draft Supplemental ND and submitted comments to the consultant. Consultant is currently finalizing Supplemental ND.	Environ
Operators of the Ultramar Wilmington Refinery are proposing to add rail service to their facility.	Ultramar Wilmington Refinery	EIR	The consultant is preparing an Initial Study.	Environmental Audit, Inc.
Operators of the KinderMorgan Lomita Terminal are proposing to deliver crude oil by expanding their rail facility.	KinderMorgan Lomita Terminal	To Be Determined	The consultants are preparing initial emission estimates to determine the type of CEQA document to be prepared.	SABS Consulting 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 is preparing control emission estimates to determine the type of CEQA document to be prepared.	SABS Consulting
The proposed project would clean up and modify existing equipment to process biomass into diesel and jet fuel.	Paramount Petroleum	To Be Determined	To Be Determined	Environmental Audit, Inc.

A shaded row indicates a new project.

#=AQMD was contacted regarding potential environmental justice concerns due to the natural and/or location of the project.

[↑ Back to Agenda](#)

BOARD MEETING DATE: October 4, 2013

AGENDA NO. 19

REPORT: Rule and Control Measure Forecast

SYNOPSIS: This report highlights SCAQMD rulemaking activity and public workshops potentially scheduled for the year 2013 and portions of 2014.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:  
Receive and file.

Barry R. Wallerstein, D.Env.  
Executive Officer

EC:LT:lm

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The Rule and Control Measure Forecast Report provides the Board with a monthly update of SCAQMD's rulemaking and control measure implementation schedule.

Reg. III	Fees
Regulation III is being moved from November to December to allow for additional time for staff to address analysis and public input.	
415	Odors from Rendering Plants
Proposed Rule 415 is being moved from December to the first quarter of 2014 to allow additional time for staff analysis.	
1123	Improved Start-up, Shutdown and Turnaround Procedures (MCS-03)
Rule 1123 is being moved from November to the first quarter of 2014 to allow additional time necessary to evaluate information submitted by regulated entities.	
1130	Graphic Arts (CTS-02)
Rule 1130 is being moved from November to the first quarter of 2014 to allow staff time to evaluate industry profiles and feasible control measures.	

2301	Control of Emissions from New or Redevelopment Projects (EGM-01)
Proposed Rule 2301 is being moved from December to the first quarter of 2014 to allow for additional staff analysis and stakeholder input.	
Reg. XX	Regional Clean Air Incentives Market (RECLAIM) (CMB-01)
Regulation XX is being moved from November to the first quarter of 2014 to allow staff to complete cost effectiveness and other rule-related analysis.	

## 2013 MASTER CALENDAR (continued)

Below is a list of all rulemaking activity scheduled for the year 2013. 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).

*\*An asterisk indicates that the rulemaking is a potentially significant hearing.*

*+This proposed rule will reduce criteria air contaminants and assist toward attainment of ambient air quality standards.*

*<sup>1</sup>Subject to Board approval*

*California Environmental Quality Act shall be referred to as "CEQA."*

*Socioeconomic Analysis shall be referred to as "Socio."*

### 2013

November		AQMP	Toxics	Other	Climate Change
1146	Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters			√	
1146.1	Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters			√	
December		AQMP	Toxics	Other	Climate Change
Reg. III <sup>1</sup>	Fees			√	
1168	Adhesive and Sealant Applications			√	
1420.1 <sup>*</sup>	Emissions Standards for Lead and other Toxic Air Contaminants from Lead-Acid Battery Recycling Facilities		√		
4001	Backstop to Ensure AQMP Emission Reduction Targets Are Met at Commercial Marine Ports (IND-01)	√			



**2013 MASTER CALENDAR (continued)**

**2013**

**2013 TO-BE DETERMINED**

<b>To-Be Determined</b>		<b>AQMP</b>	<b>Toxics</b>	<b>Other</b>	<b>Climate Change</b>
463	Storage of Organic Liquids			√	
1107 <sup>+</sup>	Coating of Metal Parts and Products	√			
1118	Control of Emissions from Refinery Flares			√	√
1144	Metalworking Fluids and Direct-Contact Lubricants			√	
1147	NOx Reductions from Miscellaneous Sources			√	
1148	Thermally Enhanced Oil Recovery Wells		√		
1148.1	Oil and Gas Production Wells		√		
1420	Emission Standard for Lead		√		
1420.2	Emission Standards for Lead from Medium Sources		√		
2305 <sup>*</sup>	Indirect Sources		√	√	
1151 <sup>*+</sup>	Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations			√	
1153.1	Emissions of Oxides of Nitrogen from Commercial Food Ovens			√	
1155	Particulate Matter (PM) Control Devices			√	
1166	Volatile Organic Compound Emissions from Decontamination of Soil			√	
1171	Solvent Cleaning Operations (CTS-02)	√		√	
1173	Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants			√	√

**2013 MASTER CALENDAR (continued)**

**2013 TO-BE DETERMINED**

<b>To-Be Determined</b>	<b>(continued)</b>	<b>AQMP</b>	<b>Toxics</b>	<b>Other</b>	<b>Climate Change</b>
1190 Series	Fleet Vehicle Requirements			√	
Reg. XIII	New Source Review			√	
1469	Hexavalent Chromium Emissions from Chromium Electroplating and Chromic Acid Anodizing Operations		√		
1469.1	Spraying Operations Using Coatings Containing Chromium		√		
1902	Transportation Conformity	√			
Reg. XX	Regional Clean Air Incentives Market (RECLAIM)			√	
2511	Credit Generation Program for Locomotive Head End Power Unit Engines			√	
2512	Credit Generation Program for Ocean-Going Vessels at Berth			√	
Reg. XXVII	Climate Change				√

**2013 MASTER CALENDAR (continued)**

**2013 TO-BE DETERMINED**

<b>To-Be Determined</b>	(continued)	<b>AQMP</b>	<b>Toxics</b>	<b>Other</b>	<b>Climate Change</b>
Reg. IV, IX, X, XI, XIV, XX and XXX Rules	Various rule amendments may be needed to meet the requirements of state and federal laws, address variance issues/technology-forcing limits, or to seek additional reductions to meet the SIP short-term measure commitment. The Clean Communities Plan (CCP) has been updated to include new measures to address toxic emissions in the basin. The CCP includes a variety of measures that will reduce exposure to air toxics from stationary, mobile, and area sources. Rule amendments may include updates to provide consistency with CARB Statewide Air Toxic Control Measures.	√	√	√	√

Note: SCAQMD may add control measures necessary to satisfy federal requirements, to abate a substantial endangerment to public health or welfare, state regulatory requirements or SIP commitment.

**2013 MASTER CALENDAR (continued)**

**1<sup>st</sup> QUARTER OF 2014**

<b>2014</b>		<b>AQMP</b>	<b>Toxics</b>	<b>Other</b>	<b>Climate Change</b>
415 <sup>1</sup>	Odors from Rendering Plants			√	
1123 <sup>1</sup>	Improved Start-up, Shutdown and Turnaround Procedures (MCS-03)	√			
1130 <sup>1</sup>	Graphic Arts (CTS-02)	√			
1420 1420.2	Emissions Standard for Lead Emission Standard for Lead from Medium Sources		√ √		
2301 <sup>1</sup>	Control of Emissions from New or Redevelopment Projects (EGM-01)	√			
2305	Indirect Sources		√	√	
Reg. XX	Regional Clean Air Incentives Market (RECLAIM) (CMB-01)	√			
4010	General Provisions and Requirements for Ports of Los Angeles and Long Beach (IND-01)	√	√		
4020	Backstop Requirements for Ports of Los Angeles and Long Beach (IND-01)	√	√		

# ATTACHMENT A

## AQMP Rule Activity Schedule

This attachment lists those control measures that are being developed into rules or rule amendments for Board consideration that are designed to implement the amendments to the 2007 and 2012 Air Quality Management Plans.

### 2013

December	(continued)
4001	<p><b>Backstop to Ensure AQMD Emission Reduction Targets are Met at Commercial Marine Ports</b>  <i>[Projected Emission Reduction: TBD]</i>                      If triggered, the proposed rule will address cost-effective NO<sub>x</sub>, SO<sub>x</sub>, and PM<sub>2.5</sub> emission reduction strategies from port-related sources to ensure emission reductions claimed or emission targets assumed in the 2012 AQMP for the 24-hr PM<sub>2.5</sub> standard are maintained.  <i>Randall Pasek 909.396.2251 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>

### To-Be Determined 2013

To-Be Determined	
1107 <sup>+</sup>	<p><b>Coating of Metal Parts and Products</b>  <i>[Projected Emission Reduction: TBD]</i>                      Amendments to Rule 1107 would further reduce VOC emissions and improve rule clarity and enforceability.  <i>Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
1171	<p><b>Solvent Cleaning Operations</b>  <i>[Projected Emission Reduction: N/A]</i>                      The proposed amendment may consider technology assessments for the cleanup of affected equipment.  <i>Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
1902	<p><b>Transportation Conformity</b>  <i>[Projected Emission Reduction: TBD]</i>                      Amendments to Rule 1902 will bring the District's Transportation Conformity rule in line with current U.S. EPA requirements.  <i>Carol Gomez 909.396.3264 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
Reg. IV, IX, X, XI, XIV, XX and XXX Rules	<p>Various rule amendments may be needed to meet the requirements of state and federal laws, address variance issues/technology-forcing limits, or to seek additional reductions to meet the SIP short-term measure commitment.</p>

# ATTACHMENT A

## AQMP Rule Activity Schedule (continued)

### 1<sup>st</sup> Quarter of 2014

2014	
1123 <sup>1</sup>	<p><b>Improved Start-up, Shutdown and Turnaround Procedures (MCS-03)</b>  <i>[Projected Emission Reduction: TBD]</i>                      Proposed Rule 1123 will, if needed, implement Phase 1 of Control Measure MCS-03 of the 2012 AQMP by establishing procedures that better quantify emission impacts from start-up, shutdown or turnarounds.  <i>Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
1130 <sup>1</sup>	<p><b>Graphic Arts (CTS-02)</b>  <i>[Projected Emission Reduction: TBD]</i>                      The proposed amendment will review fountain solutions and other technologies to align requirements with existing rules and U.S. EPA's Control Techniques Guidelines (CTG) recommendations.  <i>Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
Reg. XX <sup>1</sup>	<p><b>Regional Clean Air Incentives Market (RECLAIM)</b>  <i>[Projected Emission Reduction: 3-5 TPD]</i>                      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.  <i>Joe Cassmassi 909.396.3155 909.396.3155 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
2301 <sup>1</sup>	<p><b>Control of Emissions from New or Redevelopment Projects (EGM-01)</b>  <i>[Projected Emission Reduction: Committed to reduce 0.5 tons per day of VOC, 0.8 tons per day of NOx, and 0.5 tons per day of PM2.5 in 2023.]</i>                      The proposed rule will implement the 2007 AQMP Control Measure EGM-01 – Emission Reductions from New or Redevelopment Projects. Since the initial proposal was released for PR 2301, CARB in compliance with an SB 375 requirement, has set greenhouse gas emission reduction targets for each metropolitan planning organization (MPO). SCAG's 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) contains the plan for how these target emission reductions will be met. In light of this development, PR 2301 will be drafted as a backstop/contingency measure to ensure that the co-benefits of VOC, NOx, and PM 2.5 emission reductions from the SCS will meet the 2007 AQMP targets.  <i>Carol Gomez 909.396.3264 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>

# ATTACHMENT A

## AQMP Rule Activity Schedule (continued)

### 1<sup>st</sup> Quarter of 2014

2014	(continued)
4010	<b>General Provisions and Requirements for Ports of Los Angeles and Long Beach (IND-01)</b>
4020	<b>Backstop Requirements for Ports of Los Angeles and Long Beach (IND-01)</b> <i>[Projected Emission Reduction: TBD]</i> If triggered, the proposed rules will address cost-effective NO <sub>x</sub> , SO <sub>x</sub> , and PM <sub>2.5</sub> emission reduction strategies from port-related sources to ensure emission reductions claimed or emission targets assumed in the AQMP are maintained. <i>Randall Pasek 909.396.2251 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i>

**ATTACHMENT B**  
**Toxics Rule Activity Schedule**

This attachment lists those rules or rule amendments for Board consideration that are designed to implement the Air Toxics Control Plan.

**2013**

<b>December</b>	
1420.1*	<p><b>Emission Standard for Lead and other Toxic Air Contaminants from Large Lead-Acid Battery Recycling Facilities</b>  <i>[Projected Emission Reduction: TBD]</i>            SCAQMD staff is proposing amendments to Rule 1420.1 to address toxic emissions from large lead-acid battery recycling facilities.  <i>Susan Nakamura 909.396.3105 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>

**To-Be Determined 2013**

<b>To-Be Determined</b>	
1148 1148.1	<p><b>Thermally Enhanced Oil Recovery Wells</b>  <b>Oil and Gas Production Wells</b>  <i>[Projected Emission Reduction: TBD]</i>            Rules 1148 and 1148.1 will be evaluated to determine if additional requirements need to be added to address hydraulic fracturing activities.  <i>Susan Nakamura 909.396.3105 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
1469 1469.1	<p><b>Hexavalent Chromium Emissions from Chromium Electroplating and Chromic Acid Anodizing Operations</b>  <b>Spraying Operations Using Coatings Containing Chromium</b>  <i>[Projected Emission Reduction: TBD]</i>            Staff will evaluate opportunities for reducing chrome emissions from various spray coating operations.  <i>Susan Nakamura 909.396.3105 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
Reg. IV, IX, X, XI, XIV, XX and XXX Rules	<p>Various rule amendments may be needed to meet the requirements of state and federal laws, address variance issues/technology-forcing limits. Rule amendments may include updates to provide consistency with CARB Statewide Air Toxic Control Measures.</p>



## ATTACHMENT B

### Toxics Rule Activity Schedule (continued)

#### 1<sup>st</sup> Quarter of 2014

2014	
<p>1420*</p> <p>1420.2</p>	<p><b>Emissions Standard for Lead</b></p> <p><b>Emission Standards for Lead from Medium Sources</b>  <i>[Projected Emission Reduction: TBD]</i>                      In October 2008, U.S. EPA lowered the National Ambient Air Quality Standard for lead from 1.5 to 0.15 ug/m<sup>3</sup>. Proposed Amended Rule 1420 and Proposed Rule 1420.2 will apply to lead sources and will include requirements to ensure the Basin meets the new lead standard.  <i>Susan Nakamura 909.396.3105 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
<p>2305*</p>	<p><b>Indirect Sources</b>  <i>[Projected Emission Reduction: TBD]</i>                      Proposed Rule 2305 will identify approaches to reduce exposure to diesel particulate emissions and localized NO<sub>2</sub> emissions from facilities associated with large indirect sources (i.e., facilities that attract mobile sources).  <i>Susan Nakamura 909.396.3105 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
<p>4010</p> <p>4020</p>	<p><b>General Provisions and Requirements for Ports of Los Angeles and Long Beach (IND-01)</b></p> <p><b>Backstop Requirements for Ports of Los Angeles and Long Beach (IND-01)</b>  <i>[Projected Emission Reduction: TBD]</i>                      If triggered, the proposed rules will address cost-effective NO<sub>x</sub>, SO<sub>x</sub>, and PM<sub>2.5</sub> emission reduction strategies from port-related sources to ensure emission reductions claimed or emission targets assumed in the AQMP are maintained.  <i>Randall Pasek 909.396.2251 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>

**ATTACHMENT C**  
**Other Rule Activity Schedule**

This attachment lists those rules or rule amendments for Board consideration that are designed to improve rule enforceability, SIP corrections, or implementing state or federal regulations.

**2013**

<b>November</b>	
1146  1146.1	<p><b>Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters</b></p> <p><b>Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters</b> <i>[Projected Emission Reduction: unknown]</i> Proposed amendments will address expected U.S. EPA comments on compliance issues. <i>Joe Cassmassi 909.396.3155 909.396.3155 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
<b>December</b>	
Reg. III <sup>1</sup>	<p><b>Fees</b> <i>[Projected Emission Reduction: N/A]</i> Proposed amendments to Reg. III are intended to align fee revenues to recover SCAQMD program costs. <i>Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
1168	<p><b>Adhesive and Sealant Applications (CTS-02)</b> <i>[Projected Emission Reduction: N/A]</i> Amendments to Rule 1168 will partially implement CTS-02 and reflect improvements in adhesive and sealants technology. <i>Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>

**1<sup>st</sup> Quarter of 2014**

<b>2014</b>	
415 <sup>1</sup>	<p><b>Odors from Rendering Plants</b> <i>[Projected Emission Reduction: TBD]</i> Proposed Rule 415 will address odors from rendering plants. <i>Susan Nakamura 909.396.3105 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>

# ATTACHMENT C

## Other Rule Activity Schedule (continued)

### To-Be Determined 2013

<b>To-Be Determined</b>	
463	<p><b>Storage of Organic Liquids</b>  <i>[Projected Emission Reduction: TBD]</i>                      Staff will evaluate the opportunity of harmonizing Rules 463 and 1178 into one and be prepared to address any stakeholder feedback in response to recent amendments to Rule 463.  <i>Susan Nakamura 909.396.3154 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
1118	<p><b>Control of Emissions from Refinery Flares</b>  <i>[Projected Emission Reduction: TBD]</i>                      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.  <i>Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
1144	<p><b>Metalworking Fluids and Direct-Contact Lubricants</b>  <i>[Projected Emission Reduction: N/A]</i>                      Proposed amendments may be necessary to incorporate results from ongoing technology assessments for specific facilities.  <i>Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
1147	<p><b>NOx Reductions from Miscellaneous Sources</b>  <i>[Projected Emission Reduction: N/A]</i>                      Proposed amendments will provide ongoing staff reports to committee relative to impacts to less-than-one-ton-per-day sources.  <i>Joe Cassmassi 909.396.3155 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
1151 <sup>*+</sup>	<p><b>Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations</b>  <i>[Projected Emission Reduction: N/A]</i>                      Amendments to the rule may be necessary to reflect further findings relative to recordkeeping requirements for tertiary butyl acetate (TBAC).  <i>Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
1153.1	<p><b>Emissions of Oxides of Nitrogen from Commercial Food Ovens</b>  <i>Projected Emission Reduction: N/A]</i>                      Proposed Rule 1153.1 will establish equipment-specific nitrogen oxides emission limits and other requirements for the operation of commercial food ovens.  <i>Joe Cassmassi 909.396.31553 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
1155	<p><b>Particulate Matter (PM) Control Devices</b>  <i>[Projected Emission Reduction: TBD]</i>                      With the implementation of Rule 1155, amendments may be necessary to address the potential exemption of small PM emitters to minimize adverse impacts of the rule requirements where there is no real impact on visible emissions.  <i>Philip Fine 909.396.2239 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>

# ATTACHMENT C

## Other Rule Activity Schedule (continued)

### To-Be Determined 2013

<b>To-Be Determined</b>	<b>(continued)</b>
1166	<p><b>Volatile Organic Compound Emissions from Decontamination of Soil</b>  <i>[Projected Emission Reduction: N/A]</i>                      Amendments to Rule 1166 may be necessary to clarify certain elements of the rule.  <i>Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
1171	<p><b>Solvent Cleaning Operations</b>  <i>[Projected Emission Reduction: N/A]</i>                      The proposed amendment may consider technology assessments for the cleanup of affected equipment.  <i>Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
1173	<p><b>Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants</b>  <i>[Projected Emission Reduction: TBD]</i>                      Amendment to Rule 1173 may be necessary to address greenhouse gas emissions from petroleum facilities and chemical plants and clarify other provisions of the rule.  <i>Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
1190 Series	<p><b>Fleet Vehicle Requirements</b>  <i>[Projected Emission Reduction: TBD]</i>                      Amendments to Rule 1190 series fleet rules may be necessary to address remaining outstanding implementation issues and in the event the court's future action requires amendments. In addition, the current fleet rules may be expanded to achieve additional air quality and air toxic benefits.  <i>Dean Saito 909.396.2647 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
Reg. XIII	<p><b>New Source Review</b>  <i>[Projected Emission Reduction: TBD]</i>                      Proposed amendments will address U.S. EPA comments on SIP approvability issues and/or requirements that may result from U.S. EPA amendments, legislation or CARB requirements. Amendments may also be proposed for clarity and improved enforceability.  <i>Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
Reg. XX	<p><b>Regional Clean Air Incentives Market (RECLAIM)</b>  <i>[Projected Emission Reduction: N/A]</i>                      Staff will explore opportunities to improve the administrative efficiency of the program.  <i>Joe Cassmassi 909.396.3155 909.396.3155 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>

## ATTACHMENT C

### Other Rule Activity Schedule (continued)

#### To-Be Determined 2013

To-Be Determined	(continued)
2511	<p><b>Credit Generation Program for Locomotive Head End Power Unit Engines</b>  <i>[Projected Emission Reduction: TBD]</i>                      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.  <i>Randall Pasek 909.396.2251 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
2512	<p><b>Credit Generation Program for Ocean-Going Vessels at Berth</b>  <i>[Projected Emission Reduction: TBD]</i>                      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.  <i>Randall Pasek 909.396.2251 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
Reg. IV, IX, X, XI, XIV, XX and XXX Rules	<p>Various rule amendments may be needed to meet the requirements of state and federal laws, address variance issues/technology-forcing limits.</p>

#### 1<sup>st</sup> Quarter of 2014

2014	
2305*	<p><b>Indirect Sources</b>  <i>[Projected Emission Reduction: TBD]</i>                      Proposed Rule 2305 will identify approaches to reduce exposure to diesel particulate emissions and localized NO2 emissions from facilities associated with large indirect sources (i.e., facilities that attract mobile sources).  <i>Susan Nakamura 909.396.3105 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>

# ATTACHMENT D

## Climate Change

This attachments lists rules or rule amendments for Board consideration that are designed to implement SCAQMD’s Climate Change Policy or for consistency with state or federal rules.

### To-Be Determined 2013

<b>To-Be Determined</b>	
1118	<p><b>Control of Emissions from Refinery Flares</b>  <i>[Projected Emission Reduction: TBD]</i>                      Amendments may be necessary to address findings from the additional analysis required by the adopting resolution for the last amendment. Amendments may also be necessary to implement an AB 32 measure.  <i>Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
1173	<p><b>Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants</b>  <i>[Projected Emission Reduction: TBD]</i>                      Amendment to Rule 1173 may be necessary to address greenhouse gas emissions from petroleum facilities and chemical plants and clarify other provisions of the rule.  <i>Naveen Berry 909.396.2363 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
Reg. XXVII	<p><b>Climate Change</b>  <i>[Projected Emission Reduction: TBD]</i>                      Additional protocols may be added to Rules 2701 and 2702.  <i>Philip Fine 909.396.2239 CEQA: Krause 909.396.2706 Socio: Lieu 909.396.3059</i></p>
Reg. IV, IX, X, XI, XIV, XX and XXX Rules	<p>Various rule amendments may be needed to meet the requirements of state and federal laws to address variance issues/technology-forcing limits.</p>

BOARD MEETING DATE: October 4, 2013

AGENDA NO. 20

PROPOSAL: Report of RFPs and RFQs Scheduled for Release in October

SYNOPSIS: This report summarizes the RFPs and RFQs for budgeted services over \$75,000 scheduled to be released for advertisement for the month of October.

COMMITTEE: Administrative, September 13, 2013; Recommended for Approval

RECOMMENDED ACTION:

Approve the release of RFPs/RFQs for the month of October.

Barry R. Wallerstein, D.Env.  
Executive Officer

MBO:lg

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### **Background**

At its January 8, 2010 meeting, the Board approved a revised Procurement Policy and Procedure. Under the revised policy, RFPs and RFQs 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 and RFQs 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 or RFQ, 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 <http://www.aqmd.gov/rfp/index.html> following Board approval on October 4, 2013.

### **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 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 (<http://www.aqmd.gov> where it can be viewed by making menu selections "Inside AQMD"/"Employment and Business Opportunities"/"Business Opportunities" or by going directly to <http://www.aqmd.gov/rfp/index.html>). Information is also available on SCAQMD's bidder's 24-hour telephone message line (909) 396-2724.

**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 and RFQs Scheduled for Release in October 2013



**October 4, 2013 Board Meeting  
Report on RFPs and RFQs Scheduled for Release on October 4, 2013**

(For detailed information visit SCAQMD's website at  
<http://www.aqmd.gov/rfp/index.html> following Board approval on October 4, 2013)

**STANDARDIZED SERVICES**

NONE

**RESEARCH AND DEVELOPMENT OR SPECIAL TECHNICAL EXPERTISE**

RFP #P2014-05	Issue Request for Proposals for a Contractor to Provide Technical Support for SCAQMD Upper Air Meteorological Monitoring Network	CHANG/3186
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Staff has identified a continuing need for contractor services to provide technical support for the routine operation, maintenance and data management of the five-station SCAQMD PAMS upper air meteorological network. This specialized technical assistance will ensure quality data through the implementation of consistent maintenance schedules, operating practices and timely field repairs. The contract effort will provide data management and accessibility to meet the needs of SCAQMD, U.S. EPA and others, including operational summaries and event analyses. This action is to issue an RFQ for a qualified contractor to provide these services. Funding is included in the FY 2013-14 Budget from the U.S. EPA Section 105 Grant supplement for the PAMS Program. This contract shall be renewable for up to three additional years, based on availability of funds and satisfactory performance.

**REQUESTS FOR QUALIFICATIONS - Prequalified Vendor List**

NONE

**REQUEST FOR QUOTATIONS – Commercial Off-the-Shelf Equipment**

NONE

BOARD MEETING DATE: October 4, 2013

AGENDA NO. 21

**PROPOSAL:** Status Report on Major Projects for Information Management  
Scheduled to Start During First Six Months of FY 2013-14

**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 2013-14.

**COMMITTEE:** No Committee Review

**RECOMMENDED ACTION:**  
Receive and file.

Barry R. Wallerstein, D.Env.  
Executive Officer

JCM:MAH:OSM:nv

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### **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, 2013. Information provided for each project includes a brief project description, FY 2013-14 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, 2013

**ATTACHMENT**  
**October 4, 2013 Board Meeting**  
**Information Management Major Projects**  
**for the Period of July 1 through December 31, 2013**

<b>Item</b>	<b>Brief Description</b>	<b>Budgeted Funds</b>	<b>Schedule of Board Actions</b>	<b>Status</b>
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 5, 2013	Completed
OnBase Software Support	Authorize the sole source purchase of OnBase software subscription and support for one year.	\$115,660	Approve Purchase July 5, 2013	Completed
Phone System Replacement	Authorize release of RFP for phone system replacement (Headquarters and Long Beach).	\$1,200,000	RFP Release October 4, 2013; Contract Award March 7, 2014	On Schedule
Systems Development, Maintenance and Support	Provide Development, Maintenance and Support for: <ul style="list-style-type: none"> <li>• CLASS System(s)</li> <li>• eGovernment Applications &amp; Infrastructure</li> <li>• System Replacement RAD &amp; Technology Evaluation</li> <li>• Software Version Upgrades</li> </ul>	\$387,500	October 4, 2013	On Schedule
CLASS Database Software Support	Purchase Ingres database software support and maintenance for the CLASS system.	\$180,000	Approve Sole Source Purchase November 1, 2013	On Schedule
Prequalify Vendor List for PCs, Network Hardware, etc.	Establish list of prequalified vendors to provide customer, network, and printer hardware and software, and to purchase desktop computer hardware upgrades.	\$300,000	Release RFQQ November 1, 2013; Approve Vendors List and Award Purchase February 7, 2014	On Schedule
Network Server Upgrades	Replace obsolete Intel-based servers to increase performance based on requirements to support Network Server applications.	\$75,000	Authorize Purchase from Approved Vendors List December 6, 2013	On Schedule

Double-lined Rows - Board Agenda items current for this month

Shaded Rows - activities completed

[↑ Back to Agenda](#)

BOARD MEETING DATE: October 4, 2013

AGENDA NO. 23

REPORT: Administrative Committee

SYNOPSIS: The Administrative Committee met on Friday, September 13, 2013. The Committee discussed various issues detailed in the Committee report. The next Administrative Committee meeting is scheduled for Friday, October 11, 2013 at 10:00 a.m.

RECOMMENDED ACTION:  
Receive and file.

Dr. William A. Burke, Chair  
Administrative Committee

gc

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**Attendance:** Attending the September 13, 2013 meeting were Committee Members Chairman William Burke and Dr. Clark E. Parker, Sr., via teleconference, and Mayor Dennis Yates and Supervisor Gonzales at SCAQMD headquarters.

**ACTION/DISCUSSION ITEMS:**

1. **Board Members' Concerns:** None.
2. **Chairman's Report of Approved Travel:** Executive Officer Barry Wallerstein advised that Mayor Pro Tem Mitchell is going to Sacramento for the September CARB Board Meeting. She is also going to the UCLA Symposium on Transportation and Land Use in Lake Arrowhead and then to the October CARB Board meeting.
3. **Approval of Compensation for Board Member Assistant(s)/Consultant(s):**  
None
4. **Report of Approved Out-of-Country Travel:** None to report.

5. **Update on AB 1318 Mitigation Projects:** Assistant Deputy Executive Officer Philip Fine reported that in January of this year the Governing Board approved 26 emission reduction projects under the AB 1318 Emission Mitigation Program. The approximately \$51 million awarded was subject to certain constraints; 30% of the money would go to projects in environmental justice areas and 30% would go to areas in close proximity to the Sentinel Power plant. The money is earning interest and about \$850,000 in interest has been earned to date. Staff will seek the Board's approval on how to allocate the interest. Approximately 2,100 staff hours have been spent working with the awardees to develop and execute contracts. Additionally, approximately \$360,000 has been spent on administrative costs, which is still well within the up to 5% of the total awarded approved by the Board.

Dr. Fine further reported on two notable accomplishments. One was successfully working with the Gas Company and Southern California Edison to implement and recruit homes for weatherization projects. Dr. Fine also mentioned the very successful classroom particulate filtration projects that have been implemented throughout the District under other programs. One of the AB 1318 classroom particulate filtration projects will also include a pilot demonstration of VOC removal technologies.

Currently, of the 26 projects, 11 contracts have been executed, with 15 remaining, most of which are within a few weeks of being fully executed. A list of executed and pending contracts was provided to the Committee.

Discussion followed regarding the interest earned on the money, specifically the interest earned on the largest contract award of \$17 million to CVAG for the electric vehicle parkway. CVAG has requested that they receive the interest earned due to the length of time needed before construction will begin.

Dr. Wallerstein noted that he advised CVAG that the interest earned on their funds would be tracked separately and it would be at the Board's discretion as to how those funds were allocated in the future.

Dr. Wallerstein further commented that he would like to return to the Board in a month or two to provide an additional status update on the remaining contracts. After all contracts have been executed, there is a possibility that additional funds may be available for reallocation. He would also like to discuss whether the Board would want to fund those projects with the next-highest scores on the list or provide additional funding to some of the projects already under contract. A third option would be to issue another RFP.

## OCTOBER AGENDA ITEMS

6. **Issue Purchase Order for Three Jerome 631-X Hydrogen Sulfide Analyzer Systems:** Dr. Fine advised that this is a purchase order for equipment necessary to assist staff with the air monitoring around oil and gas drilling operations and other activities related to Rule 1148.2. SCAQMD already owns some of the equipment needed to measure concentrations of the targeted air pollutants; however, the purchase of this additional equipment is necessary to fully accomplish the objectives of the monitoring plan.

Moved by Parker; seconded by Yates; unanimously approved.

7. **Establish List of Pre-qualified Legal Counsel to Provide Employee and Labor Relations Legal Services:** General Counsel Kurt Wiese reported that this item is to establish a pre-qualified list of law firms that specialize in labor and employment law.

Moved by Gonzales; seconded by Yates; unanimously approved.

8. **Approve Contracts for Consultant Services in Connection with Analysis of Odor Control Problems at Sunshine Canyon Landfill:** Mr. Wiese reported that this item relates to the Sunshine Canyon Landfill, which is located in northern Los Angeles County. It has been a significant source of odor complaints for a number of years and continues to be a source of odor complaints, primarily from the residents that live nearby the landfill. Staff has recently settled some notices of violation with the landfill. Part of the settlement is for the landfill operator to allocate about \$300,000 to do a study to develop recommendations for further odor reduction measures that can be accomplished at the landfill. There is some recent information about the gas collection system at the landfill that suggests that improvements may be in order. The contract is between the SCAQMD and the consultants, not between the landfill operator and consultants; however, the landfill operator is providing the funding for the contract.

Moved by Yates; seconded by Gonzales; unanimously approved.

9. **Execute Contract for Review of SCAQMD Socioeconomic Assessment:** Program Supervisor Sue Lieu reported that, based on the 2012 AQMP adoption hearing last December, SCAQMD issued an RFP for the review of existing socioeconomic assessments. Six proposals were received, two of which passed the technical criteria. These two proposals are represented by Abt Associates and UCLA. Both proposals received nearly identical scores, and it was the consensus of the proposal evaluation team that both proposals have their own

merits. Therefore, staff's recommendation is such that the Board award a contract to Abt Associates based on its balanced presentations and experience for approximately \$153,000. Funding for this contract is available in the FY 2013-14 Budget. Additionally, staff recommends that dialog be continued with UCLA for potential assessments in major niche areas, such as the impacts of unemployment and environmental justice issues.

Supervisor Gonzales inquired as to the differing approach in the Abt Associates proposal that stood out to offer SCAQMD the best value. Dr. Lieu explained that Abt had a lot of experience in assessing the economic impacts of EPA rules and is headed by senior associates. Additionally, Abt had very balanced presentations in their proposal specific to the four different tasks defined in the RFP and the price was very reasonable. Supervisor Gonzales commented that she liked the metrics used to measure the proposals and saw this as an opportunity to get information out to the public as to why contracts are awarded based on decisions made by the Board. Dr. Wallerstein added that the evaluation panel included a recommendation from the business community for their perspective. Supervisor Gonzales commented that she would like to see that noted in whatever information is released.

Moved by Gonzales; seconded by Yates; unanimously approved.

10. **Amend Contracts to Provide Short- and Long-Term Systems Development, Maintenance and Support Services:** Assistant Deputy Executive Officer Chris Marlia reported that this item is reviewed by the Committee periodically and seeks approval to modify contracts with several companies that provide systems development services for SCAQMD. This action is to amend the contracts to add additional funds for needed systems program work as defined in the Task Order Summary. These funds are budgeted in the FY 2013-14 Budget.

Moved by Yates; seconded by Gonzales; unanimously approved.

11. **Issue RFP for Phone System Replacement:** Mr. Marlia reported that this item is to replace SCAQMD's existing phone system, which is more than 20 years old and antiquated.

Moved by Gonzales; seconded by Yates; unanimously approved.

12. **Authorize Purchase of Conference Seating for Auditorium:** Dr. Wallerstein advised that this item is being delayed for one month.

13. **Remove Various Fixed Assets from SCAQMD Inventory:** Chief Financial Officer Mike O’Kelly reported that this item is to declare certain equipment and vehicles as surplus. Staff is also requesting authorization to donate six non-operational microturbines and the ancillary equipment. Additionally, Mr. O’Kelly referenced a vehicle for which staff is requesting retroactive authority to send to auction. The organizational unit responsible for vehicles did not realize Board approval had not been given in a previous Board letter and sent the vehicle to auction without that approval.

