



South Coast Air Quality Management District



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*Aaron Katzenstein, Ph.D.
Technology Advancement Office*

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September 20, 2022

Heather Arias
Chief, Transportation and Toxics Division
California Air Resources Board
1001 I Street Sacramento, CA 95814

At Berth Regulation Remediation Fund Administrator Application

Dear Ms. Arias,

In response to your letter of May 31, 2022, the South Coast Air Quality Management District (South Coast AQMD) is pleased to submit this application to become a Remediation Fund Administrator per the At Berth Regulation. The South Coast AQMD has been a leader in administering and implementing incentive programs to reduce mobile source air pollution across a wide array of vehicle and equipment types that include heavy-duty trucks, marine vessels, ships at berth, locomotives, construction equipment, farm equipment, cargo handling equipment, transit buses, school buses, lawn and garden equipment, and infrastructure. The South Coast AQMD's Technology Advancement Office has also used a cooperative partnership with private industry, academic and research institutions, technology developers, and government agencies to fund research, development, and demonstration projects to accelerate the commercialization and the deployment of lower and zero emission technologies.

We are currently seeking approval from our Governing Board that will allow South Coast AQMD to execute an MOU with CARB and establish a funding account. Our Governing Board will be considering this item at the October 7, 2022 Board meeting. Attached to this letter we have provided the information required to apply for the position of Remediation Fund Administrator specifically for funds collected from ports within in our jurisdiction as stated in Sections 93130.16(c) of the At Berth Regulation.

I appreciate your consideration of our application to be a Remediation Fund Administrator and if you have any questions, please don't hesitate to contact me.

Sincerely,

Aaron Katzenstein
Deputy Executive Officer

Cc: Bonnie Soriano
Trideep Ghosh
Angela Csondes

Attachments: Remediation Fund Administrator Application, Draft October 7, 2022 Board letter and Resolution

REMEDIATION FUND ADMINISTRATOR APPLICATION

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Print clearly or type all information on this application.

1. Company Name/Air District/Organization Name/Individual Name: South Coast Air Quality Management District
2. Business Type: Government
3. Contact Name and Title: Aaron Katzenstein, Deputy Executive Officer

4. Mailing and Contact Information:

Street: 21865 Copley Dr.	City/State/Zip Code: Diamond Bar, CA 91765
Telephone: 909-396-2219	Fax:
Email: akatzenstein@aqmd.gov	

Please include with your application a resolution from your agency's governing board authorizing participation in the remediation fund program.

Email Completed Applications to: shorepower@arb.ca.gov

Mail Completed Applications to: CHIEF, TRANSPORTATION AND TOXICS DIVISION,
CALIFORNIA AIR RESOURCES BOARD 1001 I STREET SACRAMENTO, CA 95814

REMEDIATION FUND ADMINISTRATOR APPLICATION

Answer all questions in the application below as completely as possible. CARB may request additional information in order to clarify responses provided on this application.

1. Describe any experience implementing incentive programs for heavy-duty diesel vehicles and off-road equipment, with a focus on the Carl Moyer Program; the Proposition 1B Program; the Community Air Protection Incentives; or similar programs for mobile and/or stationary sources of air pollution.

Since 1998, South Coast AQMD has been implementing the Carl Moyer Program and has awarded over \$650 million to eligible vehicle and equipment owners to replace older heavy-duty diesels vehicles and equipment with cleaner technologies to achieve surplus emission reductions. The South Coast AQMD has been highly successful in meeting program target deadlines, and establishing partnerships with CARB, fleet owners, manufacturers, vendors, financial institutes, other government agencies and stakeholders. In addition, since 2008, South Coast AQMD started implementation of the Proposition 1B Program - Goods Movement Emission Reduction Program (Prop1B) in the South Coast Air Basin (SCAB). The program awarded over \$480 million to the owners of vehicles and equipment and upgraded thousands of older, high-polluting, heavy-duty diesel trucks and equipment involved in freight transport activities resulting in significant air quality and public health benefits to the region. The Ports of Long Beach and Los Angeles in the SCAB are the gateways for the nation's goods movement traffic with Asia, and its residents are disproportionately impacted by the diesel air pollution resulting from these freight movement activities.

