

AMADOR AIR DISTRICT BOARD OF DIRECTORS

810 Court Street, Jackson, California 95642

AGENDA

Tuesday, August 17, 2021 at 1:30 p.m.

Please Note: All Air District Board meetings are recorded.

Anyone who wishes to address the Board must speak from the podium and should print their name on the Board Meeting Speaker list, which is located on the podium. The Clerk will collect the list at the end of the meeting.

If you are disabled and need a disability-related modification or accommodation to participate in this meeting, please contact the Clerk of the Board, at 209-257-0112 or 209-257-0116 (fax). Requests must be made as early as possible and at least one-full business day before the start of the meeting.

Any individuals who wish to attend this meeting in person will be required to wear a face covering to enter the building and throughout the duration of the meeting.

Due to the Governor's Executive Order N-25-20, The Amador Air District Board of Directors will be conducting its meeting via teleconference. While this meeting will still be conducted in-person at 810 Court Street, Jackson, CA 95642, we strongly encourage the public to participate from home by calling in using the following number:

+1 669 900 6833 US
Meeting ID or Access: 847 5896 3753
Passcode: 741549

You may also view and participate in the meeting using this link:

<https://us02web.zoom.us/j/84758963753?pwd=Z3RCcjdTZ2hKZ1ptekU0Y2p1T3Bwdz09>

Determination of a Quorum:

Pledge of Allegiance:

Approval of Agenda: Approval of the agenda for this date; any and all off-agenda items must be approved by the Board (pursuant to §54954.2 of the Government Code).

Public Matters Not on the Agenda: Discussion items only, no action to be taken. Any person may address the Board at this time upon any subject within the jurisdiction of the Amador Air District Board of Directors; however, any matter that requires action may be referred to staff and/or a committee for a report and recommendation for possible action at a subsequent Board meeting. **Please note - there is a five (5) minute limit per topic.**

Administrative Matters:

1. **Minutes:** Review and approval of the May 18, 2021 Board Minutes as presented or revised. Action
2. **Public Hearing for FY 2021/2022 Final District Budget & Resolution 21-04:** Action
3. **CARB Truck and Bus Regulation:** Discussion and Possible Action
4. **APCO's Update:** Informational only, no action to be taken.
 - Smoke Reduction Bin Program
 - Financials through August 10, 2021

Correspondence: Letter from Jennifer Gobershock, Woodland Road Association

Adjournment: Until October 19, 2021 at 1:30pm

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**ADMINISTRATIVE MATTERS
ITEM 1**

Minutes

Amador Air District Board of Directors Meeting

Summary Minutes for May 18, 2021 Meeting held at 1:30 pm

Meeting was recorded in the Amador County Board of Supervisors Chambers
810 Court Street, Jackson, California

Determination of a Quorum

Present on Roll Call:

Pat Crew	Amador County District 1, Supervisor
Richard Forster	Amador County District 2, Supervisor
Jeff Brown	Amador County District 3, Supervisor
Frank Axe	Amador County District 4, Supervisor (Chair)
Brian Oneto	Amador County District 5, Supervisor
Bob Stimpson	City of Jackson, Councilman
Diane Wratten*	City of Ione, Councilman

*Attended via Zoom

Absent on Roll Call:

Keith White	City of Plymouth, Councilman
Linda Rianda	City of Sutter Creek, Councilman
Susan Bragstad	City of Amador City, Councilman

Staff/Others:

Herminia Perry, APCO

Matt Peterson, AAD Inspector

Sandy Sup, Fechter & Company (via Zoom)

NOTE: These minutes remain in *Draft* form until approved by Minute Order at the next regular meeting of the Board of Directors. Any packets prepared by Staff are hereby incorporated into these minutes by reference as though set forth in full. Any staff report, recommended findings, mitigation measures, conditions, or recommendations which are referred to by Board members in their decisions which are contained in the staff reports are part of these minutes by reference only. Any written material, petitions, packets, or comments received at the hearing also become a part of these minutes by reference.

At 1:31 p.m. Chair Axe called the meeting to order. It was determined that there was a quorum for business.

Pledge of Allegiance: Chair Axe led the Board and staff in the Pledge of Allegiance.

Approval of Agenda: Approval of the agenda for this date; any and all off agenda items must be approved by the Board (pursuant to §54954.2 of the Government Code).	
Motion:	It was moved by <u>Director Oneto</u> , seconded by <u>Director Crew</u> , and unanimously carried to approve the agenda for this date. Vote 7-0 Absent: Directors White, Rianda, and Bragstad
Public Matters Not on the Agenda: Discussion items only; no action to be taken. Any person may address the Board at this time upon any subject within the jurisdiction of the Amador Air District Board of Directors; however, any matter that requires action may be referred to staff and/or a committee for a report and recommendation for possible action at a subsequent Board meeting. Please note - there is a five (5) minute limit per topic	
Administrative Matters	
1. Motion:	Minutes: Review and approval of the March 16, 2021 Board Minutes: Approved with corrections. It was moved by Director Forster, seconded by Director Brown, and unanimously carried to approve the minutes for this date. Vote 7-0 Absent: Directors White, Rianda, and Bragstad
2. Motion:	Fechter & Company Air District 2019/2020 Audit Presentation: Presentation APCO Perry introduced Sandy Sup of Fechter and Company, CPA, Inc., who performed the two-year audit of the District's finances. Mrs. Sup reviewed the resulting documents, Management Reports, and the Financial Statements with the Board and answered questions. No formal motion was made. Presentation was informational only. Absent: Directors White, Rianda, and Bragstad
3. Motion:	AB 617 Implementation Funds & Resolution 21-03: Action APCO Perry expressed the interest in the Amador Air District (AAD) to continue participating in AB 617 Implementation Funds grant program. The funds from this grant are used to supplement our Smoke Reduction Bin Program. It was moved by Director Stimpson, seconded by Director Forster, and unanimously carried to approve Resolution 21-03 and authorize APCO to accept proposed funds from AB 617 Implementation. Vote 7-0 Absent: Directors White, Rianda, and Bragstad