Discussion followed regarding the process by which vehicles are transferred and sent to auction. Mr. O’Kelly advised that a safeguard had now been put into place whereby only the Board-approved list of vehicles is used to send vehicles to auction with a second level of review and approval by Bill Johnson, Assistant Deputy Executive Officer of Administrative & Human Resources, who is responsible for vehicle services.

Moved and approved.

14. **Report of RFPs and RFQs Scheduled for Release in October:** Mr. O’Kelly reported that staff is requesting approval to release an RFP and RFQ for two budgeted items. The RFP is for technical support services for the meteorological monitoring network, and the RFQ is for the purchase of particulate monitoring equipment.

Moved by Gonzales; seconded by Yates; unanimously approved.

15. **Environmental Justice Advisory Group Minutes for the April 16 and July 26, 2013 Meetings (written report):** Dr. Wallerstein commented that the written reports were provided for Committee receipt and file.

16. **Review October 4, 2013 Governing Board Agenda:** The Committee waived a detailed review of the October Board Agenda. Dr. Wallerstein mentioned that earlier in the week he sent a memo to the Board that contained the executive summary of a report of recommendations from the energy agencies to the Governor on how to cope with and replace the 2200 megawatts that were previously coming from the SONGS San Onofre facility. Staff had previously planned to come to the September Board meeting regarding offsets, new source review, and power planning in the state, but elected not to because it was preferred to have this report released first. Dr. Wallerstein also believed that by the October Board meeting, the AB 1318 CARB Report would also be released. He further advised that the CARB Executive Officer approached him in Sacramento about working together with SCAQMD on how to provide adequate offsets for the region. Dr. Wallerstein suggested having an opening discussion



with the Board about that issue. He added that the Board will likely hear from two or three parties about their desire to potentially enter the market, but their inability to do so under the current regulatory structure.

17. **Other Business:** None

18. **Public Comment:** None.

Meeting adjourned at 11:05 a.m.

**Attachments**

Environmental Justice Advisory Group Minutes for the April 16 and July 26, 2013 Meetings

# DRAFT



## South Coast Air Quality Management District

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

### ENVIRONMENTAL JUSTICE ADVISORY GROUP FRIDAY, APRIL 26, 2013 MEETING MINUTES

#### **MEMBERS PRESENT:**

Dr. Joseph Lyou, AQMD Governing Board Member, EJAG Chairman  
Rhetta Alexander, San Fernando Valley Interfaith Council  
Lawrence Beeson, Loma Linda University, School of Public Health  
Judy Bergstresser, Member of the Public  
Suzanne Bilodeau, Knott's Berry Farm  
Arnold Butler, Inglewood Unified School District  
Paul Choe, Korean Drycleaners & Laundry Association  
Afif El-Hasan, American Lung Association  
Mary Figueroa, Riverside Community College  
Maria Elena Kennedy, Quail Valley Task Force  
Rudy Gutierrez, Member of the Public  
Andrea Hricko, Southern California Environmental Health Sciences  
Evelyn Knight, Long Beach Economic Development Commission  
Daniel Morales, National Alliance for Human Rights  
John Moretta, Resurrection Church  
Lizette Navarette, University of California, Riverside  
Rafael Yanez, Member of the Public

#### **MEMBERS ABSENT:**

Alycia Enciso, Small Business Owner  
Pat Kennedy, Greater Long Beach Interfaith Community  
Angelo Logan, East Yard Communities for Environmental Justice  
Elina Nasser, Center for Occupational and Environmental Health, UCLA  
William Nelson, OC Signature Properties  
Neal Richman, Breathe LA  
Woodie Rucker-Hughes, NAACP – Riverside Branch  
Brenda Threatt, S. Los Angeles Service Representative for L.A. Mayor  
Raymond Turner, Member of the Public

#### **OTHERS PRESENT:**

Mark Abramowitz, Board Member Assistant (*Lyou*)  
Danielle Fasse, Southern California Edison  
Edward Phillips, BNSF Railway Company  
Susan Strath, BP

#### **AQMD STAFF:**

Matt Miyasato, Deputy Executive Officer  
Jill Whynot, Assistant Deputy Executive Officer  
Derrick J. Alatorre, Assistant Deputy Executive Officer

Philip Fine, Assistant Deputy Executive Officer  
Michael O'Kelly, Chief Financial Officer  
Veera Tyagi, Sr. Deputy District Counsel  
Lisa Tanaka O'Malley, Community Relations Manager  
Sam Atwood, Media Manager  
Dipankar Sarkar, Planning and Rules Manager  
Jason Low, Atmospheric Measurements Manager  
Joseph Impullitti, Program Supervisor  
Ranji George, Program Supervisor  
Nancy Cole, Financial Analyst  
John Kampa, Financial Analyst  
Nicole Soto, Secretary

**Agenda Item #1 - Call to Order/Opening Remarks**

Chair Dr. Joseph Lyou called the meeting to order at 12:01 PM. Chair Lyou provided an update on AB 32, discussed Exide Technologies, goods movement, and mentioned that the Los Angeles International Airport air quality study should be finalized in the next few months.

**Agenda Item #2 – Approval of January 25, 2013 Meeting Minutes**

Chair Lyou called for the approval of the meeting minutes. The January 25, 2013 meeting minutes were approved.

**Agenda Item #3 – Review of Follow-Up/Action Items**

Mr. Derrick Alatorre reviewed the action items from the January 25, 2013 meeting.

*Action Item: Provide members the link and instructions to accessing California Environmental Quality Act (CEQA) comment letters online.*

**Agenda Item #4 – Member Updates**

Mr. Daniel Morales provided an update on the proposed World Logistics Center warehouse in Moreno Valley and the potential impacts on the community, and asked for more information. Chair Lyou said District staff are aware of the issues, have met with city representatives and commented on the CEQA documents. Chair Lyou recommended having an update on the project at the next meeting and providing the CEQA comment letter to members.

*Action Item: Agendize a discussion on the World Logistics Center and provide members a copy of the CEQA comment letter.*

Dr. Andrea Hricko mentioned that the Journal of Commerce has an article on the need for warehouses in the Inland Empire and describes the controversy on the amount of truck trips per warehouse square foot.

Ms. Mary Figueroa discussed a Press Enterprise article on April 23<sup>rd</sup> regarding the Loma Linda University study and asthma rates, and questioned how asthma rates would be affected around the World Logistics Center. Ms. Figueroa noted that some agencies haven't provided input on the World Logistics Center, including the Southern California Association of Governments, and stated that there should be more input.

Mr. Arnold Butler asked what measures there are to mitigate the issues surrounding the Crenshaw rail line to the airport. Chair Lyou said he doesn't have much information on the Crenshaw line but he believes the concept is to get people out of their cars and take rail instead. Mr. Butler also mentioned issues surrounding oil fields. Chair Lyou noted the Governing Board approved at the last meeting a

hydraulic fracking rule and is one of the first agencies to finalize and lay out a plan to study possible air emissions.

Mr. Rudy Gutierrez mentioned the Coachella Valley held a cleanup Duroville day that proved to have a huge impact on the children living within the trailer park, and asked if SCAQMD has any input on how trailer parks operate as far as environmental and air quality issues are involved. Chair Lyou said paving came up during the AB 1318 mitigation process and some projects were funded. Dr. Phil Fine said paving projects were funded, but Duroville was not one. Chair Lyou said there are regulations for unpaved roads. Mr. Gutierrez asked if there are any other offset fees or grants for communities that were not awarded AB 1318 funds. Dr. Fine explained funding for paving is very rare, and that most grants and funds are for mobile sources. Ms. Maria Kennedy noted that trailer parks are privately funded which blocks a lot of funding opportunities for them. Mr. Gutierrez asked what the steps are to providing information to the community. Mr. Alatorre said to contact him for additional information. Mr. Gutierrez questioned why no Coachella Valley communities were mentioned on the AB 32 disadvantaged communities list. Ms. Lisa O'Malley explained the list was only the top five percent and the link to the full list could be sent to members.

**Action Item:** *Send the AB 32 funding list to members.*

Ms. Judy Bergstresser discussed the mitigation measures proposed for the Mira Loma Commerce Center, which included air filters for nearby homes and landscaping to help reduce emissions.

Dr. Lawrence Beeson said Loma Linda University is fairly close to completing the analysis of the Environmental Railyard Research Impacting Community Health study and will work with staff to coordinate a presentation.

Dr. Hricko asked if there will be more discussion on the Exide issue. Chair Lyou said it can be discussed at the next meeting and hopefully the other concerned EJAG members will be able to participate. Dr. Hricko also asked about the status of public meetings for Exide. Mr. Alatorre confirmed the meetings would be held, possibly in May or June.

**Action Item:** *Agendize an update on the Exide Technologies facility.*

Dr. Hricko commented that the final Environmental Impact Report (EIR) was released for the proposed Southern California International Gateway (SCIG) to be built on land owned by the Port of Los Angeles. She explained that five or six had filed appeals to the Los Angeles City Council who will decide if the EIR will be turned back to the Port or certify the project. Ms. Evelyn Knight commented that there's no protection for the community surrounding the SCIG site. Mr. Alatorre commented that the SCAQMD will be filing an appeal as well.

Mr. Rafael Yanez asked for an update on the Clean Trucks Program lawsuit, and also expressed concerns with a tannery facility very close to Cal State Los Angeles that is posing health problems with the community. Chair Lyou asked staff to look into the inspection history of the facility.

**Action Item:** *Coordinate with Mr. Yanez to determine the facility location and look into the inspection history.*

Ms. Bergstresser expressed her interest in future discussions related to goods movement with a focus on electrifying railroads and on-dock facilities. Chair Lyou said her concern leads into the next presentation which will discuss a catenary zero emissions goods movement system.

### **Agenda Item #5 – Overview on the Catenary Zero Emissions Goods Movement System**

Mr. Joseph Impullitti provided an overview on the catenary zero emissions goods movement system.

Mr. Yanez asked about the costs of purchasing a truck and return on investment. Mr. Impullitti said the study estimated to be \$5-6 million per mile. Mr. Impullitti also explained he hasn't looked at the infrastructure for investment payback, but trucks benefit from not having to carry the heavy and expensive batteries, yet still get the benefits of zero emissions.

Dr. Beeson asked how the electricity generation is accounted for in the carbon offset. Mr. Impullitti said they have discussed it with Southern California Edison and they have agreed to participate in the study in-kind by analyzing the data.

Ms. Suzanne Bilodeau asked if there are any other catenary demonstrations for goods movement. Mr. Impullitti responded the technology is used in mining facilities but there are no other commercial use demonstrations. Ms. Bilodeau asked if there have been any talks of other demonstrations. Mr. Impullitti said Volvo is looking into an in-ground system in Sweden and OLEV Technologies is looking into an inductive system, and commented that both systems are more expensive.

Ms. Bergstresser asked what the projected range is once the vehicle leaves the catenary system. Mr. Impullitti said they are still in the design phase, but they are looking at 10-20 miles. Ms. Bergstresser asked how many substations need to be placed, which Mr. Impullitti replied one every mile based on the number of trucks utilizing it.

### **Agenda Item #6 – Update on the Salton Sea**

Dr. Jason Low provided an update on the Salton Sea and SCAQMD's role in the area.

Mr. Yanez asked what the California standard for sulfur concentration is, which Dr. Low replied 30 parts per billion (ppb). Mr. Yanez asked what type of equipment will be used for the hydrogen sulfide monitoring. Dr. Low said real time monitoring will be used by a company that replied to the open bid put out by SCAQMD. Mr. Yanez recommended extra caution in monitoring hydrogen sulfide because real time monitoring is very inaccurate and tends to underestimate. Dr. Low said the equipment they plan to deploy is more reliable than the portable equipment.

Mr. Gutierrez said the Coachella Valley experiences high winds and blowing dust and asked how residents can be notified when these occurrences take place. Dr. Fine replied that dust advisories are sent via email to residents who have signed up to be notified. Dr. Beeson asked if residents are asked to stay indoors. Dr. Fine explained they typically recommend that during wildfires, but not for blowing dust.

Mr. Butler asked what mitigation measures there are for the declining Salton Sea. Dr. Low responded there are a lot of efforts ongoing and many ideas are being discussed on how to mitigate the issues, including business ideas to help generate income.

Ms. Lizette Navarette asked what happens to the farm workers in the area who do not have access to dust alerts and how the blowing dust will affect agriculture. Dr. Fine responded that the receding shoreline is not a large PM10 contributor, so it is not their immediate fear. However, the heavily sanded areas in the Coachella Valley can contribute to PM10. Dr. Fine continued to say they are continuing to monitor for PM10, have placed a permanent monitor in Mecca and there are various Imperial Irrigation District monitors around the Salton Sea as well. Mr. Rudy Gutierrez noted there is a quarterly meeting held for farm owners where information can be distributed in both English and Spanish.

### **Agenda Item #7 – FY 2013-14 Draft Budget and Work Program Automatic Fee Adjustment**

Ms. Nancy Cole provided an overview on the draft budget and work program automatic fee adjustment for fiscal year 2013-2014.

Mr. Yanez asked if employees are union and if their pension is through CalPERS. Mr. Yanez also asked if there is lost recovery on permit fees and if they've considered reducing consultants. Mr. Michael O'Kelly said the adoption of AB 340 forced pension reform on represented and unrepresented employees, thus reducing the retirement formula and requiring new employees to pay their full employee retirement contributions. Prior to that the SCAQMD negotiated with the bargaining units and they had agreed to have new employees pay their retirement contributions. Mr. O'Kelly said the SCAQMD is being mindful on what positions are being filled and are not increasing consultants. Mr. O'Kelly said permit fees are not recognized revenue until the actual application is processed.

Ms. Bilodeau asked how much revenue is generated from permit fees. Mr. O'Kelly said approximately \$75 million in total stationary source fees. Ms. Bilodeau asked how much revenue has gone up the past few years since 1991-1992. Mr. O'Kelly responded about a 20-25 percent increase in total stationary source fees which is lower than the cumulative Consumer Price Index change over the same period.

Mr. Butler asked what part of the budget is community outreach in, which Mr. O'Kelly responded it is in the customer service category. Mr. Butler said customer service is only allocated six percent and expressed that additional budget would assist with community outreach for environmental justice. Chair Lyou stated there are many competing priorities. Mr. Butler asked if investment portfolios have been reviewed. Chair Lyou said most of the money is kept in the Los Angeles County Treasury which has state restrictions.

#### **Agenda Item #8 – Other Business**

No Comments.

#### **Agenda Item #9 – Public Comment**

Mr. Edward Phillips of BNSF discussed issues related to goods movement such as the amount of diesel trucks operating in the south coast basin, the amount of trucks at the Hobart and Union Pacific railyard, the number of stationary sources within the basin, and the accumulation of environmental justice issues and communities.

#### **Agenda Item #10 – Adjournment**

The meeting adjourned at 3:10 PM.

# DRAFT



## South Coast Air Quality Management District

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AQMD 21865 Copley Drive, Diamond Bar, CA 91765-4178  
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### ENVIRONMENTAL JUSTICE ADVISORY GROUP FRIDAY, JULY 26, 2013 MEETING MINUTES

#### **MEMBERS PRESENT:**

Dr. Joseph Lyou, AQMD Governing Board Member, EJAG Chairman  
Rhetta Alexander, San Fernando Valley Interfaith Council  
Dr. Lawrence Beeson, Loma Linda University, School of Public Health  
Judy Bergstresser, Member of the Public  
Arnold Butler, Inglewood Unified School District  
Paul Choe, Korean Drycleaners & Laundry Association  
Mary Figueroa, Riverside Community College  
Maria Elena Kennedy, Quail Valley Task Force  
Rudy Gutierrez, Member of the Public  
Evelyn Knight, Long Beach Economic Development Commission  
Msgr. John Moretta, Resurrection Church  
Pr. Raymond Turner, Member of the Public  
Rafael Yanez, Member of the Public

#### **MEMBERS ABSENT:**

Suzanne Bilodeau, Knott's Berry Farm  
Dr. Afif El-Hasan, American Lung Association  
Alycia Enciso, Small Business Owner  
Andrea Hricko, Southern California Environmental Health Sciences  
Pat Kennedy, Greater Long Beach Interfaith Community  
Angelo Logan, East Yard Communities for Environmental Justice  
Daniel Morales, National Alliance for Human Rights  
Elina Nasser, Center for Occupational and Environmental Health, UCLA  
Lizette Navarette, University of California, Riverside  
William Nelson, OC Signature Properties  
Woodie Rucker-Hughes, NAACP – Riverside Branch  
Brenda Threatt, S. Los Angeles Service Representative for L.A. Mayor

#### **OTHERS PRESENT:**

Mark Abramowitz, Board Member Assistant (*Lyou*)  
Earl Elrod, Board Member Assistant (*Yates*)  
Patrick Griffith, LACSD  
Mark Hannah, IEEP  
Maral Hernandez, IEEP  
Nolan Loel, Boeing  
Jonathan Nadler, SCAG  
William Pearce, Boeing  
Edward Phillips, BNSF Railway Company  
Kelly Reenders, County of San Bernardino

Andy Silva, County of San Bernardino  
Susan Strath, BP  
Peter Whittingham, CP&A

**SCAQMD STAFF:**

Jill Whynot, Assistant Deputy Executive Officer  
Philip Fine, Assistant Deputy Executive Officer  
Nancy Feldman, Principal Deputy District Counsel  
Lisa Tanaka O'Malley, Community Relations Manager  
Jean Ospital, Health Effects Officer  
Patti Whiting, Staff Specialist  
Ian MacMillan, Program Supervisor  
Tina Cox, Sr. Public Information Specialist  
Nicole Soto, Secretary

**Agenda Item #1 - Call to Order/Opening Remarks**

Chair Dr. Joseph Lyou called the meeting to order at 12:01 PM. Chair Lyou discussed how the SCAQMD has achieved the Federal PM10 standard and what it means for emission reduction credits and offsets for new and rebuilt power plants. Chair Lyou said there is a letter on the information table that was written by various environmental groups and discusses how the achievement will fit in the long term procurement plan. Chair Lyou also informed members they have been offered a complimentary invitation to attend the SCAQMD's 25<sup>th</sup> Anniversary of Clean Air Awards, which is also available on the information table.

**Agenda Item #2 – Approval of April 26, 2013 Meeting Minutes**

Chair Lyou called for the approval of the meeting minutes. Chair Lyou noted a request from member Ms. Judy Bergstresser to correct the citation of the World Logistics Center on page three to the Mira Loma Commerce Center. The April 26, 2013 meeting minutes were not approved due to lack of quorum.

**Agenda Item #3 – Review of Follow-Up/Action Items**

Ms. Lisa O'Malley reviewed the action items from the April 26, 2013 meeting.

**Agenda Item #4 – Update on Exide Technologies (Formerly Agenda Item #5)**

Dr. Philip Fine provided an update on Exide Technologies, a battery recycling facility in Vernon.

Msgr. John Moretta asked for clarification on the reported incident at Exide Technologies on July 7, 2013. Dr. Fine responded there is an ongoing investigation. Ms. Jill Whynot explained that upon receiving the notification from Exide Technologies, an SCAQMD inspector reported to the facility and was told there was a fire. Ms. Whynot speculated the reasoning for not calling the Fire Department was because they were able to contain it. Chair Lyou asked Ms. Whynot to share the photos of the incident with members.

***Action Item:** Provide members the photos of the reported incident at Exide Technologies.*

Msgr. Moretta asked how they can be sure the fire will not reoccur or lead to a future catastrophe at Exide Technologies considering it wasn't reported to the Fire Department. Ms. Nancy Feldman explained the SCAQMD's only ongoing enforcement is limited to enforcing rules; and, only have the authority to shut down a facility if they have continued violation of SCAQMD rules.

Msgr. Moretta asked if the door Exide Technologies installed had anything to do with the fire, which Dr. Fine said he is unsure since the investigation is still ongoing. Msgr. Moretta asked why arsenic cannot



be monitored 24/7. Dr. Fine explained that it is monitored 24/7, but there is a time lapse in taking the samples and testing them in the laboratory.

Ms. Mary Figueroa asked to receive a copy of the Judge's ruling allowing Exide Technologies to resume operations.

**Action Item:** *Provide members the press release of the Supreme Court Judge's ruling to allow Exide Technologies to continue its operations.*

Ms. Figueroa asked if bringing Exide Technologies into compliance comes down to money. Dr. Fine said the door installed could potentially bring them into compliance but they aren't able to determine that yet and said there are more expensive solutions they may be required to implement. Dr. Fine also said a major factor with the more costly solutions is the time it could take to implement and said they prefer to see if the current solution will work before making that long term decision.

Ms. Bergstresser asked if the findings from the Department of Toxics and Substance Control (DTSC) could be summarized. Ms. Feldman explained the DTSC based their decision on two findings; a problem with pipes carrying wastewater and the other relied on the SCAQMD Health Risk Assessment (HRA). Ms. Feldman continued to say the Judge determined there was not a clear basis to shut Exide Technologies down and there was not an imminent threat to the community. The Judge also determined there was no basis in law for holding Exide Technologies to such a rigorous standard for the 1:1,000,000 arsenic cancer risk and immediately revoked the temporary hold. Ms. Feldman said the SCAQMD will look at what the Judge ruled to determine what they can and cannot do. Ms. Feldman said SCAQMD is monitoring the facility on a daily basis, and analyzing the data to determine the risks. Ms. Bergstresser asked about a previous issue related to Exide that went before the Hearing Board. Dr. Fine explained that previously when Exide Technologies was having issues with lead emissions, the SCAQMD Executive Officer unilaterally modified their permit to cut their production in half. Exide Technologies went before the Hearing Board to argue for reinstatement to full production and they were successful. Dr. Fine noted in this case there is not an arsenic cancer threshold, but an amendment to the rule is being fast tracked. Dr. Fine said the reason they are focusing on Rule 1420.1 is because it focuses on two specific facilities, Exide Technologies and Quemetco, but in the long term, they are looking at metal recyclers to expand or make new rules in order to bring the facilities under more control. Chair Lyou also added that when permits are due, the SCAQMD can impose any monitoring requirements necessary to ensure compliance with a permit, subject to Hearing Board challenges.

Ms. Evelyn Knight asked what's causing the arsenic emissions and why there wasn't already a rule in place. Dr. Fine responded there are rules for air toxics and they are subject to those rules, but they haven't dealt with these high arsenic risks before and had they known they would have included it.

Mr. Rudy Gutierrez asked if they've heard of financial assurance, and noted how California Biomass a facility in Coachella Valley shut down but had funding set up for the clean-up of the facility in case they went out of business. Chair Lyou explained that issue is different than air pollution because it deals with ground water and soil contamination with a longer process, but Exide Technologies does have some funds set aside for clean-up.

Mr. Rafael Yanez expressed his concern over the ammonia and benzene levels at Exide Technologies. Chair Lyou explained the HRA includes all the constituents and all are considered. Chair Lyou asked Dr. Fine for photos of the feed shoot which can be shared with members.

**Action Item:** *Provide photos of the feed shoots at Exide Technologies with members.*

#### **Agenda Item #5 – Member Updates (Formerly Agenda Item #4)**

Dr. Lawrence Beeson announced Loma Linda University is refining a manuscript on the Environmental Railyard Research Impacting Community Health study and hope to have something at the next meeting. Mr. Edward Phillips of BNSF Railway Company asked if they will be provided a copy of the manuscript before its release. Dr. Beeson replied once the document is finalized, it will be published.

#### **Agenda Item #6 – Update on Warehousing in the Inland Empire**

Mr. Ian MacMillan provided an update on the growth of warehouses in the Inland Empire and the air quality impacts.

Ms. Bergstresser asked when analyses are done and if they're shared with the Southern California Association of Governments (SCAG), which Mr. MacMillan replied yes and said there are stakeholder working groups which SCAG is part of. Ms. Bergstresser asked how they are used for California Environmental Quality Act (CEQA) analysis. Mr. MacMillan said assumptions need to be included on how many trucks are going to visit the warehouse, which is difficult considering the tenants are sometimes unknown. Ms. Bergstresser asked who gets the say in the final reported numbers, which Mr. MacMillan said under CEQA it lies with the lead agency. Ms. Bergstresser asked if SCAG's numbers are typically used. Mr. MacMillan replied the numbers more often used are from a non-profit, Institution of Transportation Engineers (ITE) who provide a variety of trip rates based on the size of the warehouse.

Mr. Yanez asked if ITE is locally based or national, which Mr. MacMillan responded they are national but they have localized studies and typically there is a mixed use of data, national and local combined.

Ms. Figueroa asked about the effect of warehousing in the Inland Empire and railroad transportation. Mr. MacMillan said that most of the goods movement to the Inland Empire is done by truck, which the Regional Transportation Plan has a zero emission freight corridor proposed to help deal with the issue.

Chair Lyou asked if you can limit warehouse truck trips using an indirect source rule. Ms. Susan Nakamura replied there is a proposed rule for primarily diesel related indirect sources, which will probably include warehouses, distribution centers, railyards, and facilities that have a high volume of diesel trucks. Chair Lyou asked if incentives can be implemented to promote use of clean air vehicles, which Ms. Nakamura replied yes and explained they are just beginning to formulate the proposed rule.

Mr. Phillips asked if the Western Riverside Council of Governments (WRCOG) has their own land use guidance document or if they rely on the ARB's. Mr. MacMillan responded WRCOG has their own Good Neighbor policy.

Mr. Bill Pearce of Boeing asked if SCAQMD staff comments on slide 13 echo ARB requirements or if they are potential additional requirements. Mr. MacMillan responded they would be additional requirements.

Ms. Kelly Reeter, a resident in Moreno Valley asked if there are any speakers available to discuss the environmental issues related to the growth of warehouses in the Inland Empire at their community meeting on August 24<sup>th</sup>, or provide any information that can be shared with residents. Ms. Nakamura said she would follow-up with Legislative & Public Affairs on the request.

***Action Item:** Coordinate amongst staff to see what information can be provided on the environmental issues relating to the growth of warehouses in the Inland Empire.*

#### **Agenda Item #7 – Overview of California Air Toxics Hot Spots Program Risk Assessment Guidelines Updates**

Dr. Jean Ospital provided an overview on the revised California Air Toxics Hot Spots Program Risk Assessment Guidelines. The revisions to the Toxic Hot Spots program will require additional facilities throughout the state to comply with program.

Mr. Yanez asked what the timeline would be to get industries and stationary sources affected by the Hot Spots Analysis and Reporting Program (HARP) into compliance. Dr. Ospital said it would be up to the Governing Board to set-up policy and timelines.

Ms. Bergstresser asked how often updates are provided. Dr. Ospital said the facility risk assessments are due on a four year cycle unless there is a significant change to their emissions or process.

Ms. Knight asked for clarification on how the Governing Board policy making process works. Dr. Ospital explained staff will determine how many facilities are affected by the program, what type of facilities they are and what controls they are using, what the risk is, and then make a recommendation based on the scientific findings to the Governing Board who will decide.

Dr. Beeson asked if there is an estimate in how many facilities will now have to report under the revised Toxics Hot Spots Risk Assessment Program. Dr. Ospital said staff is looking at the risk assessments completed over the years to determine which facilities would fall under the program.

Chair Lyou asked when the residency time is reduced from 70 years to 30 years if they are assuming a person moves from a location they're being assessed to a location they have no risk. Dr. Ospital said 30 years was used to determine maximum exposure of an individual while 70 year exposure is recommended by Office of Environmental Health Hazard Assessment to use when looking at cancer burden of the whole population.

**Agenda Item #8 – Other Business**

No Comments.

**Agenda Item #9 – Public Comment**

No Comments.

**Agenda Item #10 – Adjournment**

The meeting adjourned at 3:06 PM.

[↑ Back to Agenda](#)

BOARD MEETING DATE: October 4, 2013

AGENDA NO. 24

REPORT: Legislative Committee

SYNOPSIS: The Legislative Committee held a meeting on Friday, September 13, 2013. The next Legislative Committee is scheduled for Friday, October 11, 2013, at 9 a.m. in Conference Room CC8.

The Committee deliberated on agenda items for Board consideration and recommended the following actions:

<b>Agenda Item</b>	<b>Recommendation Action</b>
S. 1392 (Shaheen-Portman) Energy Savings and Industrial Competitiveness Act of 2013	Support
S. 1435 / H.R. 2958 (Gillibrand / Nadler) Clean Ports Act of 2013	Support

**RECOMMENDED ACTION:**

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

Josie Gonzales  
Chair  
Legislative Committee

LBS:GSA:PFC:jns

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**Attendance [Attachment 1]**

The Legislative Committee met on September 13, 2013. Committee Chair Supervisor Josie Gonzales was present at SCAQMD's Diamond Bar headquarters. Committee

Members Mayor Pro Tem Judy Mitchell and Dr. Clark E. Parker, Sr. attended via teleconference.

### **Update on Federal Legislative Issues**

Mark Kadesh of Kadesh & Associates, SCAQMD federal legislative consultant, updated the Committee on key Washington D.C. issues.

Mr. Kadesh provided a brief overview of major issues being dealt with over the next few weeks at the Congressional level: 1) Syria; 2) a Continuing Resolution to avoid a federal government shutdown as of October 1st; and 3) the federal government reaching its debt limit on October 18th.

Mr. Kadesh reported that in the Senate, the Shaheen-Portman bill, promoting energy efficiency, has now been side-tracked and removed from the Senate Floor calendar due to a push for proposed amendments focused on defunding the "Obamacare" health care program. It is unlikely that the Shaheen-Portman bill will return to the Senate floor this session.

Based on communications with the Senate Environment and Public Works (EPW) Committee staff, Mr. Kadesh indicated that the EPW agenda for the rest of the year will likely include: 1) a possible markup of the Toxic Substance Control Act; 2) a series of climate change hearings; and 3) hearings on the surface transportation reauthorization bill, although markups of this bill, which expires in 2014, will likely not occur until next year.

Kadesh also reported that Senator Feinstein's office reached out to SCAQMD on the Emissions Control Area (ECA) issue and SCAQMD staff worked to address the Senator's staff's concerns. The Senator's staff was pleased with SCAQMD's input.

Mia O'Connell of the Carmen Group, SCAQMD federal legislative consultant, also provided the Committee with updates on key Washington D.C. issues.

Ms. O'Connell reported that the surface transportation reauthorization bill will need to be passed by September 30, 2014, yet the big question is how will we pay for highways, transit and rail and where will the funding come from. The House Transportation and Infrastructure Committee Task Force, which was setup to address the reauthorization issue, will release its final report and recommendations in October. This report is the product of a series of hearings, including one in Southern California in which SCAQMD participated. The recommendations will relate to freight issues, including trucks, ports, freight fees, etc., which will be incorporated into the new reauthorization bill. SCAQMD has submitted policy recommendations with the intent of setting up subsequent meetings to reinforce those policy recommendations. There has been little

talk with regards to the Administration's proposals on this issue, but Ms. O'Connell stated that there will likely be content that includes: environmental sustainability, reducing emissions, and promoting transit. The content will be linked to the annual federal budget process with the President's budget scheduled to be released in February 2014. Ms. O'Connell is recommending that SCAQMD reach out to Congressional offices, the Administration, and federal agencies in the immediate near term to address these policy issues.

Ms. O'Connell also reported that the rail reauthorization bill, which covers items including Amtrak, rail safety and rail infrastructure, expires this year. The House Rail Subcommittee Chair, Rep. Denham announced that he plans to release a new draft rail bill in late October. The Senate is waiting for the House to move first, but it is unlikely that this bill will be passed out of Congress this year.

Supervisor Gonzales inquired about the best timing and strategy with regards to SCAQMD's efforts to advocate its rail and transit policy positions in Washington, D.C. Ms. O'Connell reiterated that the near term is a good time to advocate for policy issues relating to the surface transportation and the rail reauthorization bills, and that there are discussions now regarding a possible SCAQMD staff trip to D.C. for this purpose. Ms. Lisha Smith, Deputy Executive Officer of Legislative and Public Affairs, confirmed that a tentative D.C. trip is on the calendar and that decisions on that trip will be occurring soon. Supervisor Gonzales further recommended that the involvement of local and state elected officials would be helpful to this effort.

Mayor Pro Tem Mitchell inquired as to what kind of policy direction can SCAQMD advocate for with respect to the rail reauthorization, especially regarding emission reductions. Carmen Group representative Gary Hoitsma indicated that rail emissions will be part of the mix of issues involved with the rail reauthorization bill. Mayor Pro Tem Mitchell requested that a set of SCAQMD priorities relating to the MAP-21 reauthorization be created by staff and consultants so that it can be incorporated into the bill. Dr. Barry Wallerstein, Executive Officer, responded that staff has previously brought policy priorities relating to rail emissions before the Board, and has been operating in accordance with those priorities. He added that it would be productive to update this, especially in light of the advances in natural gas as a viable, industry-supported fueling option for rail that could potentially exceed Tier 4 standards. Dr. Parker inquired as to the relation of this issue with a previous meeting involving the Air Resources Board. Dr. Wallerstein responded that the other meeting involved a proposed Memorandum of Understanding between the Air Resources Board (ARB) and the railroads regarding rail emissions, which SCAQMD and community members oppose.

**Recommend Position of the following Federal Bills [Attachment 2]**

Philip Crabbe III, Community Relations Manager, Legislative & Public Affairs, presented the following bill for the Committee's consideration:

**S. 1392 (Shaheen-Portman) Energy Savings and Industrial Competitiveness Act of 2013**

This bill would spur the use of energy efficiency technologies in the nation's residential, commercial, industrial, and public sectors by facilitating the development of building energy codes, related worker training, incentive programs, and efficiency requirements on the federal government. Staff recommended a position of SUPPORT on the bill.

Mayor Pro Tem Mitchell commented that she would like to see legislation that provides for building codes that require electric vehicle infrastructure in multi-family dwellings. Supervisor Gonzales agreed and commented that she believes that this requirement should also apply to industrial and commercial development and should also include other types of fueling infrastructure, such as hydrogen. Mr. Crabbe responded that AB 1092 (Levine), a state bill that was previously presented and supported by the Committee and the Board, may address this issue. Dr. Wallerstein also stated that staff would prepare a recommendation that addresses this request as part of an upcoming 2014 legislative goals and objectives proposal to be presented to the Committee. Supervisor Gonzales indicated that she would like to have a status update on that state bill at the next Committee meeting.

*The Legislative Committee approved staff's recommendation to SUPPORT S. 1392.*

**S. 1435 (Gillibrand) / H.R. 2958 (Nadler) Clean Ports Act of 2013**

Marc Carrel, Program Supervisor, Legislative & Public Affairs, presented the following bill for the Committee's consideration.

The Clean Ports Act of 2013 would empower – but not mandate – state and local governments, including ports, to adopt and enforce requirements that will serve to reduce pollution, mitigate traffic congestion, improve highway safety, and enhance efficient utilization of port facilities, updating federal law to respond to a recent U.S. Supreme Court decision striking down aspects of the Clean Truck Program at the Port of Los Angeles. Staff recommended a position of SUPPORT on the bill.

Supervisor Gonzales commented that, similarly, inland dry ports should be given the same kind of consideration.

*The Legislative Committee approved staff's recommendation to SUPPORT S. 1435 / H.R. 2958.*

### **Update on Sacramento Legislative Issues**

Will Gonzalez of Gonzalez, Quintana & Hunter, SCAQMD state legislative consultant, briefed the Committee on key Sacramento issues.