The South Coast AQMD also administers the AB617 incentive program - Community Air Protection (CAP) incentives and, to date, has awarded approximately \$124 million. Early funding years under the CAP program were largely allocated to projects that meet Carl Moyer and Prop 1B guidelines, with the focus on emission reductions from both mobile and stationary sources. Most recently the later CAP funding years have funding amounts allocated through a participatory budgeting process with our AB617 Community Steering Committees (CSC). This has resulted in some CAP funding being allocated towards projects such as air filtration for schools and residences, road paving, air pollution devices for hexavalent chromium, and a zero-emission truck loaner program. These projects follow the 2019 CAP Guidelines and project plans are submitted for CARB review when appropriate.

A summary of the incentive programs and years implemented by South Coast AQMD are listed below:

Program	Years South Coast AQMD has Implemented	Funds Awarded	# of Equipment Replaced
Carl Moyer Program	23 years	\$650 million	8,700
Proposition 1B-Goods Movement	14 years	\$486 million	7,500
Lower-Emission School Bus Program	20 years	\$370 million	2,000
FARMER Program	5 years	\$6.3 million	55
Community Air Protection Program	5 years	\$210 million	1,500
Enhanced Fleet Modernization Program	7 years	\$71 million	9,000
AB 617 Mobile Source Incentives	5 years	\$124 million	780
VW Settlement	4 years	\$24 million	180

REMEDATION FUND ADMINISTRATOR APPLICATION

2. Describe any technical knowledge of engines, vehicles, equipment, and/or stationary air pollution sources that would be eligible for incentives.

The South Coast AQMD's Technology Advancement Office (TAO) and Clean Fuels Program was created in 1988 to expedite the development, demonstration and commercialization of cleaner technologies and clean-burning fuels. The South Coast AQMD plays a leadership role in technology development and commercialization of both stationary and mobile source technologies to accelerate the reduction of criteria pollutants. As a result, the TAO Clean Fuels Program has supported a portfolio of technologies at different technology readiness levels, to provide a continuum of emission reductions and health benefits over time. The Clean Fuels Program includes staff with backgrounds from research universities studying engine and stationary source emissions as well as from OEMs. Our Clean Fuels staff has a breadth of expertise that covers technologies such as hydrogen and fuel cells, advanced natural gas technologies, alternative fuel engines, emission controls, battery electric vehicles, plug-in hybrid electric vehicles and related fueling infrastructure, including renewable fuels.

The South Coast AQMD has also obtained other state and federal funding and has partnered with major OEMs and operators to develop emission control technologies for ocean-going vessels, capture and control system for oil tankers, and to design, develop and demonstrate zero-emission line-haul locomotive, cargo handling, and off-road equipment.

The South Coast AQMD has made significant demonstration and commercialization efforts in both the on-road and off-road sectors, leveraging funds for the installation of infrastructure to support near-zero emission, battery electric and fuel cell electric vehicle light-, medium- and heavy-duty fleets. Additionally, the South Coast AQMD has worked to find ways to reduce cost and incentivize incremental costs over conventionally fueled vehicles, meet fleet operational needs, improve reliability, and integrate with battery energy storage, renewable energy and energy management strategies (e.g., vehicle-to-grid or vehicle-to-building functionality, demand response, load management).

South Coast AQMD staff has extensive technical knowledge and experience regarding engine technologies and emission control systems for both stationary and mobile sources that may be available for incentives.

REMEDIATION FUND ADMINISTRATOR APPLICATION

3. Describe the remediation activity types and applicable CARB incentive program guidelines the fund administrator will use to recruit, evaluate, select, fund, and track incentive activities.

Projects will be recruited, evaluated, and selected based on Carl Moyer, Prop1B, or the emission reduction strategy identified in the AB 617 Community Emission Reduction Program approved by CARB. The amount of funding received into the Remediation Funds will help determine which program the funding is placed into. The projects will be selected through a competitive process with the criteria from the program guidelines, including application completeness, project eligibility, cost-effectiveness, impacts on communities with most exposure, and whether the project occurs in a disadvantaged community. Tracking incentive activities will be conducted by following the incentive program requirements and annual reports will be collected from the funded projects that document the remediation activities, including equipment type, location, usage and estimated emission reductions. Appropriate inspections will occur for new and old pieces of equipment for projects following scrap and replace incentive programs.

REMEDATION FUND ADMINISTRATOR APPLICATION

4. Demonstrate any capacity to administer the fund, including: personnel resources; operating budgets; accounting and legal support; activity tracking, emission reduction quantification, reporting mechanisms, and outreach experience.