Mr. Gonzalez reported that the Legislature had adjourned late Thursday night. In regards to the reauthorization of the Carl Moyer and AB 118 programs, extending those programs to 2024, he reported that AB 8 successfully passed through the Legislature and is now awaiting the Governor's signature. SB 11 was parked in committee and held.

He added that SCAQMD staff worked diligently to ensure that the L.A. County sponsored bill, SB 804 (Lara), dealing with biomass conversion, appropriately took care of air quality concerns via several amendments. This bill also passed the Legislature.

Mr. Gonzalez also reported that a last minute bill, SB 359 (Corbett), which was amended a few days earlier by clean vehicle advocates, air districts and others, focused on obtaining funds to fill a shortfall with respect to the Clean Vehicle Rebate Project (CVRP) and the Hybrid and Electric Vehicle Incentive Program (HVIP). This bill provided for a loan from the smog check program that allowed for \$20 million in funds for the CVRP and \$10 million for the HVIP. This bill also passed the Legislature. Overall, in terms of increasing incentive dollars for zero emission technology and hybrid vehicles, this session was a huge success.

Dr. Wallerstein pointed out, and Mr. Gonzalez explained that SB 359 also included a provision that provided for \$10 million in funding to allow assistance for single truck owners and small truck fleets in complying with rules that require a cleaning up of emissions from those trucks. Dr. Wallerstein stated that this content was added very recently to the bill in large part to Mayor Pro Tem Mitchell's comments at a recent ARB Board Meeting. Dr. Parker inquired as to whether the late amendment to SB 359 for truck owners impacted other parts of the bill, to which Dr. Wallerstein responded in the negative.

Paul Gonsalves and Jason Gonsalves of Joe A. Gonsalves & Son, SCAQMD state legislative consultants, also briefed the Committee on key Sacramento issues.

Paul Gonsalves reported SB 4, authored by Senator Pavley, was the only hydraulic fracturing (fracking) bill to pass the Legislature this session. It too has gone to the Governor for signature. This bill establishes a regulatory program for fracking,



including a study, a development of regulations, a permitting process, and a public notification and disclosure process. Supervisor Gonzales inquired as to whether it appeared likely that the Governor would sign this bill, and Jason Gonsalves replied affirmatively. Dr. Wallerstein indicated that the SCAQMD Board's adoption of reporting requirements for fracking helped facilitate the passage of SB 4. Dr. Parker inquired as to a recent Los Angeles Times editorial that stated SB 4 would somehow restrict state and local agencies from acting with regard to fracking until after 2016. Dr. Wallerstein responded that based on our staff's analysis, staff believes that this is not the case and that SB 4 does not preempt our regulation.

Supervisor Gonzales stated that SCAQMD needs to do a better job at publicly touting its accomplishments so that the public is better informed as to the positive actions the agency is taking.

Paul Gonsalves also reported on CEQA reform, stating there were essentially two bills still alive, including Senate President Pro Tem Steinberg's SB 731, and SB 743. The latter bill is a CEQA bill relating to the Sacramento King's arena. Ultimately, Senator Steinberg reached an agreement with the Administration to make SB 731 a two year bill, but to also amend substantial content from SB 731 into SB 743, which now speeds up the judicial process for handling environmental lawsuits, among other things. SB 743 was adopted by the Legislature and heads to the Governor for signature.

In response to Dr. Wallerstein's inquiry, Jason Gonsalves briefed the committee on AB 1330 by Speaker Perez. This bill was led by local environmental groups but ultimately moved to the inactive file. There was a strong coalition of opposition to this bill from farming interests to Western States Petroleum Association (WSPA), and others. Dr. Wallerstein added that this bill was meant to increase penalties within environmental justice areas, with 50% of funds from that going into a "green fund." SCAQMD did not have a position on this bill, although CAPCOA sent a letter of concern, amongst others. SCAQMD staff intend to offer to partner with the Speaker's office to work on the bill content, addressing problems with the language, with the intent of making the bill beneficial for environmental justice communities. Mr. Gonsalves indicated that an opportunity to partner with the Speaker's office should be available. Some of these efforts can be done during the Legislature's recess. Dr. Wallerstein indicated that staff would prepare a list of two year bills in order to determine priority and strategy for next session, which would then be brought before the Committee for consideration. Supervisor Gonzales stated that SCAQMD needs to prepare a better and more detailed strategic plan with regard to state legislation. Mr. Gonsalves indicated that SCAQMD has established a presence and level of expertise and professionalism in Sacramento over the last few years.

**Report from SCAQMD Home Rule Advisory Group [Attachment 3]**

Please refer to Attachment 3 for written report.

**Other Businesses:** None

**Public Comment Period:** None

**Attachments**

1. Attendance Record
2. Recommended Position on Federal Bills
3. Home Rule Advisory Group Report

## ATTACHMENT 1

### ATTENDANCE RECORD –September 13, 2013

#### **DISTRICT BOARD MEMBERS:**

Supervisor Josie Gonzales  
Judy Mitchell (teleconference)  
Clark E. Parker, Ph.D. (teleconference)

#### **STAFF TO COMMITTEE:**

Lisha B. Smith, Deputy Executive Officer (teleconference)  
Guillermo Sánchez, Senior Public Affairs Manager  
Julie Franco, Senior Administrative Secretary

#### **DISTRICT STAFF:**

Barry Wallerstein, Executive Officer  
Barbara Baird, District Counsel  
Marc Carrel, Program Supervisor  
Philip Crabbe, Community Manager  
Barbara Radlein, AQ Specialist  
Laki Tisopulos, Assistant Deputy Executive Officer  
Kim White, Public Information Specialist  
Paul Wright, Audio Visual Specialist

#### **OTHERS PRESENT:**

Mark Abramowitz, Board Member Assistant (Lyou)  
Trica Almiron, SANBAG  
Danielle Fasse, SCE  
Paul Gonsalves, Gonsalves & Son (teleconference)  
Jason Gonsaves, Gonsalves & Son (teleconference)  
Will Gonzalez, Gonzalez, Quintana & Hunter (teleconference)  
Stewart Harris, Carmen Group (teleconference)  
Gary Hoitsma, Carmen Group (teleconference)  
Varalakshmi Jayaram, Environ  
Mark Kadesh, Kadesh & Associates (teleconference)  
Chris Kierig, Kadesh & Associates (teleconference)  
Rita Loof, RadTech  
Debra Mendelsohn, Board Member Assistant (Antonovich)  
Peter Okurowski, CEA  
Mia O'Connell, Carmen Group (teleconference)  
David Rothbart, LACSD  
Andy Silva, Board Member Assistant (Gonzales)  
Susan Stark, Tesor Consultant  
Lee Wallace, SCG/SDG & E  
Warren Weinstein, Kadesh & Associates (teleconference)

**ATTACHMENT 2a**

**S. 1392 (Shaheen-Portman)**  
Energy Savings and Industrial Competitiveness Act of 2013

**Summary:** This bill would spur the use of energy efficiency technologies in the nation’s residential, commercial, industrial, and public sectors by facilitating the development of building energy codes, related worker training, incentive programs, and efficiency requirements on the federal government.

**Background:** Proponents argue that this bill would save consumers and taxpayers money through lowered energy consumption, help create jobs, increase the country’s energy independence, and protect the environment by reducing harmful emissions. Specifically, supporters point to a 2012 study of the bill which found that by 2020, this bill would create an estimated 80,000 new jobs, lower CO2 emissions by the equivalent of taking 5 million cars off the road, and save consumers \$4 billion a year in reduced energy costs.

This bill would use a variety of low-cost tools to make it easier for private sector energy users to become more efficient while also making the country’s largest energy user – the federal government – more efficient. The bill would incentivize the use of energy efficiency technologies that are commercially available today, can be widely deployed in every state across the country, and can pay for themselves through energy savings relatively quickly.

**Status:** 8/1/2013: Motion to proceed to consideration of measure made in Senate by Unanimous Consent.

**Specific Provisions:** Specifically, this bill includes the following provisions:

(1) **BUILDINGS (Title I)**

a. **Building Energy Codes**

1. Strengthens national model building codes for new homes and commercial buildings by requiring the Department of Energy (DOE) to support their development, including the setting of energy savings targets and providing technical assistance to the code-setting and standard development organizations.
2. Changes the State certification process so that within two years after model building codes are updated, States are to certify whether or not they have updated their building codes, and demonstrate if building codes have met or exceeded energy savings targets.
  - a) The legislation reserves adoption and enforcement of model building codes to States, but empowers DOE to offer technical assistance.
  - b) Authorizes \$200 million in funding to incentivize and assist States to meet goals and requirements of bill through use of model codes until expended.

b. **Worker Training and Capacity Building**

1. Trains the next generation of workers in energy-efficient commercial building design and operation through worker training programs.
  - a) Establishes a DOE program for university-based Building Training and Assessment Centers, modeled after existing Industrial Assessment Centers (IACs). The program authorized at \$10 million will provide worker training in

energy-efficient commercial building design and operations for engineers, architects and building workers.

- b) Establishes a DOE career skills program to provide grants to nonprofit partnerships for worker training for construction and installation of energy-efficient building technologies. Authorizes \$10 million in funding to carry out this section and establishes 50 percent federal cost share.

**(2) INDUSTRIAL EFFICIENCY AND COMPETITIVENESS (Title II)**

**a. Manufacturing Energy Efficiency**

- 1. Reforms and reorients DOE's industry-led efficiency programs.
- 2. Requires DOE's Office of Energy Efficiency and Renewable Energy (EERE) to provide onsite technical assessments to manufacturers seeking efficiency opportunities.
- 3. Streamlines efforts by directing Industrial Assessment Centers (IACs) to coordinate with the Manufacturing Extension Partnership Centers of the National Institute of Standards and Technology and DOE's Building Technologies Program, and increases partnerships with the national laboratories and energy service and technology providers to leverage private sector expertise.

**b. Supply Star**

- 1. Creates a DOE pilot program modeled on and in coordination with ENERGY STAR to promote practices for highly efficient supply chains.
- 2. Allows DOE to award companies financing (competitive grants/other incentives), technical support and training to improve supply side efficiency.

**c. Electric Motor Rebate Program**

- 1. Establishes a DOE rebate program to incentivize purchase of a new, high efficiency motor or a high efficiency motor system that reduces motor energy use by no less than 5%.

**d. Transformer Rebate Program**

- 1. Directs DOE to create an incentive rebate for the purchase of new energy efficient transformers for industrial/manufacturing facilities or commercial or multifamily residential buildings.

**(3) FEDERAL AGENCY ENERGY EFFICIENCY (Title III)**

- a. Requires the federal government to adopt energy saving techniques for computers, saving energy and taxpayer dollars.

- 1. Directs the DOE, to issue recommendations to employ energy efficiency through the use of information and communications technologies – including computer hardware, operation and maintenance processes, energy efficiency software, and power management tools.
- 2. Allows the General Services Administration to utilize funding to update the project design of approved building construction to meet efficiency standards.

- b. Directs the Office of E-Government and Information Technology to develop and publish a goal for energy and cost savings through the consolidation of federal data centers.

**Impacts on AQMD's mission, operations or initiatives:** The goal of increasing energy efficiency throughout the country is consistent with the mission and policy priorities of SCAQMD.

This increased energy efficiency could result in substantial reductions in criteria pollutant and greenhouse gas emissions within the South Coast region, which would help protect public health and further efforts to attain federal air quality standards by upcoming deadlines. This bill would also benefit the residents of the South Coast, including commercial and industrial businesses, by creating significant energy cost savings through the promotion and use of air quality friendly efficiency technologies and other efforts.

**Recommended Position: SUPPORT**

Calendar No. 154

113TH CONGRESS  
1ST SESSION

**S. 1392**

To promote energy savings in residential buildings and industry, and for other purposes.

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IN THE SENATE OF THE UNITED STATES

JULY 30, 2013

Mrs. SHAHEEN (for herself and Mr. PORTMAN) introduced the following bill; which was read the first time

JULY 31, 2013

Read the second time and placed on the calendar

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**A BILL**

To promote energy savings in residential buildings and industry, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

4 (a) SHORT TITLE.—This Act may be cited as the  
5 “Energy Savings and Industrial Competitiveness Act of  
6 2013”.

1 (b) TABLE OF CONTENTS.—The table of contents of  
 2 this Act is as follows:

- Sec. 1. Short title; table of contents.  
 Sec. 2. Definition of Secretary.

#### TITLE I—BUILDINGS

##### Subtitle A—Building Energy Codes

- Sec. 101. Greater energy efficiency in building codes.

##### Subtitle B—Worker Training and Capacity Building

- Sec. 111. Building training and assessment centers.  
 Sec. 112. Career skills training.

#### TITLE II—INDUSTRIAL EFFICIENCY AND COMPETITIVENESS

##### Subtitle A—Manufacturing Energy Efficiency

- Sec. 201. Purposes.  
 Sec. 202. Future of Industry program.  
 Sec. 203. Sustainable manufacturing initiative.  
 Sec. 204. Conforming amendments.

##### Subtitle B—Supply Star

- Sec. 211. Supply Star.

##### Subtitle C—Electric Motor Rebate Program

- Sec. 221. Energy saving motor control, electric motor, and advanced motor systems rebate program.

##### Subtitle D—Transformer Rebate Program

- Sec. 231. Energy efficient transformer rebate program.

#### TITLE III—FEDERAL AGENCY ENERGY EFFICIENCY

- Sec. 301. Adoption of information and communications technology power savings techniques by Federal agencies.  
 Sec. 302. Availability of funds for design updates.  
 Sec. 303. Federal data center consolidation.

#### TITLE IV—MISCELLANEOUS

- Sec. 401. Offset.  
 Sec. 402. Budgetary effects.  
 Sec. 403. Advance appropriations required.

### 3 **SEC. 2. DEFINITION OF SECRETARY.**

4 In this Act, the term “Secretary” means the Sec-  
 5 retary of Energy.



# TITLE I—BUILDINGS

## Subtitle A—Building Energy Codes

### SEC. 101. GREATER ENERGY EFFICIENCY IN BUILDING CODES.

(a) DEFINITIONS.—Section 303 of the Energy Conservation and Production Act (42 U.S.C. 6832) is amended—

(1) by striking paragraph (14) and inserting the following:

“(14) MODEL BUILDING ENERGY CODE.—The term ‘model building energy code’ means a voluntary building energy code and standards developed and updated through a consensus process among interested persons, such as the IECC or the code used by—

“(A) the Council of American Building Officials, or its legal successor, International Code Council, Inc.;

“(B) the American Society of Heating, Refrigerating, and Air-Conditioning Engineers; or

“(C) other appropriate organizations.”;

and

(2) by adding at the end the following:

“(17) IECC.—The term ‘IECC’ means the International Energy Conservation Code.



1 certify whether or not the State or Indian tribe,  
2 respectively, has reviewed and updated the en-  
3 ergy provisions of the building code of the State  
4 or Indian tribe, respectively.

5 “(B) DEMONSTRATION.—The certification  
6 shall include a demonstration of whether or not  
7 the energy savings for the code provisions that  
8 are in effect throughout the State or Indian  
9 tribal territory meet or exceed—

10 “(i) the energy savings of the updated  
11 model building energy code; or

12 “(ii) the targets established under sec-  
13 tion 307(b)(2).

14 “(C) NO MODEL BUILDING ENERGY CODE  
15 UPDATE.—If a model building energy code is  
16 not updated by a target date established under  
17 section 307(b)(2)(D), each State or Indian tribe  
18 shall, not later than 2 years after the specified  
19 date, certify whether or not the State or Indian  
20 tribe, respectively, has reviewed and updated  
21 the energy provisions of the building code of the  
22 State or Indian tribe, respectively, to meet or  
23 exceed the target in section 307(b)(2).

1           “(2) VALIDATION BY SECRETARY.—Not later  
2 than 90 days after a State or Indian tribe certifi-  
3 cation under paragraph (1), the Secretary shall—

4           “(A) determine whether the code provi-  
5 sions of the State or Indian tribe, respectively,  
6 meet the criteria specified in paragraph (1);  
7 and

8           “(B) if the determination is positive, vali-  
9 date the certification.

10          “(c) IMPROVEMENTS IN COMPLIANCE WITH BUILD-  
11 ING ENERGY CODES.—

12          “(1) REQUIREMENT.—

13          “(A) IN GENERAL.—Not later than 3 years  
14 after the date of a certification under sub-  
15 section (b), each State and Indian tribe shall  
16 certify whether or not the State and Indian  
17 tribe, respectively, has—

18           “(i) achieved full compliance under  
19 paragraph (3) with the applicable certified  
20 State and Indian tribe building energy  
21 code or with the associated model building  
22 energy code; or

23           “(ii) made significant progress under  
24 paragraph (4) toward achieving compliance  
25 with the applicable certified State and In-

1           dian tribe building energy code or with the  
2           associated model building energy code.

3           “(B) REPEAT CERTIFICATIONS.—If the  
4           State or Indian tribe certifies progress toward  
5           achieving compliance, the State or Indian tribe  
6           shall repeat the certification until the State or  
7           Indian tribe certifies that the State or Indian  
8           tribe has achieved full compliance, respectively.

9           “(2) MEASUREMENT OF COMPLIANCE.—A cer-  
10          tification under paragraph (1) shall include docu-  
11          mentation of the rate of compliance based on—

12                 “(A) independent inspections of a random  
13                 sample of the buildings covered by the code in  
14                 the preceding year; or

15                 “(B) an alternative method that yields an  
16                 accurate measure of compliance.

17           “(3) ACHIEVEMENT OF COMPLIANCE.—A State  
18          or Indian tribe shall be considered to achieve full  
19          compliance under paragraph (1) if—

20                 “(A) at least 90 percent of building space  
21                 covered by the code in the preceding year sub-  
22                 stantially meets all the requirements of the ap-  
23                 plicable code specified in paragraph (1), or  
24                 achieves equivalent or greater energy savings  
25                 level; or

1           “(B) the estimated excess energy use of  
2 buildings that did not meet the applicable code  
3 specified in paragraph (1) in the preceding  
4 year, compared to a baseline of comparable  
5 buildings that meet this code, is not more than  
6 5 percent of the estimated energy use of all  
7 buildings covered by this code during the pre-  
8 ceding year.

9           “(4)    SIGNIFICANT    PROGRESS    TOWARD  
10 ACHIEVEMENT OF COMPLIANCE.—A State or Indian  
11 tribe shall be considered to have made significant  
12 progress toward achieving compliance for purposes  
13 of paragraph (1) if the State or Indian tribe—

14           “(A) has developed and is implementing a  
15 plan for achieving compliance during the 8-  
16 year-period beginning on the date of enactment  
17 of this paragraph, including annual targets for  
18 compliance and active training and enforcement  
19 programs; and

20           “(B) has met the most recent target under  
21 subparagraph (A).

22           “(5) VALIDATION BY SECRETARY.—Not later  
23 than 90 days after a State or Indian tribe certifi-  
24 cation under paragraph (1), the Secretary shall—

1           “(A) determine whether the State or In-  
2           dian tribe has demonstrated meeting the cri-  
3           teria of this subsection, including accurate  
4           measurement of compliance; and

5           “(B) if the determination is positive, vali-  
6           date the certification.

7           “(d) STATES OR INDIAN TRIBES THAT DO NOT  
8           ACHIEVE COMPLIANCE.—

9           “(1) REPORTING.—A State or Indian tribe that  
10          has not made a certification required under sub-  
11          section (b) or (c) by the applicable deadline shall  
12          submit to the Secretary a report on—

13           “(A) the status of the State or Indian tribe  
14           with respect to meeting the requirements and  
15           submitting the certification; and

16           “(B) a plan for meeting the requirements  
17           and submitting the certification.

18          “(2) FEDERAL SUPPORT.—For any State or In-  
19          dian tribe for which the Secretary has not validated  
20          a certification by a deadline under subsection (b) or  
21          (c), the lack of the certification may be a consider-  
22          ation for Federal support authorized under this sec-  
23          tion for code adoption and compliance activities.

24          “(3) LOCAL GOVERNMENT.—In any State or  
25          Indian tribe for which the Secretary has not vali-

1       dated a certification under subsection (b) or (c), a  
2       local government may be eligible for Federal support  
3       by meeting the certification requirements of sub-  
4       sections (b) and (c).

5               “(4) ANNUAL REPORTS BY SECRETARY.—

6               “(A) IN GENERAL.—The Secretary shall  
7       annually submit to Congress, and publish in the  
8       Federal Register, a report on—

9               “(i) the status of model building en-  
10       ergy codes;

11              “(ii) the status of code adoption and  
12       compliance in the States and Indian tribes;

13              “(iii) implementation of this section;  
14       and

15              “(iv) improvements in energy savings  
16       over time as result of the targets estab-  
17       lished under section 307(b)(2).

18              “(B) IMPACTS.—The report shall include  
19       estimates of impacts of past action under this  
20       section, and potential impacts of further action,  
21       on—

22              “(i) upfront financial and construction  
23       costs, cost benefits and returns (using in-  
24       vestment analysis), and lifetime energy use  
25       for buildings;



1                   “(ii) resulting energy costs to individ-  
2                   uals and businesses; and

3                   “(iii) resulting overall annual building  
4                   ownership and operating costs.

5           “(e) TECHNICAL ASSISTANCE TO STATES AND IN-  
6   DIAN TRIBES.—The Secretary shall provide technical as-  
7   sistance to States and Indian tribes to implement the goals  
8   and requirements of this section, including procedures and  
9   technical analysis for States and Indian tribes—

10           “(1) to improve and implement State residential  
11           and commercial building energy codes;

12           “(2) to demonstrate that the code provisions of  
13           the States and Indian tribes achieve equivalent or  
14           greater energy savings than the model building en-  
15           ergy codes and targets;

16           “(3) to document the rate of compliance with a  
17           building energy code; and

18           “(4) to otherwise promote the design and con-  
19           struction of energy efficient buildings.

20           “(f) AVAILABILITY OF INCENTIVE FUNDING.—

21           “(1) IN GENERAL.—The Secretary shall provide  
22           incentive funding to States and Indian tribes—

23           “(A) to implement the requirements of this  
24           section;

1           “(B) to improve and implement residential  
2           and commercial building energy codes, including  
3           increasing and verifying compliance with the  
4           codes and training of State, tribal, and local  
5           building code officials to implement and enforce  
6           the codes; and

7           “(C) to promote building energy efficiency  
8           through the use of the codes.

9           “(2) ADDITIONAL FUNDING.—Additional fund-  
10          ing shall be provided under this subsection for im-  
11          plementation of a plan to achieve and document full  
12          compliance with residential and commercial building  
13          energy codes under subsection (c)—

14                 “(A) to a State or Indian tribe for which  
15                 the Secretary has validated a certification under  
16                 subsection (b) or (c); and

17                 “(B) in a State or Indian tribe that is not  
18                 eligible under subparagraph (A), to a local gov-  
19                 ernment that is eligible under this section.

20           “(3) TRAINING.—Of the amounts made avail-  
21          able under this subsection, the State or Indian tribe  
22          may use amounts required, but not to exceed  
23          \$750,000 for a State, to train State and local build-  
24          ing code officials to implement and enforce codes de-  
25          scribed in paragraph (2).

1           “(4) LOCAL GOVERNMENTS.—States may share  
2 grants under this subsection with local governments  
3 that implement and enforce the codes.

4           “(g) STRETCH CODES AND ADVANCED STAND-  
5 ARDS.—

6           “(1) IN GENERAL.—The Secretary shall provide  
7 technical and financial support for the development  
8 of stretch codes and advanced standards for residen-  
9 tial and commercial buildings for use as—

10                   “(A) an option for adoption as a building  
11 energy code by local, tribal, or State govern-  
12 ments; and

13                   “(B) guidelines for energy-efficient build-  
14 ing design.

15           “(2) TARGETS.—The stretch codes and ad-  
16 vanced standards shall be designed—

17                   “(A) to achieve substantial energy savings  
18 compared to the model building energy codes;  
19 and

20                   “(B) to meet targets under section 307(b),  
21 if available, at least 3 to 6 years in advance of  
22 the target years.

23           “(h) STUDIES.—The Secretary, in consultation with  
24 building science experts from the National Laboratories  
25 and institutions of higher education, designers and build-

1 ers of energy-efficient residential and commercial build-  
2 ings, code officials, and other stakeholders, shall under-  
3 take a study of the feasibility, impact, economics, and  
4 merit of—

5           “(1) code improvements that would require that  
6 buildings be designed, sited, and constructed in a  
7 manner that makes the buildings more adaptable in  
8 the future to become zero-net-energy after initial  
9 construction, as advances are achieved in energy-sav-  
10 ing technologies;

11           “(2) code procedures to incorporate measured  
12 lifetimes, not just first-year energy use, in trade-offs  
13 and performance calculations; and

14           “(3) legislative options for increasing energy  
15 savings from building energy codes, including addi-  
16 tional incentives for effective State and local action,  
17 and verification of compliance with and enforcement  
18 of a code other than by a State or local government.

19           “(i) EFFECT ON OTHER LAWS.—Nothing in this sec-  
20 tion or section 307 supersedes or modifies the application  
21 of sections 321 through 346 of the Energy Policy and  
22 Conservation Act (42 U.S.C. 6291 et seq.).

23           “(j) AUTHORIZATION OF APPROPRIATIONS.—There  
24 are authorized to be appropriated to carry out this section

1 and section 307 \$200,000,000, to remain available until  
2 expended.”.

3 (c) FEDERAL BUILDING ENERGY EFFICIENCY  
4 STANDARDS.—Section 305 of the Energy Conservation  
5 and Production Act (42 U.S.C. 6834) is amended by strik-  
6 ing “voluntary building energy code” each place it appears  
7 in subsections (a)(2)(B) and (b) and inserting “model  
8 building energy code”.

9 (d) MODEL BUILDING ENERGY CODES.—Section 307  
10 of the Energy Conservation and Production Act (42  
11 U.S.C. 6836) is amended to read as follows:

12 **“SEC. 307. SUPPORT FOR MODEL BUILDING ENERGY**  
13 **CODES.**

14 “(a) IN GENERAL.—The Secretary shall support the  
15 updating of model building energy codes.

16 “(b) TARGETS.—

17 “(1) IN GENERAL.—The Secretary shall sup-  
18 port the updating of the model building energy codes  
19 to enable the achievement of aggregate energy sav-  
20 ings targets established under paragraph (2).

21 “(2) TARGETS.—

22 “(A) IN GENERAL.—The Secretary shall  
23 work with State, Indian tribes, local govern-  
24 ments, nationally recognized code and stand-  
25 ards developers, and other interested parties to

1 support the updating of model building energy  
2 codes by establishing one or more aggregate en-  
3 ergy savings targets to achieve the purposes of  
4 this section.

5 “(B) SEPARATE TARGETS.—The Secretary  
6 may establish separate targets for commercial  
7 and residential buildings.

8 “(C) BASELINES.—The baseline for updat-  
9 ing model building energy codes shall be the  
10 2009 IECC for residential buildings and  
11 ASHRAE Standard 90.1–2010 for commercial  
12 buildings.

13 “(D) SPECIFIC YEARS.—

14 “(i) IN GENERAL.—Targets for spe-  
15 cific years shall be established and revised  
16 by the Secretary through rulemaking and  
17 coordinated with nationally recognized code  
18 and standards developers at a level that—

19 “(I) is at the maximum level of  
20 energy efficiency that is techno-  
21 logically feasible and life-cycle cost ef-  
22 fective, while accounting for the eco-  
23 nomic considerations under paragraph  
24 (4);

1           “(II) is higher than the preceding  
2 target; and

3           “(III) promotes the achievement  
4 of commercial and residential high-  
5 performance buildings through high  
6 performance energy efficiency (within  
7 the meaning of section 401 of the En-  
8 ergy Independence and Security Act  
9 of 2007 (42 U.S.C. 17061)).

10          “(ii) INITIAL TARGETS.—Not later  
11 than 1 year after the date of enactment of  
12 this clause, the Secretary shall establish  
13 initial targets under this subparagraph.

14          “(iii) DIFFERENT TARGET YEARS.—  
15 Subject to clause (i), prior to the applica-  
16 ble year, the Secretary may set a later tar-  
17 get year for any of the model building en-  
18 ergy codes described in subparagraph (A)  
19 if the Secretary determines that a target  
20 cannot be met.

21          “(iv) SMALL BUSINESS.—When estab-  
22 lishing targets under this paragraph  
23 through rulemaking, the Secretary shall  
24 ensure compliance with the Small Business  
25 Regulatory Enforcement Fairness Act of

1                   1996 (5 U.S.C. 601 note; Public Law 104–  
2                   121).

3                   “(3) APPLIANCE STANDARDS AND OTHER FAC-  
4                   TORS AFFECTING BUILDING ENERGY USE.—In es-  
5                   tablishing building code targets under paragraph  
6                   (2), the Secretary shall develop and adjust the tar-  
7                   gets in recognition of potential savings and costs re-  
8                   lating to—

9                   “(A) efficiency gains made in appliances,  
10                  lighting, windows, insulation, and building enve-  
11                  lope sealing;

12                  “(B) advancement of distributed genera-  
13                  tion and on-site renewable power generation  
14                  technologies;

15                  “(C) equipment improvements for heating,  
16                  cooling, and ventilation systems;

17                  “(D) building management systems and  
18                  SmartGrid technologies to reduce energy use;  
19                  and

20                  “(E) other technologies, practices, and  
21                  building systems that the Secretary considers  
22                  appropriate regarding building plug load and  
23                  other energy uses.

24                  “(4) ECONOMIC CONSIDERATIONS.—In estab-  
25                  lishing and revising building code targets under



1 paragraph (2), the Secretary shall consider the eco-  
2 nomic feasibility of achieving the proposed targets  
3 established under this section and the potential costs  
4 and savings for consumers and building owners, in-  
5 cluding a return on investment analysis.

6 “(c) TECHNICAL ASSISTANCE TO MODEL BUILDING  
7 ENERGY CODE-SETTING AND STANDARD DEVELOPMENT  
8 ORGANIZATIONS.—

9 “(1) IN GENERAL.—The Secretary shall, on a  
10 timely basis, provide technical assistance to model  
11 building energy code-setting and standard develop-  
12 ment organizations consistent with the goals of this  
13 section.

14 “(2) ASSISTANCE.—The assistance shall in-  
15 clude, as requested by the organizations, technical  
16 assistance in—

17 “(A) evaluating code or standards pro-  
18 posals or revisions;

19 “(B) building energy analysis and design  
20 tools;

21 “(C) building demonstrations;

22 “(D) developing definitions of energy use  
23 intensity and building types for use in model  
24 building energy codes to evaluate the efficiency  
25 impacts of the model building energy codes;

1 “(E) performance-based standards;

2 “(F) evaluating economic considerations  
3 under subsection (b)(4); and

4 “(G) developing model building energy  
5 codes by Indian tribes in accordance with tribal  
6 law.

7 “(3) AMENDMENT PROPOSALS.—The Secretary  
8 may submit timely model building energy code  
9 amendment proposals to the model building energy  
10 code-setting and standard development organiza-  
11 tions, with supporting evidence, sufficient to enable  
12 the model building energy codes to meet the targets  
13 established under subsection (b)(2).

14 “(4) ANALYSIS METHODOLOGY.—The Secretary  
15 shall make publicly available the entire calculation  
16 methodology (including input assumptions and data)  
17 used by the Secretary to estimate the energy savings  
18 of code or standard proposals and revisions.

19 “(d) DETERMINATION.—

20 “(1) REVISION OF MODEL BUILDING ENERGY  
21 CODES.—If the provisions of the IECC or ASHRAE  
22 Standard 90.1 regarding building energy use are re-  
23 vised, the Secretary shall make a preliminary deter-  
24 mination not later than 90 days after the date of the  
25 revision, and a final determination not later than 15

1 months after the date of the revision, on whether or  
2 not the revision will—

3 “(A) improve energy efficiency in buildings  
4 compared to the existing model building energy  
5 code; and

6 “(B) meet the applicable targets under  
7 subsection (b)(2).

8 “(2) CODES OR STANDARDS NOT MEETING TAR-  
9 GETS.—

10 “(A) IN GENERAL.—If the Secretary  
11 makes a preliminary determination under para-  
12 graph (1)(B) that a code or standard does not  
13 meet the targets established under subsection  
14 (b)(2), the Secretary may at the same time pro-  
15 vide the model building energy code or standard  
16 developer with proposed changes that would re-  
17 sult in a model building energy code that meets  
18 the targets and with supporting evidence, tak-  
19 ing into consideration—

20 “(i) whether the modified code is tech-  
21 nically feasible and life-cycle cost effective;

22 “(ii) available appliances, technologies,  
23 materials, and construction practices; and

24 “(iii) the economic considerations  
25 under subsection (b)(4).

1 “(B) INCORPORATION OF CHANGES.—

2 “(i) IN GENERAL.—On receipt of the  
3 proposed changes, the model building en-  
4 ergy code or standard developer shall have  
5 an additional 270 days to accept or reject  
6 the proposed changes of the Secretary to  
7 the model building energy code or standard  
8 for the Secretary to make a final deter-  
9 mination.

10 “(ii) FINAL DETERMINATION.—A  
11 final determination under paragraph (1)  
12 shall be on the modified model building en-  
13 ergy code or standard.

14 “(e) ADMINISTRATION.—In carrying out this section,  
15 the Secretary shall—

16 “(1) publish notice of targets and supporting  
17 analysis and determinations under this section in the  
18 Federal Register to provide an explanation of and  
19 the basis for such actions, including any supporting  
20 modeling, data, assumptions, protocols, and cost-  
21 benefit analysis, including return on investment; and

22 “(2) provide an opportunity for public comment  
23 on targets and supporting analysis and determina-  
24 tions under this section.

1       “(f) VOLUNTARY CODES AND STANDARDS.—Not-  
2 withstanding any other provision of this section, any  
3 model building code or standard established under section  
4 304 shall not be binding on a State, local government, or  
5 Indian tribe as a matter of Federal law.”.

6       **Subtitle B—Worker Training and**  
7                                   **Capacity Building**

8       **SEC. 111. BUILDING TRAINING AND ASSESSMENT CENTERS.**

9       (a) IN GENERAL.—The Secretary shall provide  
10 grants to institutions of higher education (as defined in  
11 section 101 of the Higher Education Act of 1965 (20  
12 U.S.C. 1001)) and Tribal Colleges or Universities (as de-  
13 fined in section 316(b) of that Act (20 U.S.C. 1059c(b)))  
14 to establish building training and assessment centers—

15               (1) to identify opportunities for optimizing en-  
16 ergy efficiency and environmental performance in  
17 buildings;

18               (2) to promote the application of emerging con-  
19 cepts and technologies in commercial and institu-  
20 tional buildings;

21               (3) to train engineers, architects, building sci-  
22 entists, building energy permitting and enforcement  
23 officials, and building technicians in energy-efficient  
24 design and operation;

1           (4) to assist institutions of higher education  
2           and Tribal Colleges or Universities in training build-  
3           ing technicians;

4           (5) to promote research and development for  
5           the use of alternative energy sources and distributed  
6           generation to supply heat and power for buildings,  
7           particularly energy-intensive buildings; and

8           (6) to coordinate with and assist State-accred-  
9           ited technical training centers, community colleges,  
10          Tribal Colleges or Universities, and local offices of  
11          the National Institute of Food and Agriculture and  
12          ensure appropriate services are provided under this  
13          section to each region of the United States.