South Coast AQMD has the resources necessary to administer the project fund and meet the goals of mitigating the impacts to communities of the excess emission from vessel visits at berth to the required levels. The remediation funds will be managed and implemented by a Technology Implementation Manager, a Program Supervisor, a Financial Analyst, two Air Quality Specialists, an inspector, two Contracts Assistants, and a Deputy District Counsel. Overseeing the South Coast AQMD team is Dr. Aaron Katzenstein, Deputy Executive Officer of the Technology Advancement Office (TAO).

Dr. Katzenstein is responsible for overseeing several mobile source incentive programs, technology review, and the development and commercialization of clean air technologies. Dr. Katzenstein received his undergraduate degree in Chemistry with a minor in Physics from the University of Redlands, a M.S. and a Ph.D. in Chemistry with a focus on Atmospheric Chemistry from the University of California Irvine, where he studied regional and global air quality. Ms. Mei Wang is the Technology Implementation Manager, whose duties will include managing the project under the supervision of a Program Supervisor and overseeing the contracts and outreach effort. Ms. Wang has over 14 years of experiences in managing incentive programs including Carl Moyer and Prop 1B Programs and technology demonstration projects, from heavy duty trucks, transit buses, locomotives, electric school buses, commercial harbor craft, cargo handling equipment to ocean-going vessels and ship at berth projects. Ms. Wang has a B.S. degree in Textile/Fiber and Composite Material Engineering and a M.S. in Environmental Science. Mr. Tom Lee is the Program Supervisor whose duties will include supervising the Air Quality Specialists in implementing the proposed project to comply with the requirements. Mr. Lee has over 35 years of technical experience on emission reduction strategies and has a B.S. degree in Mechanical Engineering. The Air Quality Specialists will work under the supervision of the Program Supervisor to monitor and manage the day-to-day activities of the proposed Project. The specialists will have at a minimum, a B.S. degree in engineering or air quality-related disciplines and experience in managing air quality projects. The inspector will work under the supervision of the Program Supervisor to conduct the inspections. The duties of the Financial Analyst will include providing budget and expenditures information throughout the implementation of the proposed Project. The Deputy District Counsel will provide legal guidance to the staff throughout the planning and implementation phases of the proposed Project. Two Contract Assistants will assist the Air Quality Specialists in managing the contracts, keeping track of the expenditures, assisting the project outreach and collecting annual reports. The assigned Contract Assistants will have at least 5 years of experience in administering contracts for various incentive programs. The inspector will inspect the existing and replacement equipment to verify that the equipment meets the requirements.

The table below is the annual administrative budget proposal which is scalable and will not exceed 10 % of remediation funds collected.

Personnel	Total Amount*	Time Allocated on Project (Total # of hours)
1 – Technology Implementation Manager	\$32,296	400
1 – Program Supervisor	\$45,619	700
2 – Air Quality Specialist	\$81,840	1600
2 – Contracts Assistant	\$18,564	600
1 – Deputy District Counsel	\$59,815	700
1 – Financial Analyst	\$14,526	300
1 – Inspector	\$6,930	150
Total Labor Costs	\$259,590	
Fringe & Indirect Costs	\$489,662	
Project Support Costs		\$5,000
Total Proposed Budget		\$754,252

REMEDATION FUND ADMINISTRATOR APPLICATION

5. Describe any ability to establish a separate account, and track deposits and payments, solely for the remediation fund.

The South Coast AQMD has implemented many incentive programs using a separate fund number to track specific incentive programs' deposits, expenditures and interest earned. South Coast AQMD will be taking an action to its October 7, 2022, Governing Board meeting to consider adopting a resolution for participation as an administrator of the CARB At-Berth Regulation Remediation Fund, execute an MOU with CARB, and establish a new At-Berth Regulation Remediation Special Revenue Fund 88. Fund 88 will be used solely for the remediation funds. Within Fund 88, separate accounts will be created to track the project, administrative funds received, and spent and earned interest by fiscal year.

REMEDATION FUND ADMINISTRATOR APPLICATION

6. Provide a proposed timeline for recruiting and funding incentive activities, and for those activities becoming operational to reduce emissions, once remediation funds are deposited into the applicant's separate account. For efficiency, these milestones may be aligned with existing solicitations, obligation, and liquidation deadlines for other incentive programs.