14          (b) COORDINATION AND NONDUPLICATION.—

15           (1) IN GENERAL.—The Secretary shall coordi-  
16           nate the program with the industrial research and  
17           assessment centers program and with other Federal  
18           programs to avoid duplication of effort.

19           (2) COLLOCATION.—To the maximum extent  
20           practicable, building, training, and assessment cen-  
21           ters established under this section shall be collocated  
22           with Industrial Assessment Centers.

23          (c) AUTHORIZATION OF APPROPRIATIONS.—There is  
24          authorized to be appropriated to carry out this section  
25          \$10,000,000, to remain available until expended.

1 **SEC. 112. CAREER SKILLS TRAINING.**

2 (a) **IN GENERAL.**—The Secretary shall pay grants to  
3 eligible entities described in subsection (b) to pay the Fed-  
4 eral share of associated career skills training programs  
5 under which students concurrently receive classroom in-  
6 struction and on-the-job training for the purpose of ob-  
7 taining an industry-related certification to install energy  
8 efficient buildings technologies, including technologies de-  
9 scribed in section 307(b)(3) of the Energy Conservation  
10 and Production Act (42 U.S.C. 6836(b)(3)).

11 (b) **ELIGIBILITY.**—To be eligible to obtain a grant  
12 under subsection (a), an entity shall be a nonprofit part-  
13 nership described in section 171(e)(2)(B)(ii) of the Work-  
14 force Investment Act of 1998 (29 U.S.C.  
15 2916(e)(2)(B)(ii)).

16 (c) **FEDERAL SHARE.**—The Federal share of the cost  
17 of carrying out a career skills training program described  
18 in subsection (a) shall be 50 percent.

19 (d) **AUTHORIZATION OF APPROPRIATIONS.**—There is  
20 authorized to be appropriated to carry out this section  
21 \$10,000,000, to remain available until expended.

1 **TITLE II—INDUSTRIAL EFFI-**  
2 **CIENCY AND COMPETITIVE-**  
3 **NESS**

4 **Subtitle A—Manufacturing Energy**  
5 **Efficiency**

6 **SEC. 201. PURPOSES.**

7 The purposes of this subtitle are—

8 (1) to reform and reorient the industrial effi-  
9 ciency programs of the Department of Energy;

10 (2) to establish a clear and consistent authority  
11 for industrial efficiency programs of the Depart-  
12 ment;

13 (3) to accelerate the deployment of technologies  
14 and practices that will increase industrial energy ef-  
15 ficiency and improve productivity;

16 (4) to accelerate the development and dem-  
17 onstration of technologies that will assist the deploy-  
18 ment goals of the industrial efficiency programs of  
19 the Department and increase manufacturing effi-  
20 ciency;

21 (5) to stimulate domestic economic growth and  
22 improve industrial productivity and competitiveness;  
23 and



1           (6) to strengthen partnerships between Federal  
2           and State governmental agencies and the private  
3           and academic sectors.

4 **SEC. 202. FUTURE OF INDUSTRY PROGRAM.**

5           (a) IN GENERAL.—Section 452 of the Energy Inde-  
6           pendence and Security Act of 2007 (42 U.S.C. 17111) is  
7           amended by striking the section heading and inserting the  
8           following: “**FUTURE OF INDUSTRY PROGRAM**”.

9           (b) DEFINITION OF ENERGY SERVICE PROVIDER.—  
10          Section 452(a) of the Energy Independence and Security  
11          Act of 2007 (42 U.S.C. 17111(a)) is amended—

12                 (1) by redesignating paragraphs (3) through  
13                 (5) as paragraphs (4) through (6), respectively; and  
14                 (2) by inserting after paragraph (2):

15                 “(3) ENERGY SERVICE PROVIDER.—The term  
16                 ‘energy service provider’ means any business pro-  
17                 viding technology or services to improve the energy  
18                 efficiency, power factor, or load management of a  
19                 manufacturing site or other industrial process in an  
20                 energy-intensive industry, or any utility operating  
21                 under a utility energy service project.”.

22           (c) INDUSTRIAL RESEARCH AND ASSESSMENT CEN-  
23          TERS.—Section 452(e) of the Energy Independence and  
24          Security Act of 2007 (42 U.S.C. 17111(e)) is amended—

1           (1) by redesignating paragraphs (1) through  
2           (5) as subparagraphs (A) through (E), respectively,  
3           and indenting appropriately;

4           (2) by striking “The Secretary” and inserting  
5           the following:

6           “(1) IN GENERAL.—The Secretary”;

7           (3) in subparagraph (A) (as redesignated by  
8           paragraph (1)), by inserting before the semicolon at  
9           the end the following: “, including assessments of  
10          sustainable manufacturing goals and the implemen-  
11          tation of information technology advancements for  
12          supply chain analysis, logistics, system monitoring,  
13          industrial and manufacturing processes, and other  
14          purposes”; and

15          (4) by adding at the end the following:

16          “(2) COORDINATION.—

17                 “(A) IN GENERAL.—To increase the value  
18                 and capabilities of the industrial research and  
19                 assessment centers, the centers shall—

20                         “(i) coordinate with Manufacturing  
21                         Extension Partnership Centers of the Na-  
22                         tional Institute of Standards and Tech-  
23                         nology;

24                         “(ii) coordinate with the Building  
25                         Technologies Program of the Department

1 of Energy to provide building assessment  
2 services to manufacturers;

3 “(iii) increase partnerships with the  
4 National Laboratories of the Department  
5 of Energy to leverage the expertise and  
6 technologies of the National Laboratories  
7 for national industrial and manufacturing  
8 needs;

9 “(iv) increase partnerships with en-  
10 ergy service providers and technology pro-  
11 viders to leverage private sector expertise  
12 and accelerate deployment of new and ex-  
13 isting technologies and processes for en-  
14 ergy efficiency, power factor, and load  
15 management;

16 “(v) identify opportunities for reduc-  
17 ing greenhouse gas emissions; and

18 “(vi) promote sustainable manufac-  
19 turing practices for small- and medium-  
20 sized manufacturers.

21 “(3) OUTREACH.—The Secretary shall provide  
22 funding for—

23 “(A) outreach activities by the industrial  
24 research and assessment centers to inform  
25 small- and medium-sized manufacturers of the

1 information, technologies, and services avail-  
2 able; and

3 “(B) coordination activities by each indus-  
4 trial research and assessment center to leverage  
5 efforts with—

6 “(i) Federal and State efforts;

7 “(ii) the efforts of utilities and energy  
8 service providers;

9 “(iii) the efforts of regional energy ef-  
10 ficiency organizations; and

11 “(iv) the efforts of other industrial re-  
12 search and assessment centers.

13 “(4) WORKFORCE TRAINING.—

14 “(A) IN GENERAL.—The Secretary shall  
15 pay the Federal share of associated internship  
16 programs under which students work with or  
17 for industries, manufacturers, and energy serv-  
18 ice providers to implement the recommendations  
19 of industrial research and assessment centers.

20 “(B) FEDERAL SHARE.—The Federal  
21 share of the cost of carrying out internship pro-  
22 grams described in subparagraph (A) shall be  
23 50 percent.

24 “(5) SMALL BUSINESS LOANS.—The Adminis-  
25 trator of the Small Business Administration shall, to

1 the maximum extent practicable, expedite consider-  
2 ation of applications from eligible small business  
3 concerns for loans under the Small Business Act (15  
4 U.S.C. 631 et seq.) to implement recommendations  
5 of industrial research and assessment centers estab-  
6 lished under paragraph (1).

7 “(6) **ADVANCED MANUFACTURING STEERING**  
8 **COMMITTEE.**—The Secretary shall establish an advi-  
9 sory steering committee to provide recommendations  
10 to the Secretary on planning and implementation of  
11 the Advanced Manufacturing Office of the Depart-  
12 ment of Energy.”

13 **SEC. 203. SUSTAINABLE MANUFACTURING INITIATIVE.**

14 (a) **IN GENERAL.**—Part E of title III of the Energy  
15 Policy and Conservation Act (42 U.S.C. 6341) is amended  
16 by adding at the end the following:

17 **“SEC. 376. SUSTAINABLE MANUFACTURING INITIATIVE.**

18 “(a) **IN GENERAL.**—As part of the Office of Energy  
19 Efficiency and Renewable Energy, the Secretary, on the  
20 request of a manufacturer, shall conduct onsite technical  
21 assessments to identify opportunities for—

22 “(1) maximizing the energy efficiency of indus-  
23 trial processes and cross-cutting systems;

24 “(2) preventing pollution and minimizing waste;

1           “(3) improving efficient use of water in manu-  
2           facturing processes;

3           “(4) conserving natural resources; and

4           “(5) achieving such other goals as the Secretary  
5           determines to be appropriate.

6           “(b) COORDINATION.—The Secretary shall carry out  
7           the initiative in coordination with the private sector and  
8           appropriate agencies, including the National Institute of  
9           Standards and Technology, to accelerate adoption of new  
10          and existing technologies and processes that improve en-  
11          ergy efficiency.

12          “(c) RESEARCH AND DEVELOPMENT PROGRAM FOR  
13          SUSTAINABLE MANUFACTURING AND INDUSTRIAL TECH-  
14          NOLOGIES AND PROCESSES.—As part of the industrial ef-  
15          ficiency programs of the Department of Energy, the Sec-  
16          retary shall carry out a joint industry-government partner-  
17          ship program to research, develop, and demonstrate new  
18          sustainable manufacturing and industrial technologies and  
19          processes that maximize the energy efficiency of industrial  
20          plants, reduce pollution, and conserve natural resources.”.

21          (b) TABLE OF CONTENTS.—The table of contents of  
22          the Energy Policy and Conservation Act (42 U.S.C. prec.  
23          6201) is amended by adding at the end of the items relat-  
24          ing to part E of title III the following:

“Sec. 376. Sustainable manufacturing initiative.”.

1 **SEC. 204. CONFORMING AMENDMENTS.**

2 (a) Section 106 of the Energy Policy Act of 2005 (42  
3 U.S.C. 15811) is repealed.

4 (b) Sections 131, 132, 133, 2103, and 2107 of the  
5 Energy Policy Act of 1992 (42 U.S.C. 6348, 6349, 6350,  
6 13453, 13456) are repealed.

7 (c) Section 2101(a) of the Energy Policy Act of 1992  
8 (42 U.S.C. 13451(a)) is amended in the third sentence  
9 by striking “sections 2102, 2103, 2104, 2105, 2106,  
10 2107, and 2108” and inserting “sections 2102, 2104,  
11 2105, 2106, and 2108 of this Act and section 376 of the  
12 Energy Policy and Conservation Act,”.

13 **Subtitle B—Supply Star**

14 **SEC. 211. SUPPLY STAR.**

15 The Energy Policy and Conservation Act is amended  
16 by inserting after section 324A (42 U.S.C. 6294a) the fol-  
17 lowing:

18 **“SEC. 324B. SUPPLY STAR PROGRAM.**

19 “(a) IN GENERAL.—There is established within the  
20 Department of Energy a Supply Star program to identify  
21 and promote practices, recognize companies, and, as ap-  
22 propriate, recognize products that use highly efficient sup-  
23 ply chains in a manner that conserves energy, water, and  
24 other resources.

25 “(b) COORDINATION.—In carrying out the program  
26 described in subsection (a), the Secretary shall—

1           “(1) consult with other appropriate agencies;  
2           and

3           “(2) coordinate efforts with the Energy Star  
4           program established under section 324A.

5           “(c) DUTIES.—In carrying out the Supply Star pro-  
6           gram described in subsection (a), the Secretary shall—

7           “(1) promote practices, recognize companies,  
8           and, as appropriate, recognize products that comply  
9           with the Supply Star program as the preferred prac-  
10          tices, companies, and products in the marketplace  
11          for maximizing supply chain efficiency;

12          “(2) work to enhance industry and public  
13          awareness of the Supply Star program;

14          “(3) collect and disseminate data on supply  
15          chain energy resource consumption;

16          “(4) develop and disseminate metrics, proc-  
17          esses, and analytical tools (including software) for  
18          evaluating supply chain energy resource use;

19          “(5) develop guidance at the sector level for im-  
20          proving supply chain efficiency;

21          “(6) work with domestic and international orga-  
22          nizations to harmonize approaches to analyzing sup-  
23          ply chain efficiency, including the development of a  
24          consistent set of tools, templates, calculators, and  
25          databases; and



1           “(7) work with industry, including small busi-  
2           nesses, to improve supply chain efficiency through  
3           activities that include—

4                   “(A) developing and sharing best practices;  
5           and

6                   “(B) providing opportunities to benchmark  
7           supply chain efficiency.

8           “(d) EVALUATION.—In any evaluation of supply  
9           chain efficiency carried out by the Secretary with respect  
10          to a specific product, the Secretary shall consider energy  
11          consumption and resource use throughout the entire  
12          lifecycle of a product, including production, transport,  
13          packaging, use, and disposal.

14          “(e) GRANTS AND INCENTIVES.—

15                  “(1) IN GENERAL.—The Secretary may award  
16          grants or other forms of incentives on a competitive  
17          basis to eligible entities, as determined by the Sec-  
18          retary, for the purposes of—

19                          “(A) studying supply chain energy resource  
20                  efficiency; and

21                          “(B) demonstrating and achieving reduc-  
22                  tions in the energy resource consumption of  
23                  commercial products through changes and im-  
24                  provements to the production supply and dis-  
25                  tribution chain of the products.

1           “(2) USE OF INFORMATION.—Any information  
2           or data generated as a result of the grants or incen-  
3           tives described in paragraph (1) shall be used to in-  
4           form the development of the Supply Star Program.

5           “(f) TRAINING.—The Secretary shall use funds to  
6           support professional training programs to develop and  
7           communicate methods, practices, and tools for improving  
8           supply chain efficiency.

9           “(g) EFFECT OF IMPACT ON CLIMATE CHANGE.—  
10          For purposes of this section, the impact on climate change  
11          shall not be a factor in determining supply chain effi-  
12          ciency.

13          “(h) EFFECT OF OUTSOURCING OF AMERICAN  
14          JOBS.—For purposes of this section, the outsourcing of  
15          American jobs in the production of a product shall not  
16          count as a positive factor in determining supply chain effi-  
17          ciency.

18          “(i) AUTHORIZATION OF APPROPRIATIONS.—There is  
19          authorized to be appropriated to carry out this section  
20          \$10,000,000 for the period of fiscal years 2014 through  
21          2023.”.

1     **Subtitle C—Electric Motor Rebate**  
2                     **Program**

3     **SEC. 221. ENERGY SAVING MOTOR CONTROL, ELECTRIC**  
4                     **MOTOR, AND ADVANCED MOTOR SYSTEMS**  
5                     **REBATE PROGRAM.**

6             (a) DEFINITIONS.—In this section:

7                     (1) ADVANCED MOTOR AND DRIVE SYSTEM.—

8             The term “advanced motor and drive system” means  
9             an electric motor and any required associated elec-  
10            tronic control that—

11                    (A) offers variable or multiple speed oper-  
12                    ation;

13                    (B) offers efficiency at a rated full load  
14                    that is greater than the efficiency described for  
15                    the equivalent rating in—

16                            (i) table 12–12 of National Electrical  
17                            Manufactures Association (NEMA MG 1–  
18                            2011); or

19                            (ii) section 431.446 of National Elec-  
20                            trical Manufactures Association (2012);  
21                            and

22                    (C) uses—

23                            (i) permanent magnet alternating cur-  
24                            rent synchronous motor technology;

- 1 (ii) electronically commutated motor  
2 technology;
- 3 (iii) switched reluctance motor tech-  
4 nology;
- 5 (iv) synchronous reluctance motor  
6 technology; or
- 7 (v) such other motor that has greater  
8 than 1 horsepower and uses a drive sys-  
9 tems technology, as determined by the Sec-  
10 retary.

11 (2) ELECTRIC MOTOR.—The term “electric  
12 motor” has the meaning given the term in section  
13 431.12 of title 10, Code of Federal Regulations (as  
14 in effect on the date of enactment of this Act).

15 (3) QUALIFIED PRODUCT.—The term “qualified  
16 product” means—

17 (A) a new constant speed electric motor  
18 control that—

19 (i) is attached to an electric motor;  
20 and

21 (ii) reduces the energy use of the elec-  
22 tric motor by not less than 5 percent; and

23 (B) commercial or industrial machinery or  
24 equipment that—

1 (i) is manufactured and incorporates  
2 an advanced motor and drive system that  
3 has greater than 1 horsepower into a rede-  
4 signed machine or equipment that did not  
5 previously make use of the advanced motor  
6 and drive system; or

7 (ii) was previously used and placed  
8 back into service in calendar year 2014 or  
9 2015 that upgrades the existing machine  
10 or equipment with an advanced motor and  
11 drive system.

12 (b) ESTABLISHMENT.—Not later than 90 days after  
13 the date of enactment of this Act, the Secretary shall es-  
14 tablish a program to provide rebates for expenditures  
15 made by qualified entities for the purchase and installa-  
16 tion of qualified products.

17 (c) QUALIFIED ENTITIES.—A qualified entity under  
18 this section shall be—

19 (1) in the case of a qualified product described  
20 in subsection (a)(3)(A), the purchaser of the quali-  
21 fied product for whom the qualified product is in-  
22 stalled; and

23 (2) in the case of a qualified product described  
24 in subsection (a)(3)(B)), the manufacturer of the  
25 machine or equipment that incorporated the ad-

1 vanced motor and drive system into the machine or  
2 equipment.

3 (d) REQUIREMENTS.—

4 (1) APPLICATION.—To be eligible to receive a  
5 rebate under this section, a qualified entity shall  
6 submit to the Secretary or an entity designated by  
7 the Secretary an application and certification in  
8 such form, at such time, and containing such infor-  
9 mation as the Secretary may require, including dem-  
10 onstrated evidence that the qualified entity pur-  
11 chased a qualified product and—

12 (A) in the case of a qualified product de-  
13 scribed in subsection (a)(3)(A)—

14 (i) demonstrated evidence that the  
15 qualified entity installed the qualified prod-  
16 uct in calendar year 2014 or 2015;

17 (ii) demonstrated evidence that the  
18 qualified product reduces motor energy use  
19 by not less than 5 percent, in accordance  
20 with procedures approved by the Secretary;  
21 and

22 (iii) the serial number, manufacturer,  
23 and model number from the nameplate of  
24 the installed motor of the qualified entity

1 on which the qualified product was in-  
2 stalled; and

3 (B) in the case of a qualified product de-  
4 scribed in subsection (a)(3)(B)—

5 (i) demonstrated evidence that the  
6 manufacturer—

7 (I) redesigned a machine or  
8 equipment of a manufacturer that did  
9 not previously make use of an ad-  
10 vanced motor and drive system; or

11 (II) upgraded a used machine or  
12 equipment to incorporate an advanced  
13 motor and drive system;

14 (ii) demonstrated evidence that the  
15 qualified product was sold, installed, or  
16 placed back into service in calendar year  
17 2014 or 2015; and

18 (iii) the serial number, manufacturer,  
19 and model number from the nameplate of  
20 the installed motor of the qualified entity  
21 with which the advanced motor and drive  
22 system is integrated.

23 (2) AUTHORIZED AMOUNT OF REBATE.—The  
24 Secretary may provide to a qualified entity that has  
25 satisfied the requirements of paragraph (1) a rebate

1 the amount of which shall be equal to the product  
2 obtained by multiplying—

3 (A) the nameplate rated horsepower of—

4 (i) the electric motor to which the new  
5 constant speed electric motor control is at-  
6 tached;

7 (ii) the new electric motor that re-  
8 placed a previously installed electric motor;  
9 or

10 (iii) the advanced electric motor con-  
11 trol system; and

12 (B) \$25.

13 (3) MAXIMUM AGGREGATE AMOUNT.—No entity  
14 shall be entitled to aggregate rebates under this sec-  
15 tion in excess of \$250,000.

16 (e) AUTHORIZATION OF APPROPRIATIONS.—There is  
17 authorized to be appropriated to carry out this section  
18 \$5,000,000 for each of fiscal years 2014 and 2015, to re-  
19 main available until expended.

## 20 **Subtitle D—Transformer Rebate** 21 **Program**

### 22 **SEC. 231. ENERGY EFFICIENT TRANSFORMER REBATE PRO-** 23 **GRAM.**

24 (a) DEFINITION OF QUALIFIED TRANSFORMER.—In  
25 this section, the term “qualified transformer” means a



1 transformer that meets or exceeds the National Electrical  
2 Manufacturers Association (NEMA) Premium Efficiency  
3 designation, calculated to 2 decimal points, as having 30  
4 percent fewer losses than the NEMA TP-1-2002 effi-  
5 ciency standard for a transformer of the same number of  
6 phases and capacity, as measured in kilovolt-amperes.

7 (b) ESTABLISHMENT.—Not later than January 1,  
8 2014, the Secretary shall establish a program under which  
9 rebates are provided for expenditures made by owners of  
10 industrial or manufacturing facilities, commercial build-  
11 ings, and multifamily residential buildings for the pur-  
12 chase and installation of a new energy efficient trans-  
13 formers.

14 (c) REQUIREMENTS.—

15 (1) APPLICATION.—To be eligible to receive a  
16 rebate under this section, an owner shall submit to  
17 the Secretary an application in such form, at such  
18 time, and containing such information as the Sec-  
19 retary may require, including demonstrated evidence  
20 that the owner purchased a qualified transformer.

21 (2) AUTHORIZED AMOUNT OF REBATE.—For  
22 qualified transformers, rebates, in dollars per kilo-  
23 volt-ampere (referred to in this paragraph as  
24 “kVA”) shall be—

25 (A) for 3-phase transformers—

1 (i) with a capacity of not greater than  
2 10 kVA, 15;

3 (ii) with a capacity of not less than 10  
4 kVA and not greater than 100 kVA, the  
5 difference between 15 and the quotient ob-  
6 tained by dividing—

7 (I) the difference between—

8 (aa) the capacity of the  
9 transformer in kVA; and

10 (bb) 10; by

11 (II) 9; and

12 (iii) with a capacity greater than or  
13 equal to 100 kVA, 5; and

14 (B) for single-phase transformers, 75 per-  
15 cent of the rebate for a 3-phase transformer of  
16 the same capacity.

17 (d) AUTHORIZATION OF APPROPRIATIONS.—There is  
18 authorized to be appropriated to carry out this section  
19 \$5,000,000 for each of fiscal years 2014 and 2015, to re-  
20 main available until expended.

21 (e) TERMINATION OF EFFECTIVENESS.—The author-  
22 ity provided by this section terminates effective December  
23 31, 2015.

1       **TITLE III—FEDERAL AGENCY**  
2                   **ENERGY EFFICIENCY**

3   **SEC. 301. ADOPTION OF INFORMATION AND COMMUNICA-**  
4                   **TIONS TECHNOLOGY POWER SAVINGS TECH-**  
5                   **NIQUES BY FEDERAL AGENCIES.**

6       (a) IN GENERAL.—Not later than 360 days after the  
7 date of enactment of this Act, the Secretary, in consulta-  
8 tion with the Secretary of Defense, the Secretary of Vet-  
9 erans Affairs, and the Administrator of General Services,  
10 shall issue guidance for Federal agencies to employ ad-  
11 vanced tools promoting energy efficiency and energy sav-  
12 ings through the use of information and communications  
13 technologies, including computer hardware, operation and  
14 maintenance processes, energy efficiency software, and  
15 power management tools.

16       (b) REPORTS ON PLANS AND SAVINGS.—Not later  
17 than 180 days after the date of the issuance of the guid-  
18 ance under subsection (a), each Federal agency shall sub-  
19 mit to the Secretary a report that describes—

20               (1) the plan of the agency for implementing the  
21 guidance within the agency; and

22               (2) estimated energy and financial savings from  
23 employing the tools and processes described in sub-  
24 section (a).

1 **SEC. 302. AVAILABILITY OF FUNDS FOR DESIGN UPDATES.**

2 Section 3307 of title 40, United States Code, is  
3 amended—

4 (1) by redesignating subsections (d) through (h)  
5 as subsections (e) through (i), respectively; and

6 (2) by inserting after subsection (c) the fol-  
7 lowing:

8 “(d) AVAILABILITY OF FUNDS FOR DESIGN UP-  
9 DATES.—

10 “(1) IN GENERAL.—Subject to paragraph (2),  
11 for any project for which congressional approval is  
12 received under subsection (a) and for which the de-  
13 sign has been substantially completed but construc-  
14 tion has not begun, the Administrator of General  
15 Services may use appropriated funds to update the  
16 project design to meet applicable Federal building  
17 energy efficiency standards established under section  
18 305 of the Energy Conservation and Production Act  
19 (42 U.S.C. 6834) and other requirements estab-  
20 lished under section 3312.

21 “(2) LIMITATION.—The use of funds under  
22 paragraph (1) shall not exceed 125 percent of the  
23 estimated energy or other cost savings associated  
24 with the updates as determined by a life cycle cost  
25 analysis under section 544 of the National Energy  
26 Conservation Policy Act (42 U.S.C. 8254).”.

1 **SEC. 303. FEDERAL DATA CENTER CONSOLIDATION.**

2 (a) IN GENERAL.—Not later than 180 days after the  
3 date of enactment of this Act, the Administrator for the  
4 Office of E-Government and Information Technology with-  
5 in the Office of Management and Budget shall develop and  
6 publish a goal for the total amount of planned energy and  
7 cost savings and increased productivity by the Federal  
8 Government through the consolidation of Federal data  
9 centers during the 5-year period beginning on the date of  
10 enactment of this Act, which shall include a breakdown  
11 on a year-by-year basis of the projected savings and pro-  
12 ductivity gains.

13 (b) ADMINISTRATION.—Nothing in this section ap-  
14 plies to the High Performance Computing Modernization  
15 Program (HPCMP) of the Department of Defense.

16 **TITLE IV—MISCELLANEOUS**

17 **SEC. 401. OFFSET.**

18 Section 422(f) of the Energy Independence and Secu-  
19 rity Act of 2007 (42 U.S.C. 17082(f)) is amended—

20 (1) in paragraph (3), by striking “and” after  
21 the semicolon at the end; and

22 (2) by striking paragraph (4) and inserting the  
23 following:

24 “(4) \$200,000,000 for each of fiscal years 2013  
25 and 2014;

26 “(5) \$150,000,000 for fiscal year 2015; and

1           “(6) \$100,000,000 for each of fiscal years 2016  
2           through 2018.”.

3   **SEC. 402. BUDGETARY EFFECTS.**

4           The budgetary effects of this Act, for the purpose of  
5   complying with the Statutory Pay-As-You-Go Act of 2010,  
6   shall be determined by reference to the latest statement  
7   titled “Budgetary Effects of PAYGO Legislation” for this  
8   Act, submitted for printing in the Congressional Record  
9   by the Chairman of the Senate Budget Committee, pro-  
10   vided that such statement has been submitted prior to the  
11   vote on passage.

12   **SEC. 403. ADVANCE APPROPRIATIONS REQUIRED.**

13           The authorization of amounts under this Act and the  
14   amendments made by this Act shall be effective for any  
15   fiscal year only to the extent and in the amount provided  
16   in advance in appropriations Acts.



**Calendar No. 154**

113<sup>TH</sup> CONGRESS  
1<sup>ST</sup> Session

**S. 1392**

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**A BILL**

To promote energy savings in residential buildings  
and industry, and for other purposes.

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JULY 31, 2013

Read the second time and placed on the calendar



## **ATTACHMENT 2c**

### **S. 1435 (Gillibrand) / H.R. 2958 (Nadler)** Clean Ports Act of 2013

**Summary:** The Clean Ports Act of 2013 will empower – but not mandate – state and local governments, including ports, to adopt and enforce requirements that will serve to reduce pollution, mitigate traffic congestion, improve highway safety, and enhance efficient utilization of port facilities, updating federal law to respond to a recent U.S. Supreme Court decision striking down aspects of the Clean Truck Program at the Port of Los Angeles.

**Background:** Many of the nation’s major ports have initiated programs to reduce emissions from port trucks, including the Port Authority of New York & New Jersey, Virginia Port Authority, Port of Houston, Port of Charleston, Port of Seattle, Port of Oakland, Port of Long Beach, and the Port of Los Angeles. The Port of Los Angeles, which adopted the LA Clean Truck Program in 2008, banned more than 10,000 pre-2007, heavier polluting trucks; provided nearly \$200 million in port subsidies and leveraged more than \$600 million in private investment of 10,000 clean diesel and natural gas fuel trucks; and reduced diesel pollution by approximately 80%.

This landmark program led to 100% of port gate moves being made by cleaner trucks, and made Southern California the preeminent market for alternative-fuel truck technology. However, federal court rulings, including the U.S. Supreme Court’s decision in the *American Trucking Association v. the City of Los Angeles*, have left unanswered whether ports can insist that trucking companies take steps to assure their fleets remain safe and clean.

The Supreme Court’s decision explicitly declared that two minor provisions in the LA Clean Truck program which required that motor carriers use off street parking and that trucks display a placard with a phone number for the public to call regarding truck safety are preempted by federal law. Thus, this bill would modify the preemptive effect of federal law. Ports around the country – like the port terminals in New York and New Jersey, Oakland, Seattle and Miami – are grappling with similar obstacles presented by port trucking, but are unsure as to how to implement their own comprehensive Clean Truck programs given the unanswered legal questions. This bill would update federal law to ensure that ports can enact and enforce Clean Truck programs.

**Status:** On 8/1/2013, these bills were introduced. The Senate bill, S. 1435, was referred to the Senate Committee on Commerce, Science, and Transportation, while the House bill, H.R. 2958, was referred to House Transportation and Infrastructure Committee.

**Specific Provisions:** The bill adds a provision to federal law which clarifies that state and local jurisdictions may adopt requirements for

*“motor carriers and commercial motor vehicles providing services at port facilities that are reasonably related to the reduction of environmental pollution, traffic congestion, the improvement of highway safety, or the efficient use of port facilities, if adoption or enforcement of the requirements does not conflict with any other applicable Federal law (including regulations).”*

The bill also defines port facilities and clarifies that nothing in this bill “limits the rights reserved to any State or political subdivision of a State under the Clean Air Act.”

**Impacts on SCAQMD’s Mission, Operations or Initiatives:** These bills will help ensure that ports throughout the country have the ability to regulate trucks within their jurisdiction, in order to reduce emissions that adversely impact air quality and harm the health of residents in both port communities and in neighboring regions. Specifically, in the South Coast region, these bills will help protect the ability of the Port of Los Angeles and Port of Long Beach to regulate trucks and any harmful emissions they cause within this region, thereby furthering SCAQMD’s efforts to ensure that the South Coast attains all federal air quality standards by the corresponding deadlines.

**Recommended Position: SUPPORT**

113TH CONGRESS  
1ST SESSION

# S. 1435

To amend title 49, United States Code, to provide certain port authorities,  
and for other purposes.

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## IN THE SENATE OF THE UNITED STATES

AUGUST 1, 2013

Mrs. GILLIBRAND (for herself and Mr. MENENDEZ) introduced the following  
bill; which was read twice and referred to the Committee on Commerce,  
Science, and Transportation

---

## A BILL

To amend title 49, United States Code, to provide certain  
port authorities, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Clean Ports Act of  
5 2013”.

6 **SEC. 2. APPLICABILITY TO PORT FACILITIES.**

7 Section 14501(c) of title 49, United States Code, is  
8 amended—

9 (1) in paragraph (2)(A)—

- 1 (A) by striking “restrict the safety regu-  
2 latory authority” and inserting “restrict—  
3 “(i) the safety regulatory authority”;  
4 (B) by striking “vehicles, the authority”  
5 and inserting “vehicles;  
6 “(ii) the authority”;  
7 (C) by striking “cargo, or the authority”  
8 and inserting “cargo;  
9 “(iii) the authority”;  
10 (D) in clause (iii) (as designated by sub-  
11 paragraph (C)), by inserting “or” after “self-in-  
12 surance authorization;” and  
13 (E) by adding at the end the following:  
14 “(iv) the authority of a State, political  
15 subdivision of a State, or political author-  
16 ity of 2 or more States to adopt require-  
17 ments for motor carriers and commercial  
18 motor vehicles providing services at port  
19 facilities that are reasonably related to the  
20 reduction of environmental pollution, traf-  
21 fic congestion, the improvement of highway  
22 safety, or the efficient use of port facilities,  
23 if adoption or enforcement of the require-  
24 ments does not conflict with any other ap-

1           plicable Federal law (including regula-  
2           tions);” and

3           (2) by adding at the end the following:

4           “(6) PORT FACILITIES.—

5           “(A) DEFINITION OF PORT FACILITIES.—

6           In paragraph (2)(A), the term ‘port facilities’  
7           means all port facilities for coastwise, inter-  
8           coastal, inland waterways, and Great Lakes  
9           shipping and overseas shipping, including  
10          wharves, piers, sheds, warehouses, terminals,  
11          yards, docks, control towers, container equip-  
12          ment, maintenance buildings, container freight  
13          stations, and port equipment, including harbor  
14          craft, cranes, and straddle carriers.

15          “(B) APPLICABILITY OF CLEAN AIR ACT.—

16          Nothing in paragraph (1) limits the rights re-  
17          served to any State or political subdivision of a  
18          State under the Clean Air Act (42 U.S.C. 7401  
19          et seq.).”.

○

113TH CONGRESS  
1ST SESSION

# H. R. 2958

To amend title 49, United States Code, to provide certain port authorities,  
and for other purposes.

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## IN THE HOUSE OF REPRESENTATIVES

AUGUST 1, 2013

Mr. NADLER (for himself, Ms. HAHN, Mrs. NAPOLITANO, Mr. GEORGE MILLER of California, Mr. LARSEN of Washington, Ms. SPEIER, Mr. PASCRELL, Mr. GRIJALVA, Mr. CAPUANO, Ms. MOORE, Mr. SCHIFF, Mrs. CAPPs, Mr. PALLONE, Ms. ROYBAL-ALLARD, Mr. HONDA, Mr. MORAN, Mr. ISRAEL, Mrs. CAROLYN B. MALONEY of New York, Ms. SCHAKOWSKY, Mr. BLUMENAUER, Mr. LOWENTHAL, and Mr. HOLT) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

---

## A BILL

To amend title 49, United States Code, to provide certain  
port authorities, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Clean Ports Act of  
5 2013”.

1 **SEC. 2. APPLICABILITY TO PORT FACILITIES.**

2 Section 14501(c) of title 49, United States Code, is  
3 amended—

4 (1) in paragraph (2)(A)—

5 (A) by striking “or” after “cargo,”; and

6 (B) by inserting before the semicolon the  
7 following: “, or the authority of a State, polit-  
8 ical subdivision of a State, or political authority  
9 of 2 or more States to adopt requirements for  
10 motor carriers and commercial motor vehicles  
11 providing services at port facilities that are rea-  
12 sonably related to the reduction of environ-  
13 mental pollution, traffic congestion, the im-  
14 provement of highway safety, or the efficient  
15 utilization of port facilities, if adoption or en-  
16 forcement of such requirements does not con-  
17 flict with any other applicable Federal law or  
18 regulation”; and

19 (2) by adding at the end the following:

20 “(6) CLARIFICATION FOR PARAGRAPH (2).—

21 “(A) DEFINITION OF PORT FACILITIES.—

22 For purposes of paragraph (2)(A), the term  
23 ‘port facilities’ means all port facilities for  
24 coastwise, intercoastal, inland waterways, and  
25 Great Lakes shipping and overseas shipping, in-  
26 cluding, wharves, piers, sheds, warehouses, ter-

1           minals, yards, docks, control towers, container  
2           equipment, maintenance buildings, container  
3           freight stations and port equipment, including  
4           harbor craft, cranes, and straddle carriers.