To ensure that the remediation funds are implemented in a timely manner, the South Coast AQMD proposes to align the implementation to the Carl Moyer Program timeline which has a 4-year liquidation deadline. South Coast AQMD has administered the Carl Moyer Program since 1998 and has successfully met the Carl Moyer's liquidation deadlines. The remediation fund will be used to fund incentive activities that comply with CARB guidelines including Carl Moyer, Prop1B, or the emission reduction strategies identified in the AB617 Community Emission Reduction Program. The emission reductions achieved will be early or in excess of other state, federal to international rule, regulation, statute and requirements.

The proposed 2023 implementation timeline is listed below:

Date	Action
By end of January 2023	CARB deposits the funds
March 2023	South Coast AQMD releases solicitation
July 2023	Solicitation closes
August to November 2023	Projects evaluation
December 2023	South Coast AQMD Board awards projects
February to June 2024	Contracting with awardees
June 2024 to March 2027	Vehicles and equipment deployments
June 30, 2027	Fund liquidates
2027-2032	Semi-annual reports submittals

REMEDIATION FUND ADMINISTRATOR APPLICATION

7. Describe any other incentive or funding programs with which any remediation funds may be combined. In funding remediation activities, remediation funds may only be combined with funds from other incentive programs to the extent that the emissions reductions caused by the remediation fund are capable of being calculated and attributed to the remediation fund. If funds would be combined in this manner, the application shall demonstrate that the emissions reductions resulting from the remediation fund can properly be attributed to, and claimed by, the remediation fund.

The incentive Programs that the remediation funds will most likely be combined with Carl Moyer funding but other programs these funds may be combined with include Prop1B Program, VW Mitigation Trust, AB 617 Community Air Protection, Clean Off-Road Equipment, and Voucher Incentive Program. State incentive program projects funded using remediation funds will be tracked separately so that emission reductions can be attributed to remediation fund.

Funding will be placed towards scrap and replace incentive programs and participants are required to provide a minimum of amount of cost-share required by the program guidelines (the remediation fund will not be used as any required match funding). Projects must meet the cost-effectiveness limit for emission reductions per dollar spent for the program. The incentives are provided to obtain early, or extra emission reductions and the reduction must be permanent, surplus, quantifiable, and enforceable. In addition, the emission reduction technologies must be certified or verified by CARB or to Federal standards. Annual reports will be collected from the funded project to document the remediation activities.

REMEDATION FUND ADMINISTATOR APPLICATION

CERTIFICATION

I certify to the best of my knowledge that the information contained in this application is true and complete. I further certify that I am authorized to complete and sign this form on behalf of the proposing organization.

Name: Aaron Katzenstein	Title: Deputy Executive Officer
Signature: 	Telephone Number: 909-396-2219
Email: akatzenstein@aqmd.gov	Date: 09/13/2022

BOARD MEETING DATE: October 7, 2022

AGENDA NO.

PROPOSAL: Adopt Resolution to Authorize Participation as CARB At-Berth Regulation Remediation Fund Administrator, Establish Special Revenue Fund, Recognize Funds, and Reimburse General Fund for Administrative Costs

SYNOPSIS: In May 2022, CARB invited South Coast AQMD to apply to be a Remediation Fund Administrator per the CARB Ocean-Going Vessels At-Berth Regulation. Use of the Remediation Fund supports alternative pathways for compliance with the Ocean-Going Vessels At-Berth Regulation in limited circumstances where operators or ports are otherwise unable to reduce emissions. Monies paid by these entities will be collected into a remediation fund to be managed and distributed by the administrator to fund incentive projects designed to achieve emission reductions. These actions are to: 1) adopt a Resolution authorizing participation in CARB's Remediation Fund Program as a Remediation Fund Administrator, acceptance of the terms and conditions of the Regulation's Remediation Fund administration requirements, and execution of a subsequent Memorandum of Understanding (MOU) with CARB; 2) establish the At-Berth Regulation Remediation Special Revenue Fund (88) upon execution of the MOU; 3) recognize, upon receipt, funds from CARB into Fund (88); and 4) reimburse the General Fund for up to 10 percent from the At-Berth Regulation Remediation Special Revenue Fund (88) for administrative costs to implement funding towards incentive programs.

COMMITTEE: Technology, September 16, 2022; Recommended for Approval

RECOMMENDED ACTIONS:

1. Adopt the attached Resolution that authorizes the South Coast AQMD to participate in CARB's Remediation Fund Program as a Remediation Fund Administrator, accept the terms and conditions of the Ocean-Going Vessels At-Berth Regulation's Remediation Fund administration requirements, and execute a Memorandum of Understanding (MOU) with CARB;
2. Establish the At-Berth Regulation Remediation Special Revenue Fund (88) upon execution of the MOU with CARB;

3. Recognize, upon receipt, funds from CARB into the At-Berth Regulation Remediation Special Revenue Fund (88); and
4. Reimburse the General Fund for up to 10 percent from the At-Berth Regulation Remediation Special Revenue Fund (88) for administrative costs incurred in implementing the incentive programs.

Wayne Natri
Executive Officer

AK:MW:TL:AY

Background

The goal of CARB's Ocean-Going Vessels At-Berth Regulation (OGV At-Berth Regulation) is to reduce diesel PM and NOx emissions from auxiliary engines and boilers while the vessels are docked at California ports. Since 2014, emissions from containers, refrigerated cargo, and cruise vessels have been controlled through CARB's OGV At-Berth Regulation. On June 25, 2020, CARB amended the OGV At-Berth Regulation to include auto carriers and tanker vessel types and visits, starting in 2023.

The updated OGV At-Berth Regulation also provides an additional compliance option that allows operators to use a remediation fund option under certain limited circumstances, set forth in California Code of Regulations Section 93130.15. These circumstances include, but are not limited to, instances where vessel or terminal operators, CARB Approved Emission Control Strategy (CAECS) operators, or ports have made attempts to install and/or use infrastructure to comply with the OGV At-Berth Regulation but new or replacement equipment has not been timely received. Monies collected from these entities will be managed by a Remediation Fund Administrator and used to remediate excess emissions via implementation of emission reduction projects. Remediation funds must fund projects that comply with CARB guidelines on existing incentive programs.

On May 31, 2022, CARB sent letters to California Air Pollution Control Officers Association and air districts soliciting those with jurisdiction in communities adjacent to ports to become a Remediation Fund Administrator. If selected, the Executive Officer will execute an MOU with CARB to serve as the Remediation Fund Administrator.

Collection of remediation funds from the container, refrigerated cargo, and cruise vessel operators may begin as early as January 1, 2023. Additional vessel types including roll-on/roll-off (or auto carrier) and tankers will be subject to the emission control requirements of the OGV At-Berth Regulation starting in 2025 at the Ports of Los

Angeles and Long Beach. Tankers visiting other California ports are not subject to the OGV At-Berth Regulation until 2027.

Proposal

South Coast AQMD applied to CARB to be a Remediation Fund Administrator in September 2022. The attached Resolution must be Board approved in order for the South Coast AQMD to participate in the remediation fund program.

The purpose of the remediation fund is to mitigate the community impact of excess emissions from vessel visits that do not reduce emissions at berth to the levels set forth in the OGV At-Berth Regulation. The remediation funds will be used to fund incentive programs that achieve early or surplus emission reductions of any other state, federal, or international rules and regulations. The remediation fund will be applied to CARB-approved funding programs, including but not limited to Carl Moyer, Proposition 1B, the incentive program developed under AB 617 Community Emission Reduction Program, or similar programs for mobile and/or stationary sources of air pollution.

If South Coast AQMD is selected as a Remediation Fund Administrator, a Memorandum of Understanding (MOU) will be executed with CARB and a special revenue fund account, At-Berth Regulation Remediation Special Revenue Fund (88), will be established to track funds used towards incentive projects. Up to 10 percent of the funds received can be used for the administrative costs necessary for the implementation of the incentive programs.

It is not yet known how frequently the remediation compliance pathway will be used or how much funding will be collected into the Remediation Fund.

Benefits to South Coast AQMD

The successful implementation of this program will provide direct reductions in NO_x, Reactive Organic Gases (ROG), diesel particulate matter, and GHG emissions by offsetting excess emissions from vessels at local ports. Proposed projects in disadvantaged and low-income communities (DAC) will receive priority for awards and project implementation. Thus, DAC and AB 617 will receive benefits from the emission reductions that will be achieved by implementing the projects funded under the At-Berth Regulation Remediation Special Revenue Fund (88).