5           “(B) APPLICABILITY OF CLEAN AIR ACT.—  
6           Nothing in paragraph (1) shall limit the rights  
7           reserved to any State or a political subdivision  
8           thereof under the Clean Air Act (42 U.S.C.  
9           7401 et seq.).”.

○



## ATTACHMENT 3

### SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

#### LEGISLATIVE REPORT FROM HOME RULE ADVISORY GROUP MEETING OF JUNE 19, 2013

HRAG members present:

Dr. Joseph Lyou, Chairman

Dr. Elaine Chang, SCAQMD

Greg Adams, representing Supervisor Antonovich

Mike Carroll, Latham & Watkins for the Regulatory Flexibility Group

Curtis Coleman, Southern California Air Quality Alliance

Jayne Joy, Eastern Municipal Water District

Joy Langford, Mandeville Group

Art Montez, AMA International

Jonathan Nadler, SCAG (participated by phone)

Bill Quinn, CCEEB

Terry Roberts, American Lung Association

Dmitri Smith on behalf of Chris Gallenstein, CARB (participated by phone)

Lee Wallace, So Cal Gas and SDG&E

Mike Wang, WSPA

#### **LEGISLATIVE UPDATE**

William Sanchez presented the following report on what was discussed at the Legislative Committee meeting that occurred on June 14, 2013:

The Legislative Committee approved staff's recommendation to support SB 459 (Pavley) Vehicle Retirement: Low-Income motor vehicle owners. This bill would establish a one-year pilot program to help low-income vehicle owners retire high-polluting vehicles, by allowing alternate methods, to comply with the program eligibility requirements.

The three bills introduced by Senator Wright regarding offsets and the SCAQMD's New Source Review Program were either defeated or amended to address SCAQMD's concerns. SB 11 and AB 8 which reauthorize the Carl Moyer and AB 118 programs continue to progress through the legislative process. SB 4 (Pavley) is the only bill regarding hydraulic fracturing to still survive. With regard to CEQA reform, all CEQA-related bills, with the exception of the Pro Tem Steinberg's bill (SB 731), have failed passage. For the third year in a row, the Legislature passed an on-time budget.

#### Questions and Answers

Q. Can you provide more details on the expected amendments to the Pavley bill on fracking?

A. The Senate was the leading advocate for a very comprehensive bill requiring DOGGR to actually impose and enforce regulations. Equivalent bills on the Assembly side met massive resistance and were voted down, either in the committee or on the floor. The bill is not expected to be given the same deference by the Assembly as was given by the Senate.

Q. What is the status of the SB 1318 report that CARB was to issue, and will SONGS factor into the report?

A. SONGS will be factored into the report, and the planned shutdown may have been one reason for the delay. (CARB staff will check on the status and will report back to the HRAG).

**Discussion**

Mr. Quinn reported that CCEEB has been meeting with Tom Addison of the Bay Area AQMD to discuss the language in SB 691, specifically to define what type of events would trigger higher penalties. He expressed CCEEB's concern that the bill was moved forward without comment. Dr. Lyou assured Mr. Quinn that there may still be time to include the language. Ms. Baird suggested that CCEEB continue to work with the bill authors.

Mr. Montez expressed concern that the \$500 million loan to the general fund may not be returned to the cap and trade fund and therefore not used to fund EJ community projects. Dr. Lyou responded that there may be an effort next year, possibly through the budget and policy bills, to assure that the funds are returned. Mr. Montez asked for specifics on the NRG settlement funds (electric charging stations and stub outs along the I-5 Corridor). Dr. Lyou responded that the funding will go through the CEC. He suggested that Santa Monica Mayor Pro Tem Terry O'Day ([today@terryoday.com](mailto:today@terryoday.com)) may be a good contact who could provide more information on the NRG settlement funding process.

BOARD MEETING DATE: October 4, 2013

AGENDA NO. 25

REPORT: Mobile Source Committee

SYNOPSIS: The Mobile Source Committee met Friday, September 20, 2013  
Following is a summary of that meeting.

RECOMMENDED ACTION:  
Receive and file.

Dr. Clark E. Parker, Sr., Chair  
Mobile Source Committee

EC:fmt

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### **Attendance**

Dr. Parker (*via videoconference*) called the meeting to order at 9:03 a.m. Councilman Ben Benoit was present. Mayor Dennis Yates arrived at 9:04 a.m. and was appointed as an ad hoc member of the Committee for this meeting only. Supervisor Shawn Nelson (*arrived at 9:11 a.m.*) was present via videoconference. Dr. Joseph Lyou was absent.

The following items were presented:

### **WRITTEN REPORTS:**

- 4) **Rule 2202 Activity Report**  
Written report submitted. No comments.
- 5) **Monthly Report on Environmental Justice Initiatives – CEQA Document Commenting Update**  
Written report submitted. No comments

### **ACTION ITEMS:**

- 1) **Execute Contract for 2013 Leaf Blower Exchange Program**  
Mr. Shashi Singeetham, Air Quality Specialist, provided a presentation on the 2013 Leaf Blower Exchange Program. The presentation included background information on the 2012 Leaf Blower Exchange Program; the 2013 Leaf Blower

Exchange, including list of manufacturers contacted, and leaf blower specifications and pricing; and the staff recommendation to award a contract to Pacific STIHL to conduct the 2013 Leaf Blower Exchange Program.

Dr. Parker asked why only one proposal was received. Mr. Singeetham explained that while many makes and models are available, the STIHL blower is the only one that meets the low-exhaust emission standards (“Blue Sky Series”) requirement. Dr. Parker then made reference to a leaf blower that was demonstrated at a Board meeting a couple of months ago. Staff responded that the leaf blower that was demonstrated at a recent Board meeting was an electric model. Dr. Parker then asked if the Leaf Blower Exchange Program could be extended to include electric blowers. Dr. Miyasato stated that the electric blower is still in the prototype phase, but once commercial models become available, staff would consider offering them in the Exchange Program.

*Moved by Benoit; seconded by Yates and unanimously approved.*

**2) Approve Annual Report on AB 2766 Funds from Motor Vehicle Registration Fees for FY 2011-12**

Ms. Kathryn Higgins, Program Supervisor, provided an overview of the FY 2011-12 AB 2766 Subvention Fund usage and program results. AB 2766 was signed into law September 1990. It authorizes a \$6 motor vehicle registration fee surcharge, of which 40% of \$4 of the funds is subvented to local governments to implement projects that reduce mobile source emissions.

Ms. Higgins reported on the Subvention Fund’s financial summary relative to the beginning balance (\$37.4 mill), funds received (\$20.7 mill), project spending (\$19 mill), earmarked funds (\$28.2 mill), and funds remaining after earmarking (\$11 mill). Also, staff reported on the number of projects funded and quantified over the prior four fiscal years. For FY 2011-12, local governments reported funding 318 projects of which 194 were quantified. Expenditures in 10 of the 11 AB 2766 project categories (there were no Market Based projects reported) reflected that Transportation Demand Management and Alternative Fuels had the highest spending levels. A total of 5,714 tons of emissions (NOx, ROG, PM10 and CO/7) were reduced through implementation of the 318 projects. The overall average cost-effectiveness of all projects implemented was reported to be \$0.80/lb.

The summary of accomplishments presented by staff indicated that the key program measurements, such as cost- effectiveness, emission reductions, and percent of quantified projects, remained relatively consistent compared to prior years. During the upcoming reporting cycle, staff will continue to focus on encouraging local government policy makers’ leadership and partnerships in the AB 2766 Program decision-making process; encouraging local government

funding of State Implementation Plan (SIP) creditable, cost effective projects by directing local government staff's attention to SCAQMD's preferred projects; enhancing SCAQMD's outreach presence; and providing information to local governments on co-funding opportunities. Mayor Yates noted that his colleagues on the San Bernardino Council of Governments (COG) Board have minimal knowledge of the AB 2766 program, and inquired about outreach efforts to inform elected officials. Ms. Higgins responded that staff has distributed correspondence in previous years to various levels of local government officials that provided information about their jurisdiction and extended the invitation for staff to brief their committees/Boards, but had received no response. Mayor Yates recommended that staff provide presentations on the AB 2766 program at COG meetings that local government representatives attend on a regular basis.

Dr. Parker inquired about the formulas that local governments use to determine emission reductions from AB 2766 projects. Ms. Higgins responded that local governments use CARB's standard methodology (also used by the MSRC and Carl Moyer programs), which is built into an Access software database. Local jurisdictions use this program to enter program variables and determine the emission reductions resulting from projects implemented. She also noted that with CARB's approval, other methodologies may be allowed, such as the methodology used by the City of Los Angeles to determine emission reductions from their Automated Traffic Surveillance and Control (ATSAC) project.

*Moved by Yates; seconded by Benoit and unanimously approved.*

**OTHER BUSINESS:**

None

**PUBLIC COMMENT:**

None

The meeting was adjourned at 9:33 a.m.

**Attachment**

Attendance Roster

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
MOBILE SOURCE COMMITTEE MEETING  
Attendance Roster- September 20, 2013**

NAME	AFFILIATION
Chair Clark E. Parker, Sr.	SCAQMD Governing Board ( <i>via videoconference</i> )
Committee Member Ben Benoit	SCAQMD Governing Board
Committee Member Shawn Nelson	SCAQMD Governing Board ( <i>via videoconference</i> )
Board Consultant Mark Abramowitz	SCAQMD Governing Board (Lyou)
David Rothbart	Los Angeles County Sanitation District
Harvey Eder	Public Solar Power Coalition
Elaine Chang	SCAQMD Staff
Laki Tisopulos	SCAQMD Staff
John Olvera	SCAQMD Staff
Matt Miyasato	SCAQMD Staff
Henry Hogo	SCAQMD Staff
Fred Minassian	SCAQMD Staff
Carol Gomez	SCAQMD Staff
Joe Cassmassi	SCAQMD Staff
Kathryn Higgins	SCAQMD Staff
Shashi Singeetham	SCAQMD Staff
Eyvonne Drummonds	SCAQMD Staff
Ernest Lopez	SCAQMD Staff
Sam Atwood	SCAQMD Staff
Kim White	SCAQMD Staff
John Kampa	SCAQMD Staff

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BOARD MEETING DATE: October 4, 2013

AGENDA NO. 26

REPORT: Stationary Source Committee

SYNOPSIS: The Stationary Source Committee met Friday, September 20, 2013. Following is a summary of that meeting. The next meeting will be October 18, at 10:30 a.m., in Conference Room CC8.

RECOMMENDED ACTION:  
Receive and file.

Dennis Yates, Chair  
Stationary Source Committee

EC:am

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### **Attendance**

The meeting began at 10:30 a.m. Present were Mayor Dennis Yates, Councilman Ben Benoit and Supervisor Shawn Nelson (VT). Absent were Mayor Pro Tem Judith Mitchell and Dr. Joseph Lyou.

### **INFORMATIONAL ITEM**

**1. Rule 1146 – Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters and Rule 1146.1 – Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters**

Joe Cassmassi, Planning and Rules Manager, provided a brief overview of the proposed amendments to Rules 1146 and 1146.1. The proposal to amend both rules addresses a SIP approvability issue related to rule enforceability raised by U.S. EPA. Staff is proposing to modify the language in the rule to clarify that source tests exceeding the emissions limit will constitute a violation. Diagnostic emissions checks that indicate emissions exceeding the limit would continue to enable the owner or

operator to have 72 hours to remedy the problem. The proposed amendments also provide selected minor clarifications to better enable rule interpretation by staff and the regulated community. There were no comments by either Board Members or the public.

### **WRITTEN REPORTS**

All written reports were acknowledged by the Committee.

### **PUBLIC COMMENTS**

There were two individuals who commented during the public comment period. Harvey Eder, Pubic Solar Power Coalition, commented on the need to utilize solar powered technology for water heating as was envisioned in earlier AQMP control measures rather than relying on fossil fuel combustion based heating technologies. Bill LaMarr, California Small Business Alliance, commented on the financial risk pending Section 185-related litigations impose on local companies that are currently are not paying any fees pursuant to alternative procedures established in Rule 317 but would otherwise be subject retroactively to the Section 185 fees. He recommended that a letter informing all Rule 317 facilities about the pending risks be sent by the AQMD and asked the Committee to include Rule 317 on the next month's agenda to discuss the issue.

### **NEXT MEETING DATE**

It was announced that the next Stationary Source Committee meeting will be held on October 18, 2013. The meeting was adjourned at 10:50 a.m.

**Attachment**  
Attendance Roster





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BOARD MEETING DATE: October 4, 2013

AGENDA NO. 27

REPORT: Technology Committee

SYNOPSIS: The Technology Committee met on September 20, 2013. Major topics included Technology Advancement items reflected in the regular Board Agenda for the October Board meeting. A summary of these topics with the Committee's comments is provided. The next Technology Committee meeting will be on October 18, 2013.

RECOMMENDED ACTION:

Receive and file.

John J. Benoit  
Technology Committee Chair

MMM:pmk

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**Attendance:** Mayor Dennis Yates was in attendance at SCAQMD headquarters. Supervisor John J. Benoit and Mayor Miguel Pulido participated by videoconference. Councilman Joe Buscaino and Mayor Pro Tem Judith Mitchell were absent due to a conflict with their schedules.

## OCTOBER BOARD AGENDA ITEMS

### 1. **Execute Contracts for FY 2012-13 “Year 15” Carl Moyer Program and Transfer Funds**

On June 4, 2013, proposals were received in response to the Program Announcement issued for the “Year 15” Carl Moyer Program. This action is to execute contracts for the “Year 15” Carl Moyer Program in an amount not to exceed \$18,828,431 from the Carl Moyer Program Fund (32), comprised of \$17,857,328 in SB 1107 funds and \$971,103 in accrued interest. Furthermore, this action is to transfer up to \$4,218,898 from the Carl Moyer Program Fund (32) to the VIP Fund (59) for implementation of truck projects.

*The Committee Members were informed that AB 8 was approved by the legislature, extending the sunset dates and funding availability of both AB 923 and AB 118 from January 1, 2015 to January 1, 2023.*

*Supervisor Benoit recused himself from a portion of this item, specifically as to the contractors from whom he has received campaign contributions (Mali Basta Ranches and Sultan Ranches or their affiliates). Therefore, approval was bifurcated into two parts.*

*Moved by Pulido; seconded by Yates; unanimously approved, excluding the two contractors named. Since less than a quorum was present for the two items, the Committee Members forwarded the balance of the item to the full Board for consideration.*

**2. Recognize Revenue and Execute Contracts for Development, Integration, and Demonstration of Ultra-Low Emission Natural Gas Engines for On-Road Heavy-Duty Vehicles **

In May 2013, the Board released an RFP for the development, integration and demonstration of ultra-low emission natural gas engines for heavy-duty vehicles. Six proposals were received in response to the RFP. This action is to recognize up to \$5,000,000 in revenue from the CEC and Southern California Gas Company, and to execute contracts with Cummins Westport Inc. and Cummins Inc. to conduct engine development and demonstration activities at a total cost not to exceed \$7,000,000 from the Clean Fuels Fund (31).

*Mayor Pulido recused himself because of campaign contributions from Greenkraft.*

*Less than a quorum was present; the Committee Members concurred that this item be forwarded to the Board for consideration.*

**INFORMATION ONLY ITEM**

**3. Clean Fuels Program Draft Plan Update **

Every fall staff brings the Clean Fuels Program Draft Plan Update before the Board as a separate item to solicit more direct input before requesting final approval each year in early spring. This action is to receive and file the calendar year 2014 Clean Fuels Program Draft Plan Update. Staff proposes continued support for a wide portfolio of technologies, but with particular emphasis in this Draft Plan on heavy-duty truck technologies with zero and near-zero emissions in goods movement applications, including the infrastructure for such technologies.

*Supervisor Benoit asked if hydrogen can currently be measured and sold as a commercial fuel. Staff mentioned that CARB, California Division of Measurement Standards (DMS), and DOE are working on developing and site certifying a dispensing system that can be used to measure hydrogen so that it can be sold as a commercial fuel. Likewise, DMS will start doing site certifications of hydrogen fueling stations within the next year in the South Coast Air Basin for this same purpose.*

*Mayor Yates mentioned that the 35% funding distribution for Electric and Hybrid Technologies and Infrastructure is too high, and some of those funds should be moved to the fuel cell and natural gas project categories. Staff mentioned that electric drive technologies can also utilize natural gas and fuel cell, so in the future, there will likely not be a clear distinction between these categories.*

*This is a receive and file item.*

**4. Other Business**

*There was no other business.*

**5. Public Comment Period**

*Mr. Eder mentioned that natural gas is a greenhouse gas and also contains toxic chemicals such as benzene. He further mentioned that natural gas is not a good bridge fuel and the focus should be on solar energy. He said that agencies like the CEC and PUC are investing their resources on solar energy. The use and development of solar energy will also help the economy.*

**Next Meeting: October 18, 2013 at SCAQMD Headquarters in CC-8**

**Attachments**

Attendance

## Attachment A – Attendance

Supervisor John J. Benoit.....	SCAQMD Governing Board (via VT)
Mayor Miguel Pulido .....	SCAQMD Governing Board (via VT)
Mayor Dennis Yates .....	SCAQMD Governing Board
Mark Abramowitz .....	Board Assistant (Lyou)
Earl Elrod .....	Board Assistant (Yates)
Marisa Perez .....	Board Assistant (Mitchell)
John Olvera, Principal Deputy District Counsel .....	SCAQMD
Matt Miyasato, STA .....	SCAQMD
Phil Fine, STA .....	SCAQMD
Henry Hogo, STA.....	SCAQMD
Fred Minassian, STA.....	SCAQMD
Dean Saito, STA.....	SCAQMD
Dipankar Sarkar, STA .....	SCAQMD
Jeff Cox, STA.....	SCAQMD
Paul Wright, IM.....	SCAQMD
Isabel Aguilar, STA.....	SCAQMD
Pat Krayser, STA.....	SCAQMD
Danielle Robinson .....	ARB
Candice Gantt .....	SCE
Tom Gross .....	SCE
Lee Wallace .....	SoCalGas
Harvey Eder.....	PSPC (Public Solar Power Coalition)
Susan Stark .....	Tesoro Consultant

BOARD MEETING DATE: October 4, 2013

AGENDA NO. 28

REPORT: Mobile Source Air Pollution Reduction Review Committee

SYNOPSIS: Below is a summary of key issues addressed at the MSRC's meeting on September 19, 2013. The MSRC's next meeting is scheduled for Thursday, October 17, 2013, at 2:00 p.m. in Conference Room CC8.

RECOMMENDED ACTION:  
Receive and file.

Michael D. Antonovich  
SCAQMD Representative on MSRC

MM:HH:CAR

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### **Meeting Minutes Approved**

The MSRC unanimously approved the minutes from its August 15, 2013 meeting. Those approved minutes are attached for your information (*Attachment 1*).

### **Approve Technical Advisor Services Contract**

In June 2013, the MSRC released an RFP to solicit Technical Advisor services for a two-year term with an option clause for an additional two-year term. Three proposals were received and evaluated by a panel of the MSRC's Technical Advisory Committee (MSRC-TAC). The MSRC-TAC unanimously recommended awarding the contract to Raymond Gorski, and the MSRC approved the recommendation on September 19, 2013. The award is for a two-year period from October 1, 2013 and ending September 30, 2015, in the amount of \$294,700, with a one-time two-year option including a 1.7% COLA subject to MSRC and SCAQMD approval and additional funding allocation. Of the \$294,700 amount, 75% (\$221,025) will come from the respective FY work programs, and 25% (\$73,675) will come from the respective Administrative Budgets. The SCAQMD Board will consider this award at its October 4, 2013 meeting.

### **Next Steps for Signal Synchronization Program**

One element of the MSRC's FYs 2012-14 Work Program is a program to accelerate the implementation of traffic signal coordination and synchronization projects throughout the region. The MSRC seeks to partner with County Transportation Commissions (CTCs), either in their own right or on behalf of their member cities, county, and possibly regional Caltrans District, to allow traffic flow improvement projects to be implemented sooner, on a broader scale, and with better inter-jurisdictional coordination. The MSRC views the CTCs as the appropriate partners because the CTCs typically solicit and co-fund the majority of such projects within their respective regions. The MSRC has allocated \$5 million to the CTC Partnership Program, with each CTC eligible for a maximum of \$1.25 million. In order to provide guidance to CTCs in requesting funding, the MSRC has developed an Invitation to Negotiate (ITN). The ITN lays out the necessary proposal elements and sets a timeframe from September 19, 2013 to January 31, 2014 for proposal submission. Any awards made by the MSRC will be submitted to the SCAQMD Board for consideration as sole-source awards at that time.

### **Contract Modification Requests**

The MSRC considered four contract modification requests and took the following actions:

1. For (pending) Los Angeles Unified School District Contract #MS11073, which currently would provide \$175,000 towards the expansion of an existing limited-access CNG station, approval to substitute two additional slow-fill posts for one fast-fill dispensing unit;
2. For (pending) Valley Music Travel Contract #MS12070, which currently would provide \$99,000 towards the implementation of a long-distance shuttle from Los Angeles International Airport to the 2013 Coachella Festival, approval to modify the implementation schedule to provide service to the 2014 Coachella Festival;
3. For City of Long Beach Contract #ML09036, which currently provides \$875,000 for the purchase of 35 heavy-duty natural gas vehicles, approval of a two-year no-cost term extension; and
4. For (pending) Los Angeles Metropolitan Transportation Authority Contract #MS14001, which currently would provide \$1,169,000 towards the implementation of clean fuel transit service to Dodger Stadium for 2013 pre-season and regular season Dodger games, approval to expand the duration of the service to cover up to 10 additional, post-season games, as well as a \$58,450 increase in the funding award.

The SCAQMD Board will consider the above contract modifications for Valley Music Travel and Los Angeles Metropolitan Transportation Authority at its October 4, 2013 meeting.

## **Received and Approved Final Reports**

The MSRC received and approved five final report summaries this month, as follows:

1. VSP Parking Contract #MS12036, which provided \$50,000 towards the purchase of two medium-heavy duty vehicles;
2. Silverado Stages, Inc. Contract #MS12025, which provided \$150,000 towards the purchase of six medium-heavy duty vehicles;
3. Waste Management Collection and Recycling, Inc. Contract #MS12006, which provided \$75,000 to modify their Baldwin Park maintenance facility to accommodate gaseous-fueled vehicles;
4. USA Waste of California, Inc. Contract #MS12005, which provided \$75,000 to modify their Long Beach maintenance facility to accommodate gaseous-fueled vehicles; and
5. Southern California Regional Rail Authority Contract #MS12068, which provided \$57,363 to implement special Metrolink service to the Auto Club Speedway in Fontana.

A two-page summary of each closed project can be viewed in the electronic library on the MSRC's website at [www.CleanTransportationFunding.org](http://www.CleanTransportationFunding.org).

## **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 August 2013 is attached (*Attachment 2*) for your information.

## **Attachments**

Attachment 1 – Approved August 15, 2013 Meeting Minutes

Attachment 2 – August 2013 Contracts Administrator's Report





**MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE**  
**THURSDAY, AUGUST 15, 2013 MEETING MINUTES**  
21865 Copley Drive, Diamond, Bar, CA 91765- Conference Room CC-8

**MEMBERS PRESENT:**

(Vice Chair) Steve Veres, rep. LA County MTA (via v/c)  
Michael Antonovich, representing SCAQMD (via v/c)  
April McKay (Alt.), representing LA County MTA (via v/c)  
Ron Roberts, representing SCAG  
Adam Rush (Alt.), representing RCTC  
Tim Shaw (Alt.), representing OCTA  
Earl Withycombe, representing CARB (via v/c)

**MSRC MEMBERS ABSENT:**

(Chair) Greg Pettis, rep. RCTC  
Larry McCallon, representing SANBAG  
Greg Winterbottom, representing OCTA

**MSRC-TAC MEMBERS PRESENT:**

(MSRC-TAC Chair) Gretchen Hardison, representing City of Los Angeles  
(MSRC-TAC Vice Chair) Tanya Love, representing RCTC  
Stacy Alameida, representing LA County MTA  
Rongsheng Luo (Alt.), representing SCAG  
Anthony Marquez, representing Orange County Board of Supervisors  
Dean Saito, representing SCAQMD  
Sue Zuhlke, representing OCTA

**OTHERS PRESENT:**

Earl Elrod, SCAQMD Board Assistant (Yates)  
Debra Mendelsohn, SCAQMD Board Asst (Antonovich)  
Ed Tom, Hollywood Bowl  
Maurice Vanegas, Transit Systems  
Isaac Vanegas, Transit Systems  
Lee W. Wixom, A-Z Bus Sales

**SCAQMD Staff**

Henry Hogo, Asst. DEO/Science and Technology Advancement

John Kampa, Financial Analyst

Matt MacKenzie, MSRC Contracts Assistant

Ana Ponce (Alt.), 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**

- Opening Comments
- In the absence of MSRC Chair Greg Pettis, and while awaiting the arrival of MSRC Vice-Chair Steve Veres, the most senior member of the MSRC, Ron Roberts, called the meeting to order at 2:04 p.m., as a committee of the whole due to lack of a quorum.

**PUBLIC COMMENT PERIOD**

Public comments were allowed during the discussion of each agenda item. No comments were made on non-agenda items.

[MSRC Alternate Adam Rush arrived at 2:05 p.m.]

**CONSENT CALENDAR (Items 1 through 7)**

**Receive and Approve Items**

**Agenda Item #1 – Minutes of the June 20, 2013 MSRC Meeting**

The minutes of the June 20, 2013 MSRC meeting were distributed at the meeting. Copies were made available to the public.

[MSRC Alternate April McKay arrived at the videoconference site and a quorum was achieved at 2:07 p.m.]

ON MOTION BY MSRC MEMBER EARL WITHYCOMBE , AND  
SECONDED BY MSRC ALTERNATE TIM SHAW, UNDER  
APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 4, AND  
6 THROUGH 7, THE MSRC UNANIMOUSLY APPROVED THE  
JUNE 20, 2013 MEETING MINUTES.

**ACTION:** Staff will place the minutes on the MSRC's website.

**Agenda Item #2 – Summary of Final Reports by MSRC Contractors**

Cynthia Ravenstein reported that the agenda package included four final report summaries for: 1) Fox Transportation, Contract #MS12032, which provided \$500,000 for the purchase of 20 medium-heavy-duty vehicles; 2) Krisda Inc., Contract #MS11052, which provided \$120,000 to repower heavy-duty on-road vehicles; 3) Krisda Inc., Contract #MS12058, which provided \$25,000 to repower a heavy-duty on-road vehicle; and 4) Community Action Partnership of Orange County, Contract #MS12029, which provided \$25,000 for the purchase of a medium-heavy-duty on-road vehicle.

ON MOTION BY MSRC MEMBER EARL WITHYCOMBE, AND  
SECONDED BY MSRC ALTERNATE TIM SHAW, UNDER  
APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 4, AND  
6 THROUGH 7, THE MSRC UNANIMOUSLY APPROVED THE  
FINAL REPORTS ABOVE.

**ACTION:** MSRC staff will file the final reports and release any retention on the contracts.

**Receive and File Items****Agenda Item #3 – MSRC Contracts Administrator’s Report**

The MSRC AB 2766 Contracts Administrator’s Report for August 2013 was included in the agenda package.

ON MOTION BY MSRC MEMBER EARL WITHYCOMBE, AND  
SECONDED BY MSRC ALTERNATE TIM SHAW, UNDER  
APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 4, AND  
6 THROUGH 7, THE MSRC UNANIMOUSLY APPROVED THE  
CONTRACTS ADMINISTRATOR’S REPORT FOR AUGUST 2013.

**ACTION:** SCAQMD staff will include the MSRC Contracts Administrator’s Report in the MSRC Committee Report for the September 6, 2013 AQMD 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 July 31, 2013 was included in the agenda package.

ON MOTION BY MSRC MEMBER EARL WITHYCOMBE , AND  
SECONDED BY MSRC ALTERNATE TIM SHAW, UNDER  
APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 4, AND  
6 THROUGH 7, THE MSRC UNANIMOUSLY APPROVED THE  
FINANCIAL REPORT ABOVE.

No further action is required.

**For Approval – As Recommended****Agenda Item #5 – Consider One-Year Extension by Nationwide Environmental Services, Contract #MS10006 (Purchase Three CNG Street Sweepers)**

Nationwide Environmental requested a one-year contract term extension. The MSRC-TAC recommended approval. [This item was pulled from the Consent Calendar and taken out of order.]

MSRC Alternate Adam Rush advised that he must abstain from a vote on this item. It was noted that Mr. Rush's abstention would create a lack of quorum of the remaining voting members. Veera Tyagi, SCAQMD Senior Deputy District Counsel, explained the MSRC can take action as a committee of the whole and ratify the motion later in the meeting once a quorum is achieved. Interim Chair Ron Roberts decided to postpone action until another MSRC member arrived and a quorum would be available.

[MSRC Member Michael Antonovich arrived at 2:26 p.m.]

Mr. Roberts called for a motion on this item.

ON MOTION BY MSRC MEMBER EARL WITHYCOMBE, AND  
SECONDED BY MSRC MEMBER MICHAEL ANTONOVICH, THE MSRC  
APPROVED A ONE-YEAR CONTRACT TERM EXTENSION FOR  
NATIONWIDE ENVIRONMENTAL SERVICES CONTRACT #MS10006.  
MSRC ALTERNATE ADAM RUSH ABSTAINED.

**ACTION:** MSRC staff will amend the above contract accordingly.

**Agenda Item #6 – Consider Substitution of One Medium-Heavy-Duty Vehicle Purchase for Two Medium-Duty Vehicle Purchases by Ware Disposal, Contract #MS12034 (Purchase Two Medium-Duty and Seven Medium-Heavy-Duty Natural Gas Vehicles)**

Ware Disposal has determined that the two medium-duty vehicles originally proposed will not meet their needs. They are requesting to substitute the purchase of one medium-heavy-duty Isuzu NPR gas truck. The MSRC-TAC unanimously recommended approval.

ON MOTION BY MSRC MEMBER EARL WITHYCOMBE, AND  
SECONDED BY MSRC ALTERNATE TIM SHAW, UNDER  
APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 4, AND  
6 THROUGH 7, THE MSRC UNANIMOUSLY APPROVED A  
REQUEST FROM WARE DISPOSAL, CONTRACT #MS12034, TO  
SUBSTITUTE ONE MEDIUM-HEAVY-DUTY VEHICLE PURCHASE  
FOR TWO MEDIUM-DUTY VEHICLE PURCHASES.

**ACTION:** MSRC staff will amend the above contract accordingly.

**Agenda Item #7 – Consider Substitution of One Heavy-Duty Vehicle Purchase for Three Medium-Duty Vehicle Purchases by City of La Puente, Contract #ML12022 (pending) (Purchase Five Medium-Duty and Two Medium-Heavy-Duty Natural Gas Vehicles)**

Three of the medium-duty vehicles the City originally proposed have been determined to possess gross vehicle weight ratings too low to qualify as medium-duty, according to the terms of the FY 2011-12 Local Government Match Program. The City requests to substitute the purchase of an additional heavy-duty vehicle for the three smaller vehicles, with no change in the pending contract value. The MSRC-TAC unanimously recommended approval.

ON MOTION BY MSRC MEMBER EARL WITHYCOMBE, AND SECONDED BY MSRC ALTERNATE TIM SHAW, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 4, AND 6 THROUGH 7, THE MSRC UNANIMOUSLY APPROVED A REQUEST FROM CITY OF LA PUENTE, CONTRACT #ML12022 (PENDING) TO SUBSTITUTE ONE HEAVY-DUTY VEHICLE PURCHASE FOR THREE MEDIUM-DUTY VEHICLE PURCHASES.

**ACTION:** MSRC staff will amend the above contract accordingly.

**ACTION CALENDAR (Items 8 through 12)**  
**FYs 2012-14 WORK PROGRAM**

**Agenda Item #8 – Reconsider Funding for Proposal Received under the Major Event Center Transportation Program**

Cynthia Ravenstein reported that this item is to reconsider a proposal from Transit Systems Unlimited for expanding of shuttle service at the Hollywood Bowl, as part of the Major Event Center Transportation Program.

In June, the MSRC considered a proposal from Transit Systems Unlimited for expanding the shuttle service they already have at the Hollywood Bowl, to increase the frequency. The TAC recommendation that came forward at that time was to not recommend funding for the project due to some issues that they had identified. One of these issues was the perceived lack of cost effectiveness of this higher-frequency service based on the dollar amount that was being requested in the original proposal. There was some concern about the model year buses that were proposed to be used for the service and the associated emission levels of those buses. There was also a concern that MSRC funds were potentially being requested to subsidize service that had already existed.

At the June MSRC meeting, the proposer brought forward some additional information about a revision to the cost that would be associated with this service; the funding that would be requested; and a clarification as to what type of technology they would be using. Based on the additional information that was brought forward, the MSRC remanded the

request back to the TAC to review the new information; to obtain additional information from the proposer about the project; and to reconsider the proposal.

Subsequent to that MSRC meeting, Transit Systems Unlimited did provide some revisions to their proposal. The main points to their revision are: They would be changing the project implementation years. Originally they were proposing to provide service for the 2013 and 2014 seasons of the Hollywood Bowl. Because things were not able to happen right away, they had changed the request to be for 2014 and 2015. Additionally, they clarified that they would be requesting \$257,600 per year, rather than \$700,000 per year, as they had originally requested. This corresponds to just the portion of the service that is the expansion, not the original service that they are already providing. They also clarified that they would use, in terms of technology, buses equipped with engines that have Model Year 2006 Cummins LG-320 or equivalent emissions, or better. These are cleaner buses than what was originally proposed. They also adjusted their estimate on how much the ridership would increase, as a result of the increased frequency.

The MSRC-TAC considered this modified proposal and they felt that there was a substantial potential for getting some emission benefits out of this, but they recognized that there were several key factors that were going to influence how successful this was going to be. These include not only how many Hollywood Bowl patrons would be using this shuttle service as opposed to driving to the event venue but, in particular, how many of these new shuttle riders would use existing public transportation services to get to the place where they would be boarding the shuttle. That's where some of the best emission benefits will be realized; if people actually get out of their cars for more than just that short trip; for the whole trip.

As with many of these projects, because it is a brand new thing, it is somewhat hard to say exactly how many people are going to use this; and what the benefit is going to be. So some conditions were suggested by the TAC to be associated with an award in order to try to maximize the benefits and to gauge how it is going along the way. What is recommended is that Transit Systems document the CNG technology that they are utilizing; and that they submit a marketing and outreach plan in coordination with the Hollywood Bowl to be approved prior to the 2014 season. The primary objective of the marketing plan would be to increase patrons using public transportation to access the shuttle service. Another recommendation is to monitor and report on how many patrons are using the shuttle service, as well as where those people are coming from, and what mode of transportation they used to get to the shuttle service. Obviously, this cannot be done for every single patron, but surveys can be conducted for representative periods to try to get an idea of how people are utilizing the shuttle service.

The TAC recommended these conditions as well as having an assessment after the 2014 season as to whether the shuttle service is being successful or not. This would help to determine if it would be beneficial to go on and implement the second year, or to be terminated. With these conditions, the TAC is recommending an approval of an award

for \$515,200 in Clean Transportation Funding for the 2014 and 2015 Hollywood Bowl seasons.

MSRC Alternate Adam Rush asked if the same type of conditions been applied to other projects initially, such as the Angels, Dodgers, and the OC Fair. Ms. Ravenstein replied that there have been cases where some of these contingencies have been added. One of them, in particular, is with Anaheim Transportation Network and their circulator service in the Anaheim area. It has a mid-project evaluation put in. In addition, Valley Music Travel was encouraged to reduce the scope of their project initially for a demonstration purpose, and they were required to use a certain level of technology in their buses to reduce the bus emissions to ensure more emissions benefits from the project.

Mr. Rush asked if these conditions will be put into the contract; and how they will be monitored. Ms. Ravenstein said that normally quarterly reports would be required, but because the Hollywood Bowl season is not all year, it is relatively short, the TAC is recommending an evaluation after that first season because it wouldn't be feasible to try to gauge anything after just a month or so. Some of these things have to happen before the service even commences, like 1) submission of the outreach plan, and that could be brought back to the MSRC itself for approval, if that is the desire of the Committee; and 2) the documentation on the buses. Then the monitoring of the patrons has to take place. That could be done monthly and reported monthly, in terms of what the usage levels are. The main thing is that evaluation after the end of that first season. Then there is a period in between that and the next season in which the MSRC can take the information that has been submitted and determine whether or not to go forward with the second season.

MSRC Member Ron Roberts asked what type of fuel they would be using, and what type of engines would be required. Ms. Ravenstein replied that the fuel is CNG and there is an engine mentioned in the proposal, but basically what would be required in the contract is to have buses equipped with engines of that emissions level or better; so they could do better, if they choose.

**PUBLIC COMMENT:** Maurice Vanegas, of Transit Systems Unlimited, indicated that they are already doing better. They started acquiring the Cummins 8.9, which are 2008, and they are starting to get all the equipment ready for the 2014 season. They are very excited about this. He indicated that he is a small business owner. This has been a fun discovery of what the mission is about lowering greenhouse gases. Officially today they actually sold their low carbon fuel standard credits, he said. Mr. Vanegas thinks that they are the only ones on the system. They are big believers in the mission to reduce harmful emissions. Mr. Vanegas has been associated with the Hollywood Bowl Park and Ride since 1991. It is an intense program. There are nights where as many as 40% of the people who attend the Hollywood Bowl will use a public transportation to get there. This is a super win-win for everyone, when people out there start seeing the MSRC logo, and AQMD, and then all these nice reports that harmful chemicals are better than the 80's and the 70's. As a small business owner, he was not very happy about the bus rule and having to change his equipment, but now that he is seeing savings on maintenance, with buses that are running cleaner; and less smoke coming out of the tailpipes; he realizes it's

a win-win situation. He said he will take great pride in making sure that they carry this program with the best intentions in mind.

**PUBLIC COMMENT:** Ed Tom, Director of Operations, Hollywood Bowl. Mr. Tom indicated that he has had the good fortune of being associated with Maurice and his company for a number of years. Maurice is truly one of the most passionate business people with whom they had an opportunity to work. Maurice brought to their attention the opportunities that are here today. Mr. Tom said that as the Bowl is synonymous with great music, it is also synonymous with traffic congestion. It is with their transit program that they have been able to alleviate a lot of that congestion. As Maurice said, 30% of their audience on a regular basis comes to the Bowl by shuttle and they are also utilizing the Metro coming in via the Red Line. Actually two of their shuttle locations: Hollywood and Highland, and their location on Ventura Boulevard between Lankersheim and Vineland, have Red Line stops. But the overall program is critical to the success to the Bowl. Without it they have a number of people who can't in any way get to the Bowl. They have parking for less than 2,800 spaces. For those who have ever been to the Bowl, and have been fortunate to actually park there, it is a stack parking system. It is a program that has been in operation since 1922; the very first year of the Bowl. They are trying to push the public transportation program. Maurice came to him and informed him that they have to do some alterations to the actual grant. It is very achievable to capture the data of the riders and the place of original start. They are looking forward to having the opportunity to increase their ridership and getting more and more people to the Bowl.

MSRC Alternate April McKay said that, if this proposal goes forward, it might be interesting to try joint marketing with people from Metro Red Line to make connection to the shuttle to increase the ridership. It might be beneficial to both parties.

MSRC Member Earl Withycombe expressed his appreciation to staff and to the applicant for the diligence shown in continuing to try to work out an agreement that is beneficial both for the applicant and for the MSRC's air quality goals. It has been a longer-than-normal process to reach agreement given where it started, and he especially thanked the staff and the applicant for pursuing that and coming to an agreement. He feels that the conditions that are suggested here by staff are acceptable to the applicant, and thus, he moved approval of the application.

**ON MOTION BY MSRC MEMBER EARL WITHYCOMBE, AND  
SECOND BY MSRC ALTERNATE ADAM RUSH, THE MSRC  
UNANIMOUSLY APPROVED THE AWARD OF \$515,200 IN CLEAN  
TRANSPORTATION FUNDING, TO TRANSIT SYSTEMS  
UNLIMITED, FOR IMPLEMENTATION OF HIGHER-FREQUENCY  
SHUTTLE SERVICE FOR THE 2014 AND 2015 HOLLYWOOD  
BOWL SEASONS, DEPENDENT UPON INCLUSION OF CONTRACT  
CONDITIONS OUTLINED IN THE STAFF REPORT. IN ADDITION,  
THAT AN ASSESSMENT IS TO BE COMPLETED AFTER THE 2014  
SEASON TO DETERMINE WHETHER TO CONTINUE THE  
SERVICE FOR THE 2015 SEASON.**



**ACTION:** Staff will include this award to be considered by the SCAQMD Board at its September 6, 2013 meeting.

[MSRC Vice Chair Steve Veres and MSRC Member Michael Antonovich joined the meeting at the Los Angeles videoconference site at 2:26 p.m. Vice Chair Veres proceeded to chair the meeting.]

**Agenda Item #9 – Consider Option to Extend Programmatic Outreach Contract #MS11056 – Better World Group**

MSRC-TAC Chair Gretchen Hardison reported that this item is to request approval to exercise the two-year option for The Better World Group. The Better World Group currently provides MSRC with programmatic outreach assistance. They do a number of tasks including facilitating outreach events with MSRC project partners; assisting the project contractors with developing outreach plans; producing electronic newsletters, three to four each year for the MSRC; and the development and provision of the Clean Transportation Policy Update. The MSRC-TAC has reviewed their performance, and in talking with MSRC staff, the TAC recommends that the MSRC approve the two-year option in The Better World Group's contract, which would take their services through December 2015. The dollar amount for that is \$98,418.

ON MOTION BY MSRC ALTERNATE ADAM RUSH, AND  
SECONDED BY MSRC ALTERNATE APRIL MCKAY, THE MSRC  
UNANIMOUSLY APPROVED TO EXERCISE THE TWO-YEAR  
OPTION CLAUSE TO EXTEND CONTRACT #MS11056, WITH THE  
BETTER WORLD GROUP, FOR PROGRAMMATIC OUTREACH  
SERVICES UNTIL DECEMBER 30, 2015, IN AN AMOUNT NOT TO  
EXCEED \$98,418, AS PART OF THE FYS 2012-14 WORK PROGRAM.

**ACTION:** Staff will include this item for consideration by the SCAQMD Board at its September 6, 2013 meeting.

**Agenda Item #10 – Consider Program Announcement for Local Government Match Program**

MSRC-TAC Member Dean Saito reported that this item is a solicitation developed by the Local Government Match Program Subcommittee, of which he is Chair. This is a program that has been a mainstay of the MSRC work program throughout the years. The total funding allocated for this year's program is \$11 million. As in the past, the project categories in this program include New Alternative Fuel Fueling Infrastructure; Upgrade and Expansion of Stations; Upgrade of Fleet Maintenance Facilities; Electric Vehicle Charge Stations; Purchase of Medium- and Heavy-Duty Alt Fuel Vehicles; Street Sweeping in the Coachella Valley; and a new category being added this year is Bicycle Infrastructure and Related Programs.

As with past Local Government Match Programs, the more controversial aspects of this program have been the establishment of the cap for each category and the geographic minimum. The geographic minimum for this program is \$1.37 million per county. The cap for fueling infrastructure, upgrade and expansion, and fleet maintenance is established at \$500,000; the cap for electric vehicle charging infrastructure is \$500,000.

Mr. Saito noted that the SCAQMD Legal office asked to make a slight amendment to the solicitation in which they want to add operational requirements. This would require that DC fast-charge stations remain operational for no less than five years; and for a level two charger, it be no less than three years. That is on superpage 73.

The cap for the medium-duty alt-fuel vehicles is being proposed at \$10,000 per vehicle; the cap for the heavy-duty alt fuel, \$30,000 per vehicle; and the cap for street sweeping in the Coachella Valley, \$250,000 per entity. For the bicycle infrastructure and related programs a cap is established at \$500,000 per entity; with the limitation on bicycle outreach and education programs of \$25,000 per entity.

The other aspect of the program that generated discussion was the ability to use other colors of money for this match program. Historically cities and municipalities have been allowed to use other colors of money as part of the Match Program, especially for those counties and cities that have already committed their AB 2766 dollars. This year the cap for other colors of money is established at \$400,000 per entity.

That is the summary of the solicitation of this work program.

ON MOTION BY MSRC MEMBER MICHAEL ANTONOVICH, AND  
SECONDED BY MSRC MEMBER EARL WITHYCOMBE, THE  
MSRC UNANIMOUSLY APPROVED THE PROGRAM  
ANNOUNCEMENT FOR THE LOCAL GOVERNMENT MATCH  
PROGRAM AS PART OF THE FYS 2012-14 WORK PROGRAM.

**ACTION:** Staff will include this item for consideration by the SCAQMD Board at its September 6, 2013 meeting.

### **Agenda Item #11 – Consider Program Announcement for Alternative Fuel Infrastructure Program**

MSRC-TAC Member and Chair of the Alternative Fuel Infrastructure Subcommittee Anthony Marquez reported that in this year's alternative fuels infrastructure solicitation for FYs 2012-2014 there are not a lot of changes. This is one of the core programs that have been offered by the MSRC over the years. This program's targeted funding level for two years is \$7.5 million. Under the FY 2011-12 work program, Alternative Fuel Infrastructure was funded at \$4 million, but was a little undersubscribed at \$3.5 million. Proportionately the \$7.5 million is a good target for the 2-year work program.

The eligible fuels for this program are CNG; biogas or methane; LNG; and L/CNG, the dual fuel. This program as in years past has something for almost every entity out there. The funding matrix has incentives for public and private entities; single fuel or multi-fuel; public and private access; and it also includes funding for maintenance facility modifications or upgrades. There is also a category for renewable CNG or biogas. The more criteria met under the funding matrix, the more incentives an entity is eligible to receive.

This year's geographic minimums are \$500,000 per county for a two-year program. Last year, for one year, it was \$250,000. Additional incentive bonuses of \$50,000 will be available for stations that utilize multi-fuels, which would be L/CNG. Additional incentives of \$100,000 will also be available for stations that utilize biogas to help promote renewable energy.

There have been a couple of changes to the provisions of the standard solicitation this year. The first is that the one-time, one-year grant extension limitation, that had been in last year's solicitation, is being removed. The second provision that will be removed is the site-specific limitation that has been in the previous solicitations. This will allow contractors to submit changes under these conditions, but they will still be subject to TAC and MSRC review and approval.

Cynthia Ravenstein, MSRC Contracts Administrator, mentioned that she emailed these changes to the MSRC members participating at the offsite locations, earlier in the day. She referred to the handout distributed at the meeting with a blue cover sheet. There is an error in the amount that is showing for facility modifications. For these types of projects, it really doesn't matter what type of fuel is being used. The incentive for facility modifications is capped at \$75,000; not \$100,000. In terms of the provisions that were the absolute limitations that were in the solicitation previously, with regard to the extensions and location changes, those were provisions that pretty much had their genesis when the MSRC's infrastructure program was more competitive in nature. The MSRC was ranking projects against each other and there was concern about potentially somebody changing their location after the fact when they had received money based on the location they had originally proposed. Therefore, the MSRC had put in a prohibition against location changes. Now that this is more of a first-come, first-served type of a program, it was felt that it would be appropriate to allow that flexibility subject to the MSRC's discretion and adequate justification being provided by the contractor.

ON MOTION BY MSRC ALTERNATE ADAM RUSH, AND  
SECONDED BY MSRC ALTERNATE APRIL MCKAY, THE MSRC  
UNANIMOUSLY APPROVED THE PROGRAM ANNOUNCEMENT  
FOR ALTERNATIVE FUEL INFRASTRUCTURE FUNDING  
OPPORTUNITIES AS PART OF THE FYS 2012-14 WORK PROGRAM.

**ACTION:** Staff will include this item for consideration by the SCAQMD Board at its September 6, 2013 meeting.

**Agenda Item #12 – Consider RFQ for Alternative Fuel School Bus Incentive Program**

As MSRC-TAC Chair and Chair of the Alternative Fuel School Bus Incentive Subcommittee, Gretchen Hardison reported that this is a request to release an RFP for the Alternative Fuel School Bus Buydown Incentive Program. This funding would be available to public school districts located within the AQMD jurisdiction, as well as pupil transportation providers. There is no vehicle replacement requirement for these funds. In the budget the MSRC has allocated up to \$2 million in funds for the Alternative Fuel School Bus Buydown Program. The program time frame, should the MSRC and SCAQMD Governing board approve this, would be about 15 months. That would be available through December 31, 2014, or until such time as all of the funds have been expended. The fuels allowable would be factory-installed OEM, dedicated natural gas or LPG engine, certified at or below 0.2 grams NO<sub>x</sub>. This will be on a first-come, first-served basis, as in the last several years.

MSRC-TAC Member Dean Saito said that the amount of incentive funding for the two different types of school buses, the Type C and the Type D, based on the incremental cost difference that has been reported from the vendor, has been changed. The Type C propane bus has been readjusted to \$9,000 per bus; and for the Type D CNG school bus, it has been readjusted to \$31,000 per school bus. The incentive amount has been lowered based on the lowering of the differential cost between alternative fuel school bus and a diesel school bus.

A MOTION WAS INTRODUCED BY MSRC MEMBER EARL WITHYCOMBE, AND SECONDED BY MSRC ALTERNATE ADAM RUSH, TO APPROVE THE RELEASE OF THE ALTERNATIVE FUEL SCHOOL BUS INCENTIVE PROGRAM REQUEST FOR QUALIFICATIONS, AS PART OF THE FYS 2012-14 WORK PROGRAM.

PUBLIC COMMENT: Lee Wixom, of A-Z Bus Sales, Inc., in Colton, thanked the MSRC for the opportunity of addressing the MSRC today. He also thanked the MSRC for the past business, and \$2 million going forward. These types of programs help to remove dirty diesels off the road. Mr. Wixom said that they have replaced 100's of those buses. The market place has changed a little bit. The home-to-school bus situation has changed. It is certainly tapering off and they are having an increase in the special needs buses out there, which are a smaller bus that have a little more ability to move in and out of streets within neighborhoods. They have two manufacturing partners, these are Girardin Microbird, which is now producing a propane Type A bus. Their other partner is the Collins Corporation. They are producing a Type A propane bus, and are currently starting to manufacture CNG Type A, as well. After a review of Agenda Item #12, A-Z Bus Sales is here, before the MSRC, to request the Committee to consider adding Type A buses to this program. There is a growing need for these buses, as the school districts need more maneuverable buses to get in and out of the neighborhoods.

Henry Hogo, Assistant Deputy Executive Officer/Science and Technology Advancement, indicated that this program actually helps the SCAQMD with their fleet rules for school buses. They recognize the role of alternative fuels and having a clean product as an alternative to conventional gasoline or diesel fuel. To date they have not seen Type A school buses other than gasoline or diesel products and what was brought up today. They would recommend to the MSRC to take a further look at the emissions benefits of going to propane and natural gas in this category. These engines are much smaller than the heavy-duty engines. Looking at the gasoline emissions of gasoline car power engines compared to natural gas power engines of this category, the emissions differences are much closer. That needs to be looked at, and then, if there is a desire to move forward with the program, the appropriate funding would have to be established. Therefore, his recommendation would be that this item be brought back to the Subcommittee through the TAC for some further discussion.

Mr. Rush asked if the conclusion is that they meet all of the criteria, is this the only program for which they will potentially qualify, or are there other programs in the work program that they can fit into?

Mr. Hogo commented that the focus is on the Type C and D because they are heavy-duty vehicles and the primary pollutants are nitrogen oxides or NO<sub>x</sub>, and particulate matter and diesel particulate matter are the greater concern. Relative to the Type A buses, which are gasoline, the emissions are more hydrocarbon-based and NO<sub>x</sub>, to some extent, so it is a different situation. Therefore the benefits of going that direction would have to be evaluated. Obviously it would be a benefit to reduce hydrocarbon emissions, especially benzene, because it is an air toxic contaminant. The benefits of going with such a program need to be looked into.

Mr. Rush asked if this is the only program that potentially the smaller buses would fall under.

Mr. Hogo replied that, at this point, this would be the only program. However, the Energy Commission, on an ongoing basis, develops programs under their AB 118 Alternative Fuels Programs that provide subsidy to smaller vehicles, light duty vehicles, as well as heavy-duty vehicles, if the alternative fuel products are of interest to them. They could conceivably develop such a program.

Mr. Withycombe asked for a recommendation from Mr. Hogo on the matter. Mr. Hogo, strictly speaking for the SCAQMD, suggested moving forward with the program as is and to have the TAC take a look at adding an element and proposing some funding allocation.

Chair Hardison agreed that the TAC members would appreciate moving forward on this RFP and certainly could bring something back to the MSRC and identify funding, if it looks like a viable program area. From time to time turnback funds become available during different parts of the year so it wouldn't necessarily have to wait until the next full work program cycle.

Mr. Hogo added, for clarification, that because the funding level has not been established, it would be advisable that this be vetted through the TAC and then approved by the MSRC on the allocation and the funding levels on a per vehicle basis.

ON MOTION BY EARL WITHYCOME, AND SECONDED BY MSRC MEMBER MICHAEL ANTONOVICH, THE MSRC UNANIMOUSLY APPROVED THE RELEASE OF THE ALTERNATIVE FUEL SCHOOL BUS INCENTIVE PROGRAM REQUEST FOR QUALIFICATIONS, AS PART OF THE FYS 2012-14 WORK PROGRAM.

**ACTION:** MSRC Staff will include the RFQ item for consideration by the SCAQMD Board at its September 6, 2013 meeting. In addition, MSRC staff will begin work on the request from A-Z Bus Sales.

### **OTHER BUSINESS**

#### **Item #13 – Other Business**

No other business was introduced.

### **ADJOURNMENT**

THERE BEING NO FURTHER BUSINESS, THE MSRC MEETING  
ADJOURNED AT 2:54 PM.

### **NEXT MEETING:**

Thursday, September 19, 2013, 2:00 p.m., Conference Room CC-8

[Prepared by Ana Ponce]



MSRC Agenda Item No. 3

**DATE:** September 19, 2013

**FROM:** Cynthia Ravenstein

**SUBJECT:** AB 2766 Contracts Administrator's Report

**SYNOPSIS:** This report covers key issues addressed by MSRC staff, status of open contracts, and administrative scope changes from July 25 through August 28, 2013.

**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 undergoing internal review, with the prospective contractor for signature or with the SCAQMD Board Chair for signature.

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 with the prospective contractor for signature.

**2011-12 Work Program**

On April 6, 2012, the SCAQMD Governing Board approved an award to the Los Angeles County Metropolitan Transportation Authority under the Event Center Transportation Program and an award to Mansfield Gas Equipment Systems under the Home Refueling Apparatus Purchase Incentive Program. The Event Center contract is executed. The award to Mansfield has been combined with SCAQMD funding and included in SCAQMD's contract, which is now executed.

On May 4, 2012, the SCAQMD Governing Board approved two awards to Orange County Transportation Authority under the Event Center Transportation Program. Both contracts are executed.

On June 1, 2012, the SCAQMD Governing Board approved nine awards under the Alternative Fuel Infrastructure Program and eleven awards under the Local Government Match Program. These contracts are with the prospective contractor for signature, awaiting approval of modifications, or executed.

On July 13, 2012, the SCAQMD Governing Board approved an award under the Alternative Fuel Infrastructure Program and twelve awards under the Medium-Duty and Medium-Heavy-Duty Vehicles Program. These contracts are executed.

On September 7, 2012, the SCAQMD Governing Board approved 23 awards under the Local Government Match Program; one award under the Alternative Fuel Engines for On-Road Heavy-Duty Vehicles Program; one award under the Alternative Fuel Infrastructure Program; two awards under the Bikeshare Program; and one award to develop and implement a "Rideshare Thursday" public awareness campaign. These contracts are with the prospective contractor for signature, awaiting approval of modifications, with the SCAQMD Board Chair for signature, or executed.

On October 5, 2012, the SCAQMD Governing Board approved one award under the Alternative Fuel Infrastructure Program and two awards under the Event Center Transportation Program. These contracts are with the SCAQMD Board Chair for signature or executed.

On November 2, 2012, the SCAQMD Governing Board approved one award under the Local Government Match Program. This contract is under development.

On December 7, 2012, the SCAQMD Governing Board approved one award under the "Showcase III" Off-Road Emission Reduction Technology Program; three awards under the Event Center Transportation Program; 15 awards under the Alternative Fuel Infrastructure Program and one award under the Medium-Duty and Medium-Heavy-Duty Vehicles Program. These contracts are with the prospective contractor for signature or executed.

On February 1, 2013, the SCAQMD Governing Board approved three awards for the implementation of rideshare incentive programs to be implemented in conjunction with the Rideshare Thursday public awareness campaign. These contracts are undergoing internal review, with the prospective contractor for signature or with the SCAQMD Board Chair for signature.

#### **2010-11 Work Program**

On March 4, 2011, the SCAQMD Governing Board approved an award to the Los Angeles County Metropolitan Transportation Authority under the Event Center Transportation Program. This contract is executed.

On April 1, 2011, the SCAQMD Governing Board approved an award to the Orange County Transportation Authority for Orange County Fair service under the Event Center Transportation Program. This contract is executed.

On May 6, 2011, the SCAQMD Governing Board approved an award to the Orange County Transportation Authority for Angels game service under the Event Center Transportation Program, as well as two awards under the Alternative Fuel School Bus Incentive Program. These contracts are executed.

On June 3, 2011, the SCAQMD Governing Board approved 10 awards under the Alternative Fuel Infrastructure Program, as well as an award to Coachella Valley Association of Governments under the Local Government Match Program, as part of the MSRC's FY 2010-11 Work Program. These contracts are with the prospective contractor for signature, awaiting approval of modifications, or executed.



On September 9, 2011, the SCAQMD Governing Board approved: an award under the Alternative Fuel Infrastructure Program; 26 awards under the Local Government Match Program; 9 awards under the Alternative Fuel On-Road Engines Program; an award under the Off-Road Heavy-Duty Vehicles Program; an award to the Better World Group for programmatic outreach services; and two awards for development and implementation of 511 “smart phone” applications. Except as discussed below, these contracts are with the prospective contractor for signature or executed.

On October 7, 2011, the SCAQMD Governing Board approved two awards under the Alternative Fuel Infrastructure Program and three awards under the “Showcase II” Off-Road After-treatment Demonstration Program. These contracts are executed.

On November 4, 2011, the SCAQMD Governing Board approved one award under the Alternative Fuel Infrastructure Program and one award under the Major Event Center Transportation Program, as part of the MSRC’s FY 2010-11 Work Program. These contracts are executed.

On December 2, 2011, the SCAQMD Governing Board approved: 10 awards under the Alternative Fuel Infrastructure Program; one award under the Major Event Center Transportation Program; and three awards under the “Showcase II” Off-Road After-treatment Demonstration Program. These contracts are awaiting approval of modifications or executed.

On April 6, 2012, the SCAQMD Governing Board approved: five awards under the “Showcase II” Off-Road After-treatment Demonstration Program. These contracts are executed.

On June 1, 2012, the SCAQMD Governing Board approved nine awards under the “Showcase II” Off-Road After-treatment Demonstration Program. These contracts are with the prospective contractor for signature, with the SCAQMD Board Chair 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. One contract closed during this period: County of Los Angeles Department of Public Works, Contract #ML05013 – Traffic Signal Synchronization. All Diesel Exhaust After-treatment contracts are now closed.

#### ***FY 2004-05 Invoices Paid***

One invoice in the amount of \$313,000 was paid during this period.

***FY 2005-06 Work Program Contracts***

7 contracts from this work program year are open; and 17 contracts are in “Open/Complete” status, having completed all obligations save ongoing operation. All Diesel Exhaust After-treatment contracts are now closed.

***FY 2005-06 Work Program Invoices Paid***

No invoices were paid during this period.

***FY 2006-07 Work Program Contracts***

8 contracts from this work program year are open; and 30 contracts are in “Open/Complete” status. 3 contracts closed during this period: Tiger 4 Equipment Leasing, Contract #MS07071 – “Showcase” Off-Road Diesel Retrofit Program; Reed Thomas Company, Contract #MS07076 - “Showcase” Off-Road Diesel Retrofit Program; and Westport Fuel Systems, Contract #MS07003 – Advanced Natural Gas Engine Incentive Program.

***FY 2006-07 Invoices Paid***

No invoices were paid during this period.

***FY 2007-08 Work Program Contracts***

19 contracts from this work program year are open; and 34 contracts are in “Open/Complete” status. One contract closed during this period: City of South Pasadena, Contract #ML08036 – Install New CNG Station.

***FY 2007-08 Invoices Paid***

No invoices were paid during this period.

***FY 2008-09 Work Program Contracts***

17 contracts from this work program year are open; and 11 contracts are in “Open/Complete” status.

***FY 2008-09 Invoices Paid***

No invoices were paid during this period.

***FY 2009-10 Work Program Contracts***

10 regular contracts from this work program year are open; and 7 regular contracts are in “Open/Complete” status.

***FY 2009-10 Invoices Paid***

No invoices were paid during this period.

***FY 2010-11 Work Program Contracts***

48 contracts from this work program year are open; and 5 contracts are in “Open/Complete” status. One contract closed during this period: Krisda Inc., Contract #MS11052 – Repower Three Heavy-Duty Vehicles. One proposed contract with the County of Los Angeles Department of Public Works, for the purchase of 5 heavy-duty CNG vehicles, has been with the proposed contractor for signature for over a year. The County has been notified to return the contract or a recommendation to deobligate the award will be brought to the MSRC.

***FY 2010-11 Invoices Paid***

Three invoices totaling \$214,210.58 were paid during this period.

***FY 2011-12 Work Program Contracts***

52 contracts from this work program year are open. One contract closed during this period: Coachella Valley Association of Governments, Contract #MS12037 – Street Sweeping Operations.

***FY 2011-12 Invoices Paid***

Four invoices totaling \$520,000.00 were paid during this period.

***Administrative Scope Changes***

One administrative scope change was initiated during the period of July 25 through August 28, 2013:

- MS11067 – City of Redlands (Expand L/CNG Station) – One-year term extension

***Infrastructure Throughput Resolution***

Letters concerning the potential for negotiating alternative remedies were previously sent to all MSRC Infrastructure Program contractors who have open contracts and have received reimbursements for their projects (i.e. stations have commenced operation). During this reporting period:

- Two contract modifications for previously negotiated tentative agreements have been sent to the contractors for signature. Two other such contract modifications are still undergoing internal review.
- Negotiations are underway with two other contractors.

***Attachments***

- FY 2004-05 through FY 2012-14 Contract Status Reports



## AB2766 Discretionary Fund Program Invoices

July 25, 2013 to August 28, 2013

Contract Admin.	MSRC Chair	MSRC Liaison	Finance	Contract #	Contractor	Invoice #	Amount
<i>2004-2005 Work Program</i>							
7/30/2013	8/2/2013	8/2/2013	8/7/2013	ML05013	Los Angeles County Department of Public Work	Final	\$313,000.00
<b>Total: \$313,000.00</b>							
<i>2010-2011 Work Program</i>							
8/14/2013	8/23/2013	8/27/2013	8/27/2013	MS11087	Cemex Construction Material Pacific, LLC	005-5121	\$43,996.74
8/14/2013	8/23/2013	8/27/2013	8/27/2013	MS11055	KEC Engineering	1-522	\$45,000.00
8/14/2013	8/23/2013	8/27/2013	8/27/2013	MS11004	Los Angeles County MTA	10055590-Fin	\$125,213.84
<b>Total: \$214,210.58</b>							
<i>2011-2012 Work Program</i>							
8/23/2013	8/23/2013	8/27/2013	8/27/2013	MS12006	Waste Management Collection & Recycling, Inc.	1	\$67,500.00
8/23/2013	8/23/2013	8/27/2013	8/27/2013	MS12005	USA Waste of California, Inc.	1	\$67,500.00
8/22/2013	8/23/2013	8/27/2013	8/27/2013	MS12025	Silverado Stages, Inc.	MSRC012013	\$135,000.00
7/30/2013	8/2/2013	8/2/2013	8/7/2013	ML12037	Coachella Valley Association of Governments (C	CV 13240-13	\$250,000.00
<b>Total: \$520,000.00</b>							

**Total This Period: \$1,047,210.58**

## FYs 2004-05 Through 2012-14 AB2766 Contract Status Report

9/12/2013

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<b>FY 2004-2005 Contracts</b>									
<b>Open Contracts</b>									
ML05014	Los Angeles County Department of	5/21/2007	11/20/2008	12/30/2013	\$204,221.00	\$0.00	Traffic Signal Synchronization	\$204,221.00	No
<b>Total: 1</b>									
<b>Declined/Cancelled Contracts</b>									
ML05005	City of Highland				\$20,000.00	\$0.00	2 Medium Duty CNG Vehicles	\$20,000.00	No
ML05008	Los Angeles County Department of				\$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
<b>Total: 3</b>									
<b>Closed Contracts</b>									
ML05006	City of Colton Public Works	7/27/2005	7/26/2006		\$30,000.00	\$30,000.00	3 Medium Duty CNG Vehicles	\$0.00	Yes
ML05011	Los Angeles County Department of	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
<b>Total: 19</b>									
<b>Closed/Incomplete Contracts</b>									

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

**Total: 4**

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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### **FY 2005-2006 Contracts**

#### **Open Contracts**

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	10/9/2014	\$414,000.00	\$175,000.00	7 Nat Gas Trucks & New Nat Gas Infrastruct	\$239,000.00	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
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
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
MS06002	Orange County Transportation Autho	11/7/2007	11/6/2013		\$928,740.00	\$920,341.50	New Freeway Service Patrol	\$8,398.50	No

**Total: 7**

#### **Declined/Cancelled Contracts**

ML06018	Los Angeles County Dept of Beache				\$375,000.00	\$0.00	New CNG Station & 2 CNG Dump Trucks	\$375,000.00	No
ML06019	Los Angeles County Dept of Beache				\$250,000.00	\$0.00	New CNG Station & 2 CNG Dump Trucks	\$250,000.00	No
ML06023	City of Baldwin Park	6/16/2006	9/15/2012		\$20,000.00	\$0.00	CNG Dump Truck	\$20,000.00	No
ML06024	City of Pomona	8/3/2007	7/2/2013	7/2/2014	\$286,450.00	\$0.00	New CNG Station	\$286,450.00	No
ML06030	City of Burbank	3/19/2007	9/18/2011		\$287,700.00	\$0.00	New CNG Fueling Station	\$287,700.00	No
ML06037	City of Lynwood				\$25,000.00	\$0.00	1 Nat Gas Dump Truck	\$25,000.00	No
ML06039	City of Inglewood	2/9/2007	2/8/2008	4/8/2011	\$50,000.00	\$0.00	Modify Maintenance Facility for CNG Vehicle	\$50,000.00	No
ML06055	City of Los Angeles, Dept. of Genera				\$125,000.00	\$0.00	5 Gas-Electric Hybrid Buses	\$125,000.00	No
ML06059	City of Fountain Valley				\$25,000.00	\$0.00	One H.D. CNG Truck	\$25,000.00	No
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**

#### **Closed Contracts**

ML06016	City of Whittier	5/25/2006	5/24/2012	11/24/2012	\$50,000.00	\$50,000.00	2 CNG Refuse Trucks	\$0.00	Yes
ML06017	City of Claremont	8/2/2006	4/1/2012		\$50,000.00	\$50,000.00	2 CNG Refuse Trucks	\$0.00	Yes
ML06021	Los Angeles World Airports	9/13/2006	5/12/2013		\$150,000.00	\$150,000.00	6 CNG Buses	\$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
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
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
ML06044	City of Pomona	12/15/2006	3/14/2013		\$50,000.00	\$50,000.00	2 CNG Street Sweepers	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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
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
MS06001	Riverside County Transportation Co	8/3/2007	9/2/2011		\$825,037.00	\$825,037.00	New Freeway Service Patrol	\$0.00	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
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
MS06050	Rossmoor Pastries	1/24/2007	10/23/2012		\$18,750.00	\$14,910.50	CNG Fueling Station	\$3,839.50	Yes

**Total: 26**

**Open/Complete Contracts**

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
ML06022	City of Los Angeles, Bureau of Sanit	5/4/2007	1/3/2014		\$1,250,000.00	\$1,250,000.00	50 LNG Refuse Trucks	\$0.00	Yes
ML06025	City of Santa Monica	1/5/2007	11/4/2012	12/14/2014	\$300,000.00	\$300,000.00	12 H.D. CNG Vehicles	\$0.00	Yes
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
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
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
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
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
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
MS06012	Consolidated Disposal Service	7/14/2006	9/13/2012	9/13/2013	\$297,981.00	\$297,981.00	New LNG Station & Facility Upgrades	\$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
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
MS06049	Clean Energy Fuels Corp.	4/20/2007	7/19/2013	1/19/2014	\$250,000.00	\$228,491.18	CNG Fueling Station - L.B.P.D.	\$21,508.82	Yes

**Total: 17**



Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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## FY 2006-2007 Contracts

### Open Contracts

ML07033	City of La Habra	5/21/2008	6/20/2014	7/31/2017	\$75,000.00	\$25,000.00	One H.D. Nat Gas Vehicle/Expand Fueling S	\$50,000.00	No
ML07044	City of Santa Monica	9/8/2008	3/7/2015		\$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
MS07008	City of Los Angeles, Department of T	9/18/2009	5/17/2020		\$2,040,000.00	\$1,710,000.00	Purchase 102 Transit Buses	\$330,000.00	No
MS07022	California State University, Los Ange	10/30/2009	12/29/2015	12/29/2016	\$250,000.00	\$0.00	New Hydrogen Fueling Station	\$250,000.00	No
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	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	2/28/2015	\$63,192.00	\$52,265.00	Off-Road Diesel Equipment Retrofit Program	\$10,927.00	No