The Ports of Los Angeles and Long Beach, are major hubs of Ocean-Going Vessels in the state. As a Remediation Fund Administrator, the South Coast AQMD will play an important role in implementing emission reduction projects in communities impacted by excess emissions from the port or independent marine terminals through its administration of the fund.

Resource Impacts

Revenue will be recognized into the OGV At Berth Regulation Remediation Special Revenue Fund. The remediation fund awards will not exceed the amount received. Up to ten percent of the revenue received can be used for the administrative cost of implementing the programs.

Attachment

Resolution

DRAFT

RESOLUTION NO. 22-

A Resolution of the South Coast Air Quality Management District Governing Board Authorizing Participation in California Air Resources Board's Remediation Fund Program, Accepting the Terms and Conditions of Section 93130.16 of the Final Regulation Order Control Measure for Ocean-Going Vessels At-Berth, and Authorizing Execution of an MOU with CARB

WHEREAS, South Coast AQMD recognizes the need to reduce oxides of nitrogen (NOx) and particulate matter (PM) emitted from ocean-going vessels while docked at berth at California ports; and

WHEREAS, CARB's Final Regulation Order Control Measure for Ocean-Going Vessels At-Berth (OGV At-Berth Regulation), California Code of Regulations (CCR) Section 93130 *et seq.*, sets forth a control measure to reduce emissions from ocean-going vessels at-berth that meets the community health goals of Assembly Bill 617 (AB 617), reduces emissions of NOx, reactive organic gases, PM, diesel particulate matter, and greenhouse gases; and

WHEREAS, the OGV At-Berth Regulation provides an alternative path to compliance with its emissions limits under limited circumstances set forth in CCR Section 93130.15, via implementation of incentive programs aimed at reducing emissions in impacted communities, using monies managed by a Remediation Funds Administrator; and

WHEREAS, CARB has invited South Coast AQMD to apply for the position of Remediation Funds Administrator; and

WHEREAS, in order for South Coast AQMD to be selected as Remediation Funds Administrator, it must accept the terms and conditions set forth in CCR Section 93130.16 governing the criteria and qualifications to serve as a Remediation Funds Administrator, including technical expertise and knowledge and demonstration of capacity to administer funds; and

WHEREAS, if selected as Remediation Funds Administrator, the South Coast AQMD agrees to execute a Memorandum of Understanding with CARB under the terms and conditions set forth in Section 93130.16(h) of the Ocean-Going Vessels At-Berth Regulation, which include requirements for use of incentive funds, reporting, recordkeeping, oversight, and applicability guidelines; and

WHEREAS, South Coast AQMD agrees to conduct its programs in a manner that ensures the fair treatment of all people in the State; and

WHEREAS, South Coast AQMD agrees to use remediation funds for incentive activities that directly benefit communities impacted by excess emissions from the ports or independent marine terminals, and achieve emission reductions consistent with CARB's

most recent applicable incentive program guidelines for the: Carl Moyer Program, Proposition 1B Program, Community Air Protection Incentives Program, or similar programs for mobile and/or stationary sources of air pollution; and

WHEREAS, South Coast AQMD agrees to prioritize eligible activities in communities that are also identified by CARB under the AB 617 Community Air Protection Program or disadvantaged communities as defined by the Secretary for Environmental Protection. While at-berth remediation funds can be administered as part of an existing incentive program, the remediation funds cannot be used in place of any required match funding. Remediation funds may only be combined with funds from other incentive programs to the extent that the emission reductions caused by the remediation fund are capable of being calculated and attributed to the remediation fund; and

WHEREAS, South Coast AQMD agrees to recruit, evaluate, select, fund, and track incentive activities in conformance with the requirements of the applicable guidelines for the incentive program or programs identified in the application; and

THEREFORE, BE IT RESOLVED that the Governing Board of South Coast AQMD, State of California, in regular session assembled on October 7, 2022, does hereby authorize the agency to act as Remediation Fund Administrator per CARB's Final Regulation Order Control Measure for Ocean-Going Vessels At-Berth and accepts the terms and conditions required of a Remediation Fund Administrator as set forth in Section 93130.16 of the Regulation.

BE IT FURTHER RESOLVED that the Executive Officer is authorized and directed to enter into an MOU with CARB and take all other steps necessary to carry out this Resolution.

Date

Faye Thomas, Clerk of the Board