**Total: 8**

### Declined/Cancelled Contracts

ML07031	City of Santa Monica				\$180,000.00	\$0.00	Upgrade N.G. Station to Add Hythane	\$180,000.00	No
ML07032	City of Huntington Beach Public Wor				\$25,000.00	\$0.00	One H.D. CNG Vehicle	\$25,000.00	No
ML07035	City of Los Angeles, General Service				\$350,000.00	\$0.00	New CNG Refueling Station/Southeast Yard	\$350,000.00	No
ML07038	City of Palos Verdes Estates				\$25,000.00	\$0.00	One H.D. LPG Vehicle	\$25,000.00	No
MS07010	Palos Verdes Peninsula Transit Auth				\$80,000.00	\$0.00	Repower 4 Transit Buses	\$80,000.00	No
MS07014	Clean Energy Fuels Corp.				\$350,000.00	\$0.00	New L/CNG Station - SERRF	\$350,000.00	No
MS07015	Baldwin Park Unified School District				\$57,500.00	\$0.00	New CNG Station	\$57,500.00	No
MS07016	County of Riverside Fleet Services D				\$36,359.00	\$0.00	New CNG Station - Rubidoux	\$36,359.00	No
MS07017	County of Riverside Fleet Services D				\$33,829.00	\$0.00	New CNG Station - Indio	\$33,829.00	No
MS07018	City of Cathedral City				\$350,000.00	\$0.00	New CNG Station	\$350,000.00	No
MS07021	City of Riverside				\$350,000.00	\$0.00	New CNG Station	\$350,000.00	No
MS07050	Southern California Disposal Co.				\$320,000.00	\$0.00	Ten Nat. Gas Refuse Trucks	\$320,000.00	No
MS07062	Caltrans Division of Equipment				\$1,081,818.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$1,081,818.00	No
MS07065	ECCO Equipment Corp.				\$174,525.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$174,525.00	No
MS07067	Recycled Materials Company of Calif				\$99,900.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$99,900.00	No
MS07069	City of Burbank	5/9/2008	3/8/2010	9/8/2011	\$8,895.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$8,895.00	No
MS07074	Albert W. Davies, Inc.	1/25/2008	11/24/2009		\$39,200.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$39,200.00	No
MS07081	Clean Diesel Technologies, Inc.				\$240,347.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$240,347.00	No
MS07082	DCL International, Inc.				\$153,010.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$153,010.00	No
MS07083	Dinex Exhausts, Inc.				\$52,381.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$52,381.00	No
MS07084	Donaldson Company, Inc.				\$42,416.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$42,416.00	No
MS07085	Engine Control Systems Limited				\$155,746.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$155,746.00	No
MS07086	Huss, LLC				\$84,871.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$84,871.00	No
MS07087	Mann+Hummel GmbH				\$189,361.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$189,361.00	No

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS07088	Nett Technologies, Inc.				\$118,760.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$118,760.00	No
MS07089	Rypos, Inc.				\$68,055.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$68,055.00	No
MS07090	Sud-Chemie				\$27,345.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$27,345.00	No

**Total: 27**

#### Closed Contracts

ML07025	City of San Bernardino	8/12/2008	7/11/2010		\$350,000.00	\$350,000.00	Maintenance Facility Modifications	\$0.00	Yes
ML07042	City of La Quinta	8/15/2008	9/14/2010		\$100,000.00	\$100,000.00	Street Sweeping Operations	\$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	Los Angeles Service Authority for Fr	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
MS07019	City of Cathedral City	1/9/2009	6/8/2010		\$32,500.00	\$32,500.00	Maintenance Facility Modifications	\$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
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
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: 24**

#### Closed/Incomplete 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/Complete Contracts

ML07023	City of Riverside	6/20/2008	10/19/2014	7/19/2016	\$462,500.00	\$461,476.42	CNG Station Expansion/Purch. 14 H.D. Vehi	\$1,023.58	No
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Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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
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
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
ML07034	City of Los Angeles, General Service	3/13/2009	3/12/2014		\$350,000.00	\$350,000.00	New CNG Refueling Station/Van Nuys Yard	\$0.00	Yes
ML07036	City of Alhambra	1/23/2009	2/22/2015		\$50,000.00	\$50,000.00	2 H.D. CNG Vehicles	\$0.00	Yes
ML07037	City of Los Angeles, General Service	10/8/2008	10/7/2015		\$255,222.00	\$255,222.00	Upgrade LNG/LCNG Station/East Valley Yar	\$0.00	Yes
ML07039	City of Baldwin Park	6/6/2008	6/5/2014	8/5/2015	\$50,000.00	\$50,000.00	Two N.G. H.D. Vehicles	\$0.00	Yes
ML07040	City of Moreno Valley	6/3/2008	9/2/2014		\$25,000.00	\$25,000.00	One Heavy-Duty CNG Vehicle	\$0.00	Yes
ML07041	City of La Quinta	6/6/2008	6/5/2014		\$25,000.00	\$25,000.00	One CNG Street Sweeper	\$0.00	Yes
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
ML07046	City of Culver City Transportation De	5/2/2008	5/1/2014		\$25,000.00	\$25,000.00	One H.D. Nat. Gas Vehicle	\$0.00	Yes
ML07047	City of Cathedral City	6/16/2008	9/15/2014	3/15/2015	\$225,000.00	\$225,000.00	Two H.D. Nat. Gas Vehicles/New CNG Fueli	\$0.00	Yes
MS07007	Los Angeles World Airports	5/2/2008	11/1/2014		\$420,000.00	\$420,000.00	Purchase CNG 21 Transit Buses	\$0.00	Yes
MS07009	Orange County Transportation Autho	5/14/2008	4/13/2016		\$800,000.00	\$800,000.00	Purchase 40 Transit Buses	\$0.00	Yes
MS07013	Rainbow Disposal Company, Inc.	1/25/2008	3/24/2014		\$350,000.00	\$350,000.00	New High-Volume CNG Station	\$0.00	Yes
MS07020	Avery Petroleum	5/20/2009	7/19/2015		\$250,000.00	\$250,000.00	New CNG Station	\$0.00	Yes
MS07049	Palm Springs Disposal Services	10/23/2008	11/22/2014	9/22/2016	\$96,000.00	\$96,000.00	Three Nat. Gas Refuse Trucks	\$0.00	Yes
MS07051	City of San Bernardino	8/12/2008	12/11/2014		\$480,000.00	\$480,000.00	15 Nat. Gas Refuse Trucks	\$0.00	Yes
MS07052	City of Redlands	7/30/2008	11/29/2014		\$160,000.00	\$160,000.00	Five Nat. Gas Refuse Trucks	\$0.00	Yes
MS07053	City of Claremont	7/31/2008	12/30/2014		\$96,000.00	\$96,000.00	Three Nat. Gas Refuse Trucks	\$0.00	Yes
MS07054	Republic Services, Inc.	3/7/2008	9/6/2014	9/6/2016	\$1,280,000.00	\$1,280,000.00	40 Nat. Gas Refuse Trucks	\$0.00	Yes
MS07055	City of Culver City Transportation De	7/8/2008	9/7/2014		\$192,000.00	\$192,000.00	Six Nat. Gas Refuse Trucks	\$0.00	Yes
MS07056	City of Whittier	9/5/2008	3/4/2015		\$32,000.00	\$32,000.00	One Nat. Gas Refuse Trucks	\$0.00	Yes
MS07057	CR&R, Inc.	7/31/2008	8/30/2014	6/30/2015	\$896,000.00	\$896,000.00	28 Nat. Gas Refuse Trucks	\$0.00	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

**Total: 30**

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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## FY 2007-2008 Contracts

### Open Contracts

ML08024	City of Anaheim	7/9/2010	7/8/2017	1/8/2018	\$425,000.00	\$225,000.00	9 LPG Buses and 8 CNG Buses	\$200,000.00	No
ML08028	City of Santa Monica	9/11/2009	9/10/2016		\$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		\$505,500.00	\$28,124.80	16 CNG Vehicles, Expand CNG Station & M	\$477,375.20	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
MS08001	Los Angeles County MTA	12/10/2010	6/9/2014		\$1,500,000.00	\$416,666.66	Big Rig Freeway Service Patrol	\$1,083,333.34	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
MS08056	Clean Energy Fuels Corp.	11/26/2009	2/25/2015		\$400,000.00	\$320,000.00	New LNG Station - POLB-Anah. & I	\$80,000.00	No
MS08058	Clean Energy Fuels Corp.	11/26/2009	3/25/2016	3/25/2017	\$400,000.00	\$160,000.00	New CNG Station - Ontario Airport	\$240,000.00	No
MS08061	Clean Energy Fuels Corp.	12/4/2009	3/3/2015		\$400,000.00	\$320,000.00	New CNG Station - L.A.-La Cienega	\$80,000.00	No
MS08066	Clean Energy Fuels Corp.	11/26/2009	2/25/2015		\$400,000.00	\$320,000.00	New CNG Station - Palm Spring Airport	\$80,000.00	No
MS08068	The Regents of the University of Cali	11/5/2010	11/4/2017		\$400,000.00	\$0.00	Hydrogen Station	\$400,000.00	No
MS08070	Clean Energy Fuels Corp.	11/26/2009	2/25/2015		\$400,000.00	\$320,000.00	New CNG Station - Paramount	\$80,000.00	No
MS08072	Clean Energy Fuels Corp.	12/4/2009	3/3/2015		\$400,000.00	\$301,571.52	New CNG Station - Burbank	\$98,428.48	No
MS08073	Clean Energy Fuels Corp.	11/26/2009	2/25/2015		\$400,000.00	\$320,000.00	New CNG Station - Norwalk	\$80,000.00	No

**Total: 19**

### Declined/Cancelled Contracts

ML08032	City of Irvine	5/1/2009	8/31/2010		\$9,000.00	\$0.00	36 Vehicles (Diagnostic)	\$9,000.00	No
ML08041	City of Los Angeles, Dept of Transpo	8/6/2010	7/5/2011	12/5/2011	\$8,800.00	\$0.00	73 Vehicles (Diagnostic)	\$8,800.00	No
ML08049	City of Cerritos	3/20/2009	1/19/2015	2/19/2017	\$25,000.00	\$0.00	1 CNG Heavy-Duty Vehicle	\$25,000.00	No
ML08051	City of Colton				\$75,000.00	\$0.00	3 CNG Heavy-Duty Vehicles	\$75,000.00	No
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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 Contracts**

ML08023	City of Villa Park	11/7/2008	10/6/2012		\$6,500.00	\$5,102.50	Upgrade of Existing Refueling Facility	\$1,397.50	Yes
ML08027	Los Angeles County Department of	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
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
ML08045	City of Santa Clarita	2/20/2009	6/19/2010		\$3,213.00	\$3,150.00	14 Vehicles (Diagnostic)	\$63.00	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
MS08004	BusWest	5/2/2008	12/31/2008		\$1,440,000.00	\$1,440,000.00	Alternative Fuel School Bus Incentive Progr	\$0.00	Yes
MS08016	TransVironmental Solutions, Inc.	1/23/2009	12/31/2010	9/30/2011	\$227,198.00	\$80,351.34	Rideshare 2 School Program	\$146,846.66	Yes
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
MS09004	A-Z Bus Sales, Inc.	1/30/2009	3/31/2009		\$156,000.00	\$156,000.00	Alternative Fuel School Bus Incentive Progr	\$0.00	Yes
MS09047	BusWest	7/9/2010	12/31/2010	4/30/2011	\$480,000.00	\$480,000.00	Alternative Fuel School Bus Incentive Progr	\$0.00	Yes

**Total: 12**

**Closed/Incomplete Contracts**

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/Complete Contracts**

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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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
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
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
MS08063	Go Natural Gas	9/25/2009	1/24/2016	1/24/2017	\$400,000.00	\$400,000.00	New CNG Station - Moreno Valley	\$0.00	Yes
MS08064	Hemet Unified School District	1/9/2009	3/8/2015		\$75,000.00	\$75,000.00	Expansion of Existing Infrastructure	\$0.00	Yes
MS08065	Pupil Transportation Cooperative	11/20/2008	7/19/2014		\$10,500.00	\$10,500.00	Existing CNG Station Modifications	\$0.00	Yes
MS08067	California Trillium Company	3/19/2009	6/18/2015		\$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
MS08071	ABC Unified School District	1/16/2009	1/15/2015		\$63,000.00	\$63,000.00	New CNG Station	\$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	11/16/2015	\$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

**Total: 34**

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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### **FY 2008-2009 Contracts**

#### **Open Contracts**

ML09009	City of South Pasadena	11/5/2010	12/4/2016	3/4/2019	\$137,500.00	\$0.00	CNG Station Expansion	\$137,500.00	No
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
ML09013	City of Riverside Public Works	9/10/2010	12/9/2011	7/31/2013	\$144,470.00	\$0.00	Traffic Signal Synchr./Moreno Valley	\$144,470.00	No
ML09014	City of Riverside Public Works	9/10/2010	12/9/2011	7/31/2013	\$113,030.00	\$0.00	Traffic Signal Synchr./Corona	\$113,030.00	No
ML09015	City of Riverside Public Works	9/10/2010	12/9/2011	7/31/2013	\$80,060.00	\$0.00	Traffic Signal Synchr./Co. of Riverside	\$80,060.00	No
ML09023	Los Angeles County Department of	12/10/2010	12/9/2017		\$50,000.00	\$0.00	2 Heavy-Duty Alternative Fuel Transit Vehic	\$50,000.00	No
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
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
ML09026	Los Angeles County Department of	10/15/2010	10/14/2017	4/14/2019	\$150,000.00	\$0.00	3 Off-Road Vehicle Repowers	\$150,000.00	No
ML09030	City of Los Angeles GSD/Fleet Servi	6/18/2010	6/17/2011		\$22,310.00	\$0.00	Remote Vehicle Diagnostics/107 Vehicles	\$22,310.00	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
ML09035	City of Fullerton	6/17/2010	6/16/2017	12/16/2018	\$450,000.00	\$50,000.00	2 Heavy-Duty CNG Vehicles & Install CNG	\$400,000.00	No
ML09036	City of Long Beach Fleet Services B	5/7/2010	5/6/2017	5/6/2018	\$875,000.00	\$525,000.00	Purchase 35 LNG Refuse Trucks	\$350,000.00	No
ML09043	City of Covina	10/8/2010	4/7/2017	10/7/2018	\$179,591.00	\$0.00	Upgrade Existing CNG Station	\$179,591.00	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	No

**Total: 16**

#### **Declined/Cancelled Contracts**

ML09017	County of San Bernardino Public Wo	1/28/2010	7/27/2016		\$200,000.00	\$0.00	8 Nat. Gas Heavy-Duty Vehicles	\$200,000.00	No
ML09018	Los Angeles Department of Water 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
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: 10**

#### **Closed Contracts**

ML09007	City of Rancho Cucamonga	2/26/2010	4/25/2012		\$117,500.00	\$62,452.57	Maintenance Facility Modification	\$55,047.43	Yes
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
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS09005	Gas Equipment Systems, Inc.	6/19/2009	10/18/2010		\$71,000.00	\$71,000.00	Provide Temp. Fueling for Mountain Area C	\$0.00	Yes

**Total: 5**

**Open/Complete Contracts**

ML09008	City of Culver City Transportation De	1/19/2010	7/18/2016	7/18/2017	\$175,000.00	\$175,000.00	8 Nat. Gas Heavy-Duty Vehicles	\$0.00	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
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
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
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
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

**Total: 12**



Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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### ***FY 2009-2010 Contracts***

#### ***Open 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
MS10004	Linde LLC	3/2/2012	6/1/2018		\$56,932.00	\$0.00	Purchase 6 H.D. CNG Vehicles	\$56,932.00	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	9/18/2018	\$94,887.00	\$56,932.20	Purchase Three Street Sweepers	\$37,954.80	No
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
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
MS10012	Foothill Transit Agency	3/9/2012	3/8/2019		\$85,399.00	\$0.00	Purchase 9 H.D. Electric Vehicles	\$85,399.00	No
MS10017	Ryder System Inc.	12/30/2011	6/29/2018	12/29/2018	\$651,377.00	\$0.00	Purchase 19 H.D. Natural Gas Vehicles	\$651,377.00	No
MS10021	City of Glendora	10/29/2010	11/28/2016		\$9,489.00	\$0.00	Purchase 1 H.D. CNG Vehicle	\$9,489.00	No
MS10025	Elham Shirazi	2/18/2011	10/17/2012	2/17/2014	\$199,449.00	\$165,621.10	Telework Demonstration Program	\$33,827.90	No

**Total: 10**

#### ***Pending Execution Contracts***

MS10015	County of Los Angeles Department o				\$37,955.00	\$0.00	Purchase 2 H.D. CNG Vehicles	\$37,955.00	No
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**Total: 1**

#### ***Declined/Cancelled Contracts***

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: 5**

#### ***Closed Contracts***

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

**Total: 2**

#### ***Open/Complete Contracts***

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
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
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
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
MS10024	Frito-Lay North America	7/29/2011	9/28/2017		\$47,444.00	\$47,444.00	Purchase 5 Electric Vehicles	\$0.00	Yes

**Total: 7**

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<b>FY 2010-2011 Contracts</b>									
<b>Open Contracts</b>									
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
ML11021	City of Whittier	1/27/2012	9/26/2018		\$210,000.00	\$60,000.00	Purchase 7 Nat. Gas H.D. Vehicles	\$150,000.00	No
ML11022	City of Anaheim	3/16/2012	7/15/2018		\$150,000.00	\$0.00	Install CNG Fueling Station, purchase 5 H.D	\$150,000.00	No
ML11023	City of Rancho Cucamonga	4/20/2012	12/19/2018		\$260,000.00	\$60,000.00	Expand Existing CNG Station, 2 H.D. Vehicl	\$200,000.00	No
ML11026	City of Redlands	3/2/2012	10/1/2018		\$90,000.00	\$30,000.00	Purchase 3 Nat. Gas H.D. Vehicles	\$60,000.00	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	\$30,000.00	Modify Maint. Facility, Expand CNG station,	\$72,500.00	No
ML11033	City of Los Angeles, Bureau of Sanit	3/16/2012	1/15/2019		\$1,080,000.00	\$570,000.00	Purchase 36 LNG H.D. Vehicles	\$510,000.00	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
ML11037	City of Anaheim	12/22/2012	12/21/2019		\$300,000.00	\$0.00	Purchase 12 Nat. Gas H.D. Vehicles	\$300,000.00	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
ML11042	City of Chino	2/17/2012	4/16/2018		\$35,077.00	\$30,000.00	Purchase 1 Nat. Gas H.D. Vehicle, Repower	\$5,077.00	No
ML11043	City of Hemet Public Works	2/3/2012	2/2/2019		\$60,000.00	\$30,000.00	Purchase 2 H.D. Nat. Gas Vehicles	\$30,000.00	No
ML11044	City of Ontario	1/27/2012	6/26/2019		\$400,000.00	\$0.00	Expand Existing CNG Station	\$400,000.00	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	\$88,486.83	Design, Develop, Host and Maintain MSRC	\$23,340.17	No
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	No
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	No
MS11010	Border Valley Trading	8/26/2011	10/25/2017	10/25/2018	\$150,000.00	\$0.00	New LNG Station	\$150,000.00	No
MS11011	EDCO Disposal Corporation	12/30/2011	4/29/2019		\$100,000.00	\$90,000.00	New CNG Station - Signal Hill	\$10,000.00	No
MS11012	EDCO Disposal Corporation	12/30/2011	4/29/2019		\$100,000.00	\$0.00	New CNG Station - Buena Park	\$100,000.00	No
MS11016	CR&R Incorporated	4/12/2013	10/11/2019		\$100,000.00	\$0.00	New CNG Station - Perris	\$100,000.00	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	\$90,000.00	Repower 5 H.D. Off-Road Vehicles	\$160,000.00	No
MS11056	The Better World Group	12/30/2011	12/29/2013		\$98,418.00	\$85,637.00	Programmatic Outreach Services	\$12,781.00	No
MS11058	Los Angeles Service Authority for Fr	5/31/2013	4/30/2014		\$123,395.00	\$0.00	Develop and Implement 511 "Smart Phone"	\$123,395.00	No
MS11060	Rowland Unified School District	8/17/2012	1/16/2019		\$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		\$194,319.00	\$0.00	Retrofit Six Off-Road Vehicles under Showc	\$194,319.00	No
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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
MS11066	Torrance Unified School District	11/19/2012	9/18/2018		\$42,296.00	\$0.00	Expansion of Existing CNG Station	\$42,296.00	No
MS11067	City of Redlands	5/24/2012	11/23/2018		\$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	\$0.00	New Public Access L/CNG Station (Fontana	\$175,000.00	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		\$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
MS11079	Bear Valley Unified School District	2/5/2013	10/4/2019		\$175,000.00	\$0.00	New Limited Access CNG Station	\$175,000.00	No
MS11081	Metropolitan Stevedore Company	9/7/2012	1/6/2016		\$45,416.00	\$0.00	Install DECS on Two Off-Road Vehicles	\$45,416.00	No
MS11082	Baumot North America, LLC	8/2/2012	12/1/2015		\$65,958.00	\$0.00	Install DECS on Four Off-Road Vehicles	\$65,958.00	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
MS11087	Cemex Construction Material Pacific,	10/16/2012	2/15/2016		\$448,766.00	\$43,996.74	Retrofit 13 H.D. Off-Road Vehicles Under Sh	\$404,769.26	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 18 H.D. Off-Road Vehicles Under Sh	\$390,521.00	No

**Total: 48**

#### Pending Execution 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
ML11025	County of Los Angeles Department o				\$150,000.00	\$0.00	Purchase 5 Nat. Gas H.D. Vehicles	\$150,000.00	No
MS11008	USA Waste of California, Inc.				\$125,000.00	\$0.00	Expansion of Existing LCNG Station	\$125,000.00	No
MS11009	USA Waste of California, Inc.				\$125,000.00	\$0.00	Expansion of Existing LCNG Station	\$125,000.00	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
MS11085	City of Long Beach Fleet Services B				\$159,012.00	\$0.00	Retrofit Seven H.D. Off-Road Vehicles Unde	\$159,012.00	No

**Total: 7**

#### Declined/Cancelled Contracts

MS11013	Go Natural Gas, Inc.				\$150,000.00	\$0.00	New CNG Station - Huntington Beach	\$150,000.00	No
MS11014	Go Natural Gas, Inc.				\$150,000.00	\$0.00	New CNG Station - Santa Ana	\$150,000.00	No
MS11015	Go Natural Gas, Inc.				\$150,000.00	\$0.00	New CNG Station - Inglewood	\$150,000.00	No
MS11046	Luis Castro				\$40,000.00	\$0.00	Repower One Heavy-Duty Vehicle	\$40,000.00	No
MS11047	Ivan Borjas				\$40,000.00	\$0.00	Repower One Heavy-Duty Vehicle	\$40,000.00	No
MS11048	Phase II Transportation				\$1,080,000.00	\$0.00	Repower 27 Heavy-Duty Vehicles	\$1,080,000.00	No
MS11049	Ruben Caceras				\$40,000.00	\$0.00	Repower One Heavy-Duty Vehicle	\$40,000.00	No
MS11050	Carlos Arrue				\$40,000.00	\$0.00	Repower One Heavy-Duty Vehicle	\$40,000.00	No
MS11051	Francisco Vargas				\$40,000.00	\$0.00	Repower One Heavy-Duty Vehicle	\$40,000.00	No
MS11053	Jose Ivan Soltero				\$40,000.00	\$0.00	Repower One Heavy-Duty Vehicle	\$40,000.00	No
MS11054	Albino Meza				\$40,000.00	\$0.00	Repower One Heavy-Duty Vehicle	\$40,000.00	No
MS11059	Go Natural Gas				\$150,000.00	\$0.00	New Public Access CNG Station - Paramou	\$150,000.00	No

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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	Catrac 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 Contracts**

ML11007	Coachella Valley Association of Gov	7/29/2011	7/28/2012		\$250,000.00	\$249,999.96	Regional PM10 Street Sweeping Program	\$0.04	Yes
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
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
MS11074	SunLine Transit Agency	5/11/2012	7/31/2012		\$41,849.00	\$22,391.00	Transit Service for Coachella Valley Festival	\$19,458.00	Yes
MS11080	Southern California Regional Rail Au	4/6/2012	7/31/2012		\$26,000.00	\$26,000.00	Metrolink Service to Auto Club Speedway	\$0.00	Yes

**Total: 9**

**Open/Complete Contracts**

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
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
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

**Total: 5**

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<b>FY 2011-2012 Contracts</b>									
<b>Open Contracts</b>									
ML12013	City of Pasadena	10/19/2012	3/18/2015		\$200,000.00	\$0.00	Electric Vehicle Charging Infrastructure	\$200,000.00	No
ML12015	City of Fullerton	4/25/2013	11/24/2020		\$40,000.00	\$0.00	HD CNG Vehicle, Expand CNG Station, & In	\$40,000.00	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
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	\$0.00	Four Medium-Duty Nat. Gas Vehicles	\$40,000.00	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
ML12039	City of Redlands	2/8/2013	10/7/2019		\$90,000.00	\$0.00	Three Heavy-Duty Nat. Gas Vehicles	\$90,000.00	No
ML12042	City of Chino Hills	1/18/2013	3/17/2017		\$87,500.00	\$0.00	Expansion of Existing CNG Station	\$87,500.00	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
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
ML12047	City of Orange	2/1/2013	1/31/2019		\$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
ML12050	City of Baldwin Park	4/25/2013	4/24/2014		\$463,650.00	\$0.00	EV Charging Infrastructure	\$463,650.00	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
ML12056	City of Cathedral City	3/26/2013	5/25/2014		\$25,000.00	\$0.00	Regional Street Sweeping Program	\$25,000.00	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
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
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	No
MS12005	USA Waste of California, Inc.	10/19/2012	8/18/2013		\$75,000.00	\$67,500.00	Vehicle Maintenance Facility Modifications	\$7,500.00	No
MS12006	Waste Management Collection & Re	10/19/2012	8/18/2013		\$75,000.00	\$67,500.00	Vehicle Maintenance Facility Modifications	\$7,500.00	No
MS12008	Bonita Unified School District	7/12/2013	12/11/2019		\$175,000.00	\$0.00	Construct New Limited-Access CNG Station	\$175,000.00	No
MS12010	Murrieta Valley Unified School Distric	4/5/2013	9/4/2019		\$244,000.00	\$0.00	Construct New Limited-Access CNG Station	\$244,000.00	No
MS12011	Southern California Gas Company	6/14/2013	6/13/2019		\$150,000.00	\$0.00	Construct New Public-Access CNG Station -	\$150,000.00	No
MS12012	Rim of the World Unified School Dist	12/20/2012	5/19/2014		\$75,000.00	\$0.00	Vehicle Maintenance Facility Modifications	\$75,000.00	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
MS12025	Silverado Stages, Inc.	11/2/2012	7/1/2018		\$150,000.00	\$135,000.00	Purchase Six Medium-Heavy Duty Vehicles	\$15,000.00	No
MS12026	U-Haul Company of California	3/14/2013	3/13/2019		\$500,000.00	\$0.00	Purchase 15 Medium-Heavy Duty Vehicles	\$500,000.00	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
MS12028	Dy-Dee Service of Pasadena, Inc.	12/22/2012	1/21/2019		\$45,000.00	\$18,000.00	Purchase 2 Medium-Duty and 1 Medium-He	\$27,000.00	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
MS12032	Fox Transportation	12/14/2012	12/13/2018		\$500,000.00	\$500,000.00	Purchase 20 Medium-Heavy Duty Vehicles	\$0.00	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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS12034	Ware Disposal Company, Inc.	11/2/2012	11/1/2018		\$195,000.00	\$74,763.00	Purchase 2 Medium-Duty and 7 Medium-He	\$120,237.00	No
MS12035	Disneyland Resort	1/4/2013	7/3/2019		\$25,000.00	\$17,010.00	Purchase 1 Medium-Heavy Duty Vehicle	\$7,990.00	No
MS12036	Jim & Doug Carter's Automotive/VS	1/4/2013	11/3/2018		\$50,000.00	\$45,000.00	Purchase 2 Medium-Heavy Duty Vehicles	\$5,000.00	No
MS12059	Orange County Transportation Autho	2/28/2013	12/27/2014		\$75,000.00	\$0.00	Maintenance Facility Modifications	\$75,000.00	No
MS12062	Fraser Communications	12/7/2012	5/31/2014		\$998,669.00	\$67,093.20	Develop & Implement "Rideshare Thursday"	\$931,575.80	No
MS12064	Anaheim Transportation Network	3/26/2013	12/31/2014		\$127,296.00	\$13,735.28	Implement Anaheim Circulator Service	\$113,560.72	No
MS12065	Orange County Transportation Autho	7/27/2013	11/30/2013		\$43,933.00	\$0.00	Ducks Express Service to Honda Center	\$43,933.00	No
MS12068	Southern California Regional Rail Au	3/1/2013	9/30/2013		\$57,363.00	\$0.00	Implement Metrolink Service to Autoclub Sp	\$57,363.00	No
MS12069	City of Irvine	8/11/2013	2/28/2014		\$45,000.00	\$0.00	Implement Shuttle Service to Orange Count	\$45,000.00	No
MS12071	Transit Systems Unlimited, Inc.	5/17/2013	12/16/2018		\$21,250.00	\$19,125.00	Expansion of Existing CNG Station	\$2,125.00	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
MS12074	Arcadia Unified School District	7/5/2013	9/4/2019		\$175,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$175,000.00	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
MS12085	Bear Valley Unified School District	4/25/2013	6/24/2014		\$75,000.00	\$0.00	Maintenance Facility Modifications	\$75,000.00	No
MS12086	SuperShuttle International, Inc.	3/26/2013	3/25/2019		\$225,000.00	\$0.00	Purchase 23 Medium-Heavy Duty Vehicles	\$225,000.00	No
MS12Hom	Mansfield Gas Equipment Systems				\$296,000.00	\$0.00	Home Refueling Apparatus Incentive Progra	\$296,000.00	No

**Total: 53**

**Pending Execution Contracts**

ML12014	City of Santa Ana				\$384,000.00	\$0.00	9 H.D. Nat. Gas & LPG Trucks, EV Charging	\$384,000.00	No
ML12018	City of West Covina				\$300,000.00	\$0.00	Expansion of Existing CNG Station	\$300,000.00	No
ML12019	City of Palm Springs				\$38,000.00	\$0.00	EV Charging Infrastructure	\$38,000.00	No
ML12022	City of La Puente				\$110,000.00	\$0.00	2 Medium-Duty and Three Heavy-Duty CNG	\$110,000.00	No
ML12041	City of Anaheim Public Utilities Depa				\$68,977.00	\$0.00	EV Charging Infrastructure	\$68,977.00	No
ML12045	City of Baldwin Park				\$400,000.00	\$0.00	Install New CNG Station	\$400,000.00	No
ML12049	City of Rialto Public Works				\$57,958.00	\$0.00	EV Charging Infrastructure	\$57,958.00	No
ML12051	City of Bellflower				\$270,000.00	\$0.00	EV Charging Infrastructure	\$270,000.00	No
ML12053	City of Mission Viejo				\$60,000.00	\$0.00	EV Charging Infrastructure	\$60,000.00	No
ML12054	City of Palm Desert				\$77,385.00	\$0.00	EV Charging Infrastructure	\$77,385.00	No
ML12066	City of Manhattan Beach				\$15,202.00	\$0.00	Electric Vehicle Charging Infrastructure	\$15,202.00	No
MS12004	USA Waste of California, Inc.				\$175,000.00	\$0.00	Construct New Limited-Access CNG Station	\$175,000.00	No
MS12009	Sysco Food Services of Los Angeles				\$150,000.00	\$0.00	Construct New Public-Access CNG Station	\$150,000.00	No
MS12060	City of Santa Monica				\$500,000.00	\$0.00	Transit-Oriented Bicycle Sharing Program	\$500,000.00	No
MS12061	Orange County Transportation Autho				\$224,000.00	\$0.00	Transit-Oriented Bicycle Sharing Program	\$224,000.00	No
MS12063	Custom Alloy Light Metals, Inc.				\$100,000.00	\$0.00	Install New Limited Access CNG Staiton	\$100,000.00	No



Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS12067	Leatherwood Construction, Inc.				\$122,719.00	\$0.00	Retrofit Six Vehicles w/DECS - Showcase III	\$122,719.00	No
MS12070	Valley Music Travel				\$99,000.00	\$0.00	Implement Shuttle Service to Coachella Mus	\$99,000.00	No
MS12078	Penske Truck Leasing Co., L.P.				\$75,000.00	\$0.00	Maintenance Facility Modifications - Vernon	\$75,000.00	No
MS12079	Penske Truck Leasing Co., L.P.				\$75,000.00	\$0.00	Maintenance Facility Modifications - Boyle H	\$75,000.00	No
MS12080	City of Pasadena				\$225,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$225,000.00	No
MS12081	Penske Truck Leasing Co., L.P.				\$75,000.00	\$0.00	Maintenance Facility Modifications - Santa A	\$75,000.00	No
MS12082	City of Los Angeles, Bureau of Sanit				\$175,000.00	\$0.00	Install New CNG Infrastructure	\$175,000.00	No
MS12083	Brea Olinda Unified School District				\$59,454.00	\$0.00	Install New CNG Infrastructure	\$59,454.00	No
MS12084	Airport Mobil Inc.				\$150,000.00	\$0.00	Install New CNG Infrastructure	\$150,000.00	No
MS12087	Los Angeles County MTA				\$125,000.00	\$0.00	Implement Rideshare Incentives Program	\$125,000.00	No
MS12088	Orange County Transportation Autho				\$125,000.00	\$0.00	Implement Rideshare Incentives Program	\$125,000.00	No
MS12089	Riverside County Transportation Co				\$250,000.00	\$0.00	Implement Rideshare Incentives Program	\$250,000.00	No

**Total: 28**

#### Declined/Cancelled Contracts

ML12038	City of Long Beach Public Works				\$26,000.00	\$0.00	Electric Vehicle Charging Infrastructure	\$26,000.00	No
ML12040	City of Duarte Transit				\$30,000.00	\$0.00	One Heavy-Duty Nat. Gas Vehicle	\$30,000.00	No
ML12044	County of San Bernardino Public Wo				\$250,000.00	\$0.00	Install New CNG Station	\$250,000.00	No
MS12007	WestAir Gases & Equipment				\$100,000.00	\$0.00	Construct New Limited-Access CNG Station	\$100,000.00	No
MS12030	Complete Landscape Care, Inc.				\$150,000.00	\$0.00	Purchase 6 Medium-Heavy Duty Vehicles	\$150,000.00	No

**Total: 5**

#### Closed Contracts

ML12037	Coachella Valley Association of Gov	3/14/2013	3/13/2014		\$250,000.00	\$250,000.00	Street Sweeping Operations	\$0.00	Yes
MS12003	Orange County Transportation Autho	7/20/2012	2/28/2013		\$234,669.00	\$167,665.12	Implement Metrolink Service to Angel Stadiu	\$67,003.88	Yes

**Total: 2**

#### Open/Complete Contracts

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
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

**Total: 2**

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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### ***FY 2012-2014 Contracts***

#### ***Open Contracts***

MS14003	Orange County Transportation Autho	8/1/2013	4/30/2014		\$194,235.00	\$0.00	Implement Metrolink Service to Angel Stadiu	\$194,235.00	No
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**Total: 1**

#### ***Pending Execution Contracts***

MS14001	Los Angeles County MTA				\$1,169,000.00	\$0.00	Clean Fuel Transit Service to Dodger Stadiu	\$1,169,000.00	No
MS14002	Orange County Transportation Autho				\$576,833.00	\$0.00	Clean Fuel Transit Service to Orange Count	\$576,833.00	No
MS14004	Orange County Transportation Autho				\$36,800.00	\$0.00	Implement Express Bus Service to Solar De	\$36,800.00	No

**Total: 3**



 Back to Agenda

BOARD MEETING DATE: October 4, 2013

AGENDA NO. 29

REPORT: California Air Resources Board Monthly Meeting

SYNOPSIS: The California Air Resources Board met on September 26, 2013 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) September meeting was held on September 26 in Sacramento, at the California Environmental Protection Agency Headquarters Building. Key items presented are summarized below.

**1. Public Hearing to Consider Proposed Amendments to the Alternative Fuel Conversion Certification Procedures for On-Road Motor Vehicles and Engines**

The Board approved amendments to the alternative fuel certification procedures. The changes update the existing alternative fuel conversion procedures and streamline the certification requirements.

**2. Public Hearing to Consider Proposed Amendments to Consumer Products Regulations**

The Board approved various amendments to ARB's consumer products regulations that achieve 1.7 tons per day of volatile organic compounds (VOC) reductions in the South Coast. The changes also included new requirements and test procedures for non-aerosol

multi-purpose solvents and paint thinners sold in the South Coast AQMD, which will allow SCAQMD Rule 1143 to achieve its full benefit.

**AQMD Staff Comments/Testimony:** Staff provided written comments on the proposed amendments to the Consumer Products Regulation (CPR). Staff supports CARB's effort to clarify and strengthen the Multi-purpose Solvent and Paint Thinner portions of the CPR to address circumvention of SCAQMD Rule 1143 and to ensure that all expected benefits are realized. Staff also expressed its continued interest on working closely with CARB, industry and academia on critical research commencing on Low Vapor Pressure (LVP) solvents to determine the true impacts of LVP use in consumer products and provide an improved scientific foundation for future control strategies.

Staff provided oral testimony summarizing the written comments and to provide support for CARB's efforts to adopt lower VOC limits for Multi-purpose Lubricants.

### **3. Public Hearing to Consider Proposed Amendments to the Air Quality Improvement Program Fiscal Year 2013-2014 Funding Plan**

The Board approved amendments to the approved Fiscal Year 2013-2014 Air Quality Improvement Program (AQIP) Funding Plan. The amendments transfer funding from demonstration projects and AQIP reserves to the AQIP truck loan program to better support the demand.

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Consent Item

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### **1. Public Meeting to Consider Appointment of a New Member to the Research Screening Committee**

The Board approved the appointment of Dr. William Eisenstein, Executive Director of the University of California Berkeley's Center for Resource Efficient Communities, to the Research Screening Committee.

#### **Attachment**

CARB September 26, 2013 Meeting Agenda

**LOCATION:**

Air Resources Board  
Byron Sher Auditorium, Second Floor  
1001 I Street  
Sacramento, California 95814  
<http://www.calepa.ca.gov/EPAbldg/location.htm>

**PUBLIC MEETING AGENDA**

**September 26, 2013**

[Webcast](#)  
[Board Book](#)

This facility is accessible by public transit. For transit information, call (916) 321-BUSS, website: <http://www.sacrt.com>  
(This facility is accessible to persons with disabilities.)

**TO SUBMIT WRITTEN COMMENTS ON AN AGENDA ITEM IN ADVANCE OF THE MEETING GO TO:** <http://www.arb.ca.gov/lispub/comm/bclist.php>

**September 26, 2013**

**9:00 a.m.**

**CONSENT CALENDAR:**

The following item 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 #**

**13-8-1: Public Meeting to Consider Appointment of a New Member to the Research Screening Committee**

*Staff will recommend the appointment of Dr. William Eisenstein to fill the vacancy left by the resignation of Dr. Charles Kolstad of the Stanford Institute for Economic Policy Research. The Board's Research Screening Committee consists of scientists, engineers, and others who are knowledgeable, technically qualified, and experienced in air pollution research. Dr. Eisenstein is the Executive Director for the University of California, Berkeley's Center for Resource Efficient Communities.*

[More Information](#)

**DISCUSSION ITEMS:**

**Note:** The following agenda items may be heard in a different order at the Board meeting.

**Agenda Item #**

**13-8-2: Public Hearing to Consider Proposed Amendments to the Alternative Fuel Conversion Certification Procedures for On-Road Motor Vehicles and Engines**

*Staff will present to the Board proposed amendments to title 13, California Code of Regulations, Sections 2030 and 2031, the current alternative fuel certification procedures. Staff believes that the proposed changes are needed to update the existing alternative fuel conversion procedures and will meet industry requests to streamline alternative fuel certification requirements.*

[More Information](#)

[Staff Presentation](#)

**13-8-3: Public Hearing to Consider Proposed Amendments to the Antiperspirants and Deodorants Regulation; Consumer Products Regulation; Aerosol Coating Products Regulation; the Tables of Maximum Incremental Reactivity Values; Test Method 310, and Proposed Repeal of the Hairspray Credit Program**

*The primary purpose of the proposed amendments is to reduce the air quality impacts of emissions of volatile organic compounds (VOC) in consumer products and aerosol coatings. The proposed amendments also incorporate requirements for non-aerosol “multi-purpose solvents” and “paint thinners” sold in the South Coast Air Quality Management District (SCAQMD) needed to ensure that expected benefits from the SCAQMD rule are achieved. Repeal of the Hairspray Credit Program is also proposed because its usefulness has expired. Other amendments would clarify and streamline existing provisions, and incorporate additional testing procedures for multi-purpose solvents and paint thinners sold in the SCAQMD. The proposed amendments would reduce VOC emissions by 4 tons per day statewide.*

[More Information](#)

[Staff Presentation](#)

**13-8-5: Update to the Board on the Air Quality Improvement Program**

*Staff will update the Board on the funding status of the Air Quality Improvement Program (AQIP) and make recommendations for amendments to the approved Fiscal Year 2013-14 AQIP Funding Plan. The amendments include a proposal to transfer funding from demonstration projects and AQIP reserves to the AQIP truck loan program to better support consumer demand in that program.*

[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. Goldstene, et al., Superior Court of California (Fresno County), Case No. 09CECG04850; plaintiffs’ appeal, California Court of Appeal, Fifth District No. F064045.*

*Rocky Mountain Farmers Union, et al. v. Goldstene, U.S. District Court (E.D. Cal. Fresno), Case No. 1:09-CV-02234-LJO-DLB; interlocutory appeal, U.S. Court of Appeal, Ninth Circuit Nos. 09-CV-02234 and 10-CV-00163.*

*American Fuels and Petrochemical Manufacturing Associations, et al. v. Goldstene, et al., U.S. District Court (E.D. Cal. Fresno), Case No. 1:10-CV-00163-AWI-GSA; interlocutory appeal, U.S. Court of Appeal, Ninth Circuit, Case Nos. 09-CV-02234 and 10-CV-00163.*

*Association of Irrigated Residents, et al. v. United States Environmental Protection Agency, 2011 WL 310357 (C.A.9), (Feb. 2, 2011).*

*California Dump Truck Owners Association v. California Air Resources Board, 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.*

*California Construction Trucking Association v. United States Environmental Protection Agency, U.S. Court of Appeals, Ninth Circuit, Case No. 13-70562.*

*Engine Manufacturers Association v. California Air Resources Board, Sacramento Superior Court, Case No. 34-2010-00082774.*

*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, No. A138830.*

*California Chamber of Commerce et al. v. California Air Resources Board, Sacramento Superior Court, Case 34-2012-80001313.*

*Morning Star Packing Company, et al. v. California Air Resources Board, et al., Sacramento Superior Court, Case No. 34-2013-800001464.*

*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.*

#### **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:**

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(Note: not all agenda items are available for electronic submittals of written comments.)

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(Note: not all agenda items are available for online sign-up.)

#### **IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT THE CLERK OF THE BOARD:**

**1001 I Street, 23<sup>rd</sup> Floor, Sacramento, California 95814**

**(916) 322-5594**

**ARB Homepage: [www.arb.ca.gov](http://www.arb.ca.gov)**

### **SPECIAL ACCOMMODATION REQUEST**

Consistent with California Government Code Section 7296.2, special accommodation or language needs may be provided for any of the following:

- An interpreter to be available at the hearing;
- Documents made available in an alternate format or another language;
- A disability-related reasonable accommodation.

To request these special accommodations or language needs, please contact the Clerk of the Board at (916) 322-5594 or by facsimile at (916) 322-3928 as soon as possible, but no later than 7 business days before the scheduled Board hearing. TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

Consecuente con la sección 7296.2 del Código de Gobierno de California, una acomodación especial o necesidades lingüísticas pueden ser suministradas para cualquiera de los siguientes:

- Un intérprete que esté disponible en la audiencia
- Documentos disponibles en un formato alterno u otro idioma
- Una acomodación razonable relacionados con una incapacidad

Para solicitar estas comodidades especiales o necesidades de otro idioma, por favor llame a la oficina del Consejo al (916) 322-5594 o envíe un fax a (916) 322-3928 lo más pronto posible, pero no menos de 7 días de trabajo antes del día programado para la audiencia del Consejo. TTY/TDD/Personas que necesiten este servicio pueden marcar el 711 para el Servicio de Retransmisión de Mensajes de California.

BOARD MEETING DATE: October 4, 2013

AGENDA NO. 30

PROPOSAL: Clean Fuels Program Draft Plan Update 

SYNOPSIS: Every fall staff brings the Clean Fuels Program Draft Plan Update before the Board as a separate item to solicit more direct input before requesting final approval each year in early spring. This action is to receive and file the calendar year 2014 Clean Fuels Program Draft Plan Update. Staff proposes continued support for a wide portfolio of technologies, but with particular emphasis in this Draft Plan on heavy-duty truck technologies with zero and near-zero emissions for goods movement applications, including the infrastructure for such technologies.

COMMITTEE: Technology, September 20, 2013; Reviewed

RECOMMENDED ACTION:  
Receive and file.

Barry R. Wallerstein, D.Env.  
Executive Officer

MMM:DS:DAH

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### **Background**

In March 2007, the Board requested that staff bring the Clean Fuels Program Draft Plan Update before the Board as a separate item to solicit more direct input on the distribution of potential project funds before requesting final approval each year in early spring. Consequently, staff brings a draft plan update to the Board every October for 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 2014 staff has prepared a Clean Fuels Program Draft 2014 Plan Update which proposes continued support for a wide portfolio of technologies, but with particular emphasis on heavy-duty truck technologies with zero and near-zero emissions

for goods movement applications, including the infrastructure for such technologies. This emphasis aligns well with the SCAQMD's FY 2013-14 Goals and Priority Objectives, which includes demonstration projects achieving zero tailpipe for emissions container transport.

### **Proposal**

The attached Clean Fuels Program Draft Plan Update identifies potential projects to be considered for funding during 2014. The proposed projects reflect promising low, near-zero 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. Projects not funded in 2014 may be considered for funding in subsequent years.

In addition to identifying proposed projects to be considered for funding, this Draft Plan Update confirms ten 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:

- Electric and Hybrid Vehicle Technologies (including charging infrastructure)
- Engine Systems (particularly in the heavy-duty vehicle sector)
- Hydrogen and Fuel Cell Technologies and Infrastructure
- Infrastructure and Deployment (compressed and liquid natural gas)
- Outreach and Technology Transfer
- Fuels and Emission Studies
- 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 \$16.5 million for the nine project areas discussed above. The expected actual project expenditures for 2014 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 2014 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, the California Energy Commission (CEC), the National Renewable Energy Laboratory, the United States Environmental Protection Agency, and the United States Department of Energy, also support technology advancement efforts.

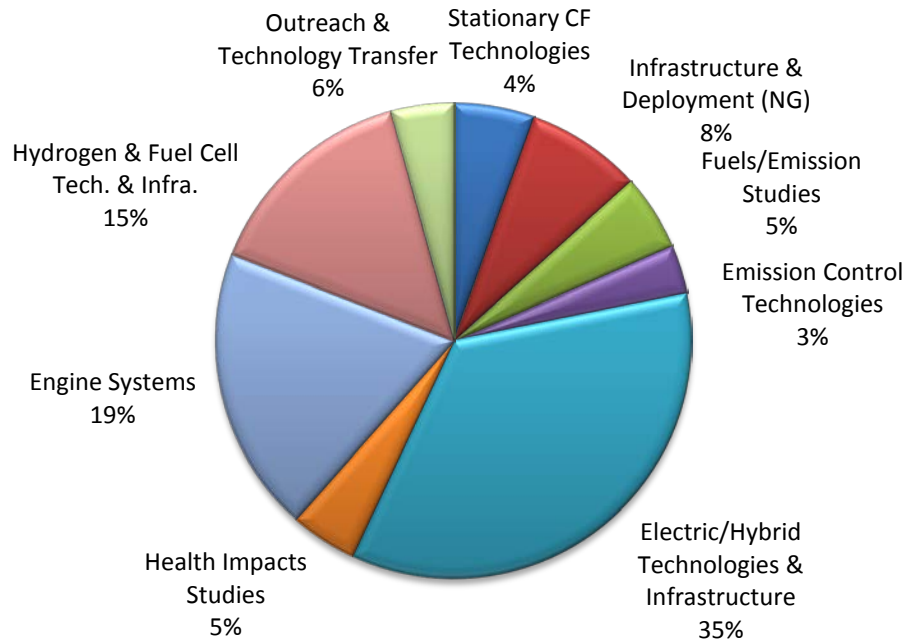


Figure 1: Projected Funding Distribution for Potential Projects in 2014 (\$16.5 million)

The proposed update is the result of a comprehensive planning and review process. This process has included consideration of the 2012 AQMP and its control measures which represents new challenges and methodologies from the prior AQMP. It also incorporates coordination activities involving outside organizations including consideration of federal, state and local activities and proposed integrated solutions ranging from CARB’s freight strategies to SB 375 requirements which call for sustainable communities. As part of this process, staff hosted two advisory group meetings in February 2013 and August 2013 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 the current Technology Advancement projects and discussed near-term and long-term technologies as potential projects.

Discussions from the review process and advisory meetings, where appropriate, were fashioned into project areas and included in this year's Plan Update. Additionally, staff attended meetings with CARB, CEC, the California Fuel Cell Partnership, and other entities to solicit and incorporate technical areas for potential leveraged funding. Overall, the Draft Plan attempts to maintain flexibility to address dynamically evolving technologies and incorporate new research and data, such as findings from the MATES IV study which should be available in spring 2014, early development of the next AQMP which will focus on addressing ozone standards and CARB's 2013 update to the AB 32 scoping plan which will be considered by CARB's Board this November.

The major areas of focus are proposed in the following areas:

- Electric and hybrid technologies and infrastructure
- Near-zero emission engine systems
- Hydrogen and fuel cell technology and infrastructure
- Infrastructure and deployment

The relative changes in funding allocation are a result of the continued focus on zero and near-zero emission goods movement technologies, an opportunity to partner on development and demonstration of ultra-low-emission natural gas engines for on-road heavy-duty vehicle applications and awards over the last year to the other technology areas. For the past few years the SCAQMD has emphasized research and development of electric and hybrid-electric technologies. The urgency now, in light of 2014 and 2023 ambient air quality standards for particulate matter and ozone, is 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. This Draft Update also reflects small decreases in natural gas infrastructure and deployment, fuels and emission studies and emission control technologies. Emphasis will also be maintained on hydrogen and fuel cell technologies and infrastructure to ensure a broad portfolio of technologies and leverage state and federal efforts.

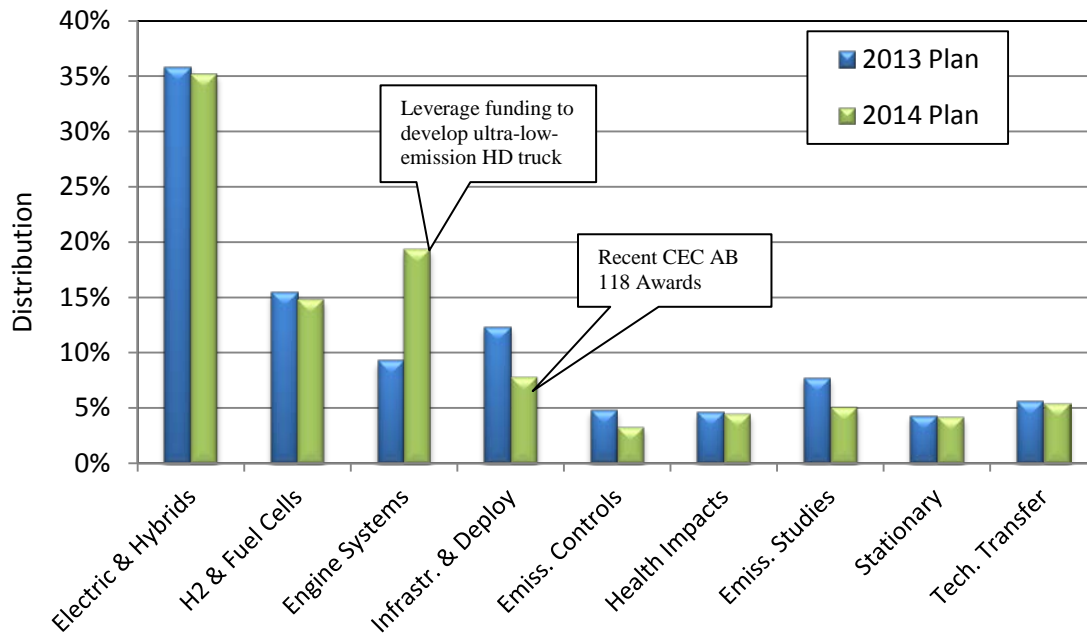


Figure 2: Plan Update Comparison

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 2014 Plan Update

**TECHNOLOGY ADVANCEMENT OFFICE  
CLEAN FUELS PROGRAM  
DRAFT 2014 PLAN UPDATE**

**South Coast Air Quality Management District  
October 2013**



# CLEAN FUELS PROGRAM 2014 PLAN UPDATE

## Technology Funding Priorities for 2014

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 and the latest progress in the state-of-the-technology as well as new research and data. The past few years have been especially difficult for technology partnering due to the dramatic global economic downturn, which has shifted national research and development priorities and opportunities. The SCAQMD was able to take advantage of the opportunities presented by the American Recovery and Reinvestment Act (ARRA), securing nearly \$100 million in ARRA funds from 2009 to 2011, as well as an additional \$6.1 million in 2012 and \$10.5 million in 2013 from other federal and state funding opportunities. While the projects implemented with these funds complemented the Clean Fuels Program efforts, nonetheless, the challenge for the SCAQMD continues to be how to identify project or technology opportunities in which its available funding can accelerate the commercialization and deployment of progressively cleaner technologies in the Basin. This is especially true in these times of expanding national debt, the sluggish economy which is only now beginning to show signs of improvement and continued state and local government budget difficulties, all of which affect both public and private investment in technology development and research. Despite these challenges, the SCAQMD's Technology Advancement Office (TAO) has developed this comprehensive plan for accelerating the development and demonstration of cleaner technologies.

The overall strategy of the SCAQMD's Clean Fuels Program is based in large part on technology needs identified through the Air Quality Management Plan (AQMP) process and the SCAQMD Board's directives to protect the health of residents of Southern California, which encompasses approximately 22 million people. The AQMP is the long-term "blueprint" that defines the basin-wide emission reductions needed to achieve ambient air quality standards by 2014, 2023 and 2032, the regulatory measures to achieve those reductions, the timeframes to implement these proposed measures and the technologies or types of technologies required to meet these future federal standards. While the 2012 AQMP was adopted last year, the SCAQMD is already looking ahead toward a 2015 AQMP which would focus on addressing ozone standards. The nitrogen oxides (NO<sub>x</sub>) and volatile organic compound (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-duty on-road vehicles. While it is anticipated that the 2014 standard for PM<sub>2.5</sub> will be attained for this region, it is contingent upon compliance and implementation of existing and proposed rules and regulations. With respect to ozone and NO<sub>x</sub>, there are overwhelming hurdles which will require even more accelerated technology development, demonstration and deployment. These emission reduction needs were identified in a joint SCAQMD, California Air Resources Board (CARB) and San Joaquin Valley Air Pollution Control District effort, "Vision for Clean Air: A Framework for Air Quality and Climate Change Planning."<sup>1</sup>

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<sup>1</sup> [http://www.arb.ca.gov/planning/vision/docs/vision\\_for\\_clean\\_air\\_public\\_review\\_draft.pdf](http://www.arb.ca.gov/planning/vision/docs/vision_for_clean_air_public_review_draft.pdf)

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.”

In recent years, it has become increasingly clear that the importation of goods 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, the SCAQMD has initiated a concerted effort in the last few years on developing zero and near-zero emissions goods movement technologies, such as electric trucks, plug-in hybrid trucks with all-electric range, trucks operating from wayside power and even electric locomotives. The prioritization of these types of projects as well as potential technologies which assist with their further development and deployment remain a strong emphasis of the 2014 Plan Update. This 2014 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 a proposed ozone standard for 2035 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 2014 Plan Update also needs to remain sufficiently flexible to address new challenges and proposed methodologies that are identified in the 2012 AQMP. The results of the fourth Multiple Air Toxics Exposure Study (MATES IV), which should be available in spring 2014, may also affect future funding direction. This follow-up study is intended to update emissions inventory of toxic air contaminants and conduct a regional modeling effort to characterize risk across the Basin, including measuring ultrafine particle concentrations. 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), the co-benefits of technologies should also be considered.

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 2014 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 2017. 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 2019 or later.
- More mature technologies, those ready to begin field *demonstration* in 2014, are expected to result in a commercial product in the 2015-2016 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.

## Technical Priorities

The SCAQMD program maintains flexibility to address dynamically evolving technologies incorporating the latest 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 2014 PM<sub>2.5</sub> and 2023 8-hour ozone standards, the areas of zero and near-zero emission technologies need to be emphasized and this effort can be seen in the following sections and in the proposed funding distribution in Figure 1. The major technical program areas are identified below with specific project categories discussed in more detail in the following sections. The 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 also made to form private partnerships to further leverage funds. In fact, the SCAQMD historically has leveraged its funds \$1 for every \$3-\$4 of total project costs.

It should be noted, however, 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 technical areas are listed by current SCAQMD priorities based on the goals for 2014.

### ***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.



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. 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;
- 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/hybrid-electric 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.

## ***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;
- 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-2012 the CaFCP published a roadmap describing the first network of commercial hydrogen stations in California, calling for 68 hydrogen fueling stations in cluster communities at specific destinations by 2016. Calendar Years 2015-2017 are a critical timeframe for the introduction of FCVs. Since stations need one to two years lead time for permitting and construction, plans for stations need to be initiated now. Coordination with the Division of Measurement Standards also needs to occur to establish standardized measurements for hydrogen refueling. 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.

The California Energy Commission (CEC) based its recent AB 118 hydrogen funding strategy on CaFCP's roadmap as well as the University of California, Irvine's Advanced Power and Energy Program. In late 2012 the CEC issued a \$28.6 million Program Opportunity Notice for hydrogen fuel infrastructure, and SCAQMD was recently awarded a \$6.7 million award to implement the upgrade and refurbishment of existing hydrogen fueling stations to ensure legacy stations continue operation as FCVs become available in the market. Additionally, significant funding for hydrogen stations through proposed legislation (Assembly Bill 8) is pending the Governor's approval and, if signed into law, would assist greatly in making further inroads toward expanding the hydrogen infrastructure network in California. The SCAQMD would work closely with state agencies to implement these programs and will continue efforts to upgrade and refurbish existing hydrogen infrastructure.

The 2014 Plan Update identifies key opportunities while clearly leading the way for pre-commercial demonstrations of original equipment manufacturer (OEM) vehicles. Future projects may include the following:

- development and demonstration of hydrogen-natural gas vehicles for medium- and heavy-duty 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; and
- demonstration of fuel cell vehicles in controlled fleet applications in the Basin.

## ***Infrastructure and Deployment (NG)***

The importance of 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 and charging sites 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
- development and demonstration of advanced air pollution control equipment.

### ***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<sub>x</sub> 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, the SCAQMD has recently 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.

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.

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;
- 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; and
- lifecycle energy and emissions analyses to evaluate conventional and alternative fuels.

### ***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<sub>x</sub>, 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.

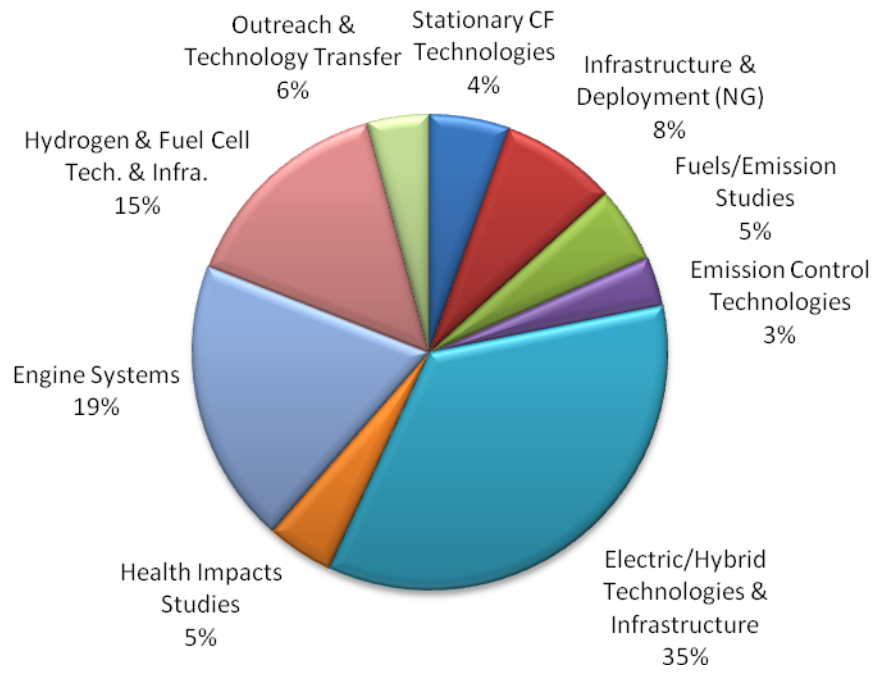
The use of renewable feedstocks for energy production is a viable and necessary strategy to provide sustainable power for future needs while reducing greenhouse gas emissions and achieving domestic energy diversity. One of the projects that the SCAQMD recently supported in this effort was a bench scale demonstration project using 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 WGS reactor can produce natural gas containing up to 90% methane.

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; and
- evaluation, development and demonstration of advanced control technologies for stationary sources.

## **Target Allocations to Core Technology Areas**

Figure 1 below presents the potential allocation of available funding, based on SCAQMD projected program costs of nearly \$16.5 million for all potential projects. The expected actual project expenditures for 2014 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 2014 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 2014 & Beyond (\$16.5 Million)**



## PROGRAM PLAN UPDATE FOR 2014

This section presents the Clean Fuels Program Plan Update for 2014. The proposed projects are organized by program areas and described in further detail, consistent with the SCAQMD budget, priorities and the best available information. 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 (page 13) summarizes potential projects for 2014 as well as the redistribution of SCAQMD costs in some areas as compared to 2013. The relative shift in funding allocation is a result of continued but increasing focus on zero and near-zero emission technologies, opportunities to partner on development and demonstration of ultra low-emission natural gas engines for on-road heavy-duty vehicle applications in the goods movement area and because of awards over the last couple of years in other technology areas, both those made by SCAQMD as well as state and federal awards. This shift aligns well with the SCAQMD's FY 2013-14 Goals and Priority Objectives, which includes demonstration projects achieving zero tailpipe emissions container transport. For the past few years the SCAQMD has emphasized electric and hybrid-electric technologies and the urgency now, in light of 2014 and 2023 ambient air quality standards for PM and ozone, is 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. To address this critical need, the 2014 Plan shifts funding of proposed projects in the Electric/Hybrid Technologies and Infrastructure category from light- and medium-duty hybrid vehicles and infrastructure to development and demonstration of electric container transport technologies. Emphasis will also be maintained on hydrogen and fuel cell technologies and infrastructure to 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**

<b>Proposed Project</b>	<b>Expected SCAQMD Cost \$</b>	<b>Expected Total Cost \$</b>
<b>Electric/Hybrid Technologies &amp; Infrastructure</b>		
Demonstrate Light-Duty Plug-In Hybrid & Battery Electric Vehicles and Infrastructure	500,000	1,000,000
Develop and Demonstrate Medium- and Heavy-Duty Hybrid Vehicles and Infrastructure	1,000,000	3,000,000
Demonstrate Alternative Energy Storage	300,000	2,000,000
Develop and Demonstrate Electric Container Transport Technologies	4,000,000	5,000,000
Subtotal	\$5,800,000	\$11,000,000
<b>Engine Systems</b>		
Develop and Demonstrate Advanced Alternative Fuel Medium- and Heavy-Duty Engines and Vehicles	3,000,000	20,000,000
Develop and Demonstrate Alternative Fuel and Clean Conventional Fueled Light-Duty Vehicles	200,000	1,500,000
Subtotal	\$3,200,000	\$21,500,000
<b>Hydrogen and Fuel Cell Technologies and Infrastructure</b>		
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 Fuel Cell Vehicles	100,000	2,000,000
Subtotal	\$2,450,000	\$12,000,000
<b>Infrastructure and Deployment (NG)</b>		
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
<b>Emission Control Technologies</b>		
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
<b>Fuels/Emission Studies</b>		
In-Use Emissions Studies for Advanced Technology Vehicle Demonstrations	500,000	1,000,000
Conduct Emissions Studies on Biofuels and Alternative Fuels	100,000	1,300,000

**Table 1: Summary of Potential Projects**

<b>Proposed Project</b>	<b>Expected SCAQMD Cost \$</b>	<b>Expected Total Cost \$</b>
<b>Fuels/Emission Studies (cont'd)</b>		
Identify and Demonstrate In-Use Fleet Emissions Reduction Technologies & Opportunities	250,000	2,000,000
Subtotal	\$850,000	\$4,300,000
<b>Health Impacts Studies</b>		
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
<b>Stationary Clean Fuel Technologies</b>		
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
<b>Outreach and Technology Transfer</b>		
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
<b>TOTALS FOR POTENTIAL PROJECTS</b>	<b>\$16,500,000</b>	<b>\$73,550,000</b>

## Technical Summaries of Potential Projects

### ***Electric/Hybrid Technologies & Infrastructure***

**Proposed Project:** Demonstrate Light-Duty Plug-In Hybrid & Battery Electric Vehicles and Infrastructure

**Expected SCAQMD Cost:** \$500,000

**Expected Total Cost:** \$1,000,000

**Description of Technology and Application:**

All of the major automobile manufacturers are currently developing and commercializing hybrid-electric 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 will enable vehicles to charge from 120V (Level 1) or 240V (Level 2) using a common conductive connector overnight or in a few hours. Japan has adopted a Fast DC charging standard that could charge a passenger car in 30 minutes or less, and demonstrations will help provide data to adopt a recommended practice in the U.S.

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.

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 air benefits of these types of vehicles; and 7) support for local government outreach and charging installation permit streamlining.

**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 near-zero and 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 Infrastructure

**Expected SCAQMD Cost:** \$1,000,000

**Expected Total Cost:** \$3,000,000

**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 hybrid 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:** \$4,000,000

**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 all-electric 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, and fuel cell propulsion system. 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:** \$3,000,000

**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-duty and heavy-duty vehicles;
- 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 mid-2012 the CaFCP published a roadmap describing the first network of commercial hydrogen stations in California. The roadmap states that by 2016, 68 hydrogen fueling stations in cluster communities and at specific destinations will provide coverage for the first 20,000 FCEV owners in California. Stakeholders estimate 37 stations will be funded and operating in 2015, leaving a gap of 31 needed stations. The cost for these 31 stations is estimated to be approximately \$65 million. The cost-estimates for these stations were based on a “cash-flow” analysis whereby the state would ensure the station operators would not be financially penalized for opening a hydrogen station. This model, however, makes assumptions based on a fuel retailers’ perspective, including the station operator is able to secure financing, the size of stations, the cost of rent for the land and other factors. The analysis did not identify, however, the implementation of such a system.

This project category would evaluate the actual implementation of a “cash-flow” system, the willingness of banks to grant loans, the strategy to assess the cash-flow “gap”, and other implementation challenges for such a system.

### **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<sub>x</sub>, VOC, CO, PM and toxic compound emissions from vehicles.

**Proposed Project:**     Develop and Demonstrate Fuel Cell Vehicles

**Expected SCAQMD Cost:**     \$100,000

**Expected Total Cost:**     \$2,000,000

**Description of Technology and Application:**

This proposed project would support the 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.

With the implementation of the California Hydrogen Highway Network, supplemented by the existing and planned hydrogen refueling stations in the Southern California area, pre-production vehicles are planned for demonstration in controlled fleets, such as local cities, transit authorities and airports. Some of these pre-production vehicles include light-duty trucks as well as small to full size transit and shuttle buses. 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. 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. This category may include projects in the following applications:

**On-Road:**

- Light-Duty Vehicles
- Transit Buses
- Shuttle Buses
- Medium- & Heavy-Duty Trucks  
(Utility or Other)

**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.

## **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 NO<sub>x</sub>, 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.



**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<sub>x</sub> 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<sub>x</sub>, 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<sub>x</sub> adsorbers, could also have NO<sub>x</sub> reductions of up to 90%.

**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<sub>x</sub> in 2004 to 0.2 g/bhp-hr NO<sub>x</sub> in 2010, which is an order of magnitude decrease in just six years. Off-road 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<sub>x</sub>. 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 off-road 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:** In-Use Emissions Studies for Advanced Technology Vehicle 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.

**Proposed Project:** Conduct Emissions Studies on Biofuels and Alternative Fuels

**Expected SCAQMD Cost:** \$100,000

**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. 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. 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> emissions that may exacerbate the Basin's ozone problem.

**Proposed Project:** Identify and Demonstrate In-Use Fleet Emissions Reduction Technologies 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 other areas of interest to conduct ambient air monitoring, conduct the 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.

In mid-2012 the SCAQMD initiated MATES IV which 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 results should be available in spring 2014, continues 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 will 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. Additionally, other related studies may be conducted, 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<sub>x</sub> 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<sub>x</sub> 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 O<sub>2</sub> sensor known as a wide-band O<sub>2</sub> sensor, is another alternative that can be analyzed. Another technical approach might be to deploy technology utilizing the O<sub>2</sub> signature of a post-catalyst O<sub>2</sub> 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<sub>x</sub> 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<sub>x</sub> and/or CO emissions above levels required in their permits. Projects could potentially reduce a significant class of NO<sub>x</sub> 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 dairy 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<sub>x</sub>, 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<sub>2.5</sub> 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; 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 Information Dissemination

**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<sub>x</sub> and PM emissions in the basin in addition to reducing toxic air contaminants.