	<p>Financials: APCO Perry presented the Board with current financial sheets. Informational purpose only.</p> <p>Absent: Directors White, Rianda, and Bragstad</p>
Correspondence:	None
Adjournment:	At 2:15pm the meeting was adjourned until August 17, 2021 at 1:30 pm

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**ADMINISTRATIVE MATTERS
ITEM 2**

**Public Hearing for FY
2021/2022 Final District Budget
& Resolution 21-04**

Amador Air District

Memorandum

August 17, 2021

To: Board of Directors

From: Herminia Perry, Air Pollution Control Officer

Subject: Public Hearing for FY 2021-2022 Final District Budget & Resolution 21-04

At the May 18, 2021, meeting of the Amador Air District Board of Directors, the draft 2021/2022 budget was reviewed and staff was directed to schedule the public hearing. The budget was advertised and published with thirty (30) days advance notice of the public hearing date, today August 17, 2021, as required by statute.

Draft Budget	Revised Draft Budget
Revenue \$643,904	Revenue \$1,050,315
Expenses \$643,904	Expenses \$1,050,315

The revised budget contains the following line item changes:

Line Item	Draft	Revised
45240	\$28,813	\$37,396
54120	\$204,000	\$214,813
54715	\$0	\$398,000

With the Revised Draft Budget, the District's resulting Cash Reserve will change as follows:

2020 Cash Reserve	2021 Cash Reserve
\$531,342	\$462,070

Recommendation: Accept public comments on draft budget and approve by resolution the final budget for 2021/2022.

OVERVIEW AS OF August 6, 2021

A.	ACCOUNT BALANCE	\$ 1,085,289.71
B.	RESERVES	\$ (531,342.00)
C.	PAYROLL CLEARING	
D.	WARRANTS PAYABLE	\$ (300.33)
E.	OPERATING CASH	\$ 553,647.38
F.	Additional funding from carry over/reserves	\$ 622,919.00

DRAFT 2021/2022 BUDGET

REVENUE	\$1,050,315
EXPENSES	\$1,050,315

**PROJECTED RESERVE

\$531,342	
\$69,272	(Draw from reserves = F-E)
<hr/>	<hr/>
\$462,070	21/22 CASH RESERVES

REVENUE							
			Approved 2020/2021	Actual YTD 05/05/21 2020/2021	Actual Requested 2021/2022		
	Line item						
State Aid Other (Carl Moyer/Grants)	45240	Moyer, FARMER, Grants (AB 197, 617, Rx Fire)	279,000	8,142	37,396	Herminia Perry: \$10,813 AB 617 Implementation \$18K Rx Grant \$8,583 AB 197	
State Air Pollution	45640	ARB Subvention	47,000	44,256	45,000		
State Aid Other (MV In-Lieu Tax)	45070	DMV Fees	183,000	165,692	185,000		
Air pollution fees	46940	Permits and emissions	120,000	124,442	125,000		
Burn permit fees	42145	Burn permits	21,000	22,800	22,000		
Interest	44100	Interest	4,000	6,805	6,000		
Miscellaneous	47890	Miscellaneous (ATC, Change of Ownership, Project Administration Funds, Reimbursables)	5,000	16,957	7,000		
			Subtotal:		\$427,396		
Additional funding from carry over/reserves			180,085		622,919		
Total Additional Financing sources			839,085		427,396		
Total Available Financing			839,085	389,093.91	\$1,050,315		

EXPENSES		ACTUAL YTD		Actual % Difference	REQUESTED 2021/2022				
		APPROVED 2020/2021	5/05/21 2020/2021						
50100	Salaries and Wages	182,308	188,032	103%	166,833				
50121	Cell Phone Stipend	600	583	97%	600				
20200	Deferred Comp County Match	0	363		600				
50300	Retirement- Employer's Share Normal	17,591	16,856	96%	16,025				
50304	Retirement - PERS Unfunded Liability	33,391	24,093	72%	35,525				
50310	FICA/Medicare- Employer's Share	13,612	13,949	102%	12,763				
50400	Employee Group Insurance	20,377	30,889	152%	44,000				
50500	Worker's Compensation Insurance	563	556	99%	692				
	Total Salaries/Employee Benefits	268,442	275,323	103%	277,038				
SERVICES AND SUPPLIES									
51110	Clothing	250	210	84%	250				
51200	Communications	4,000	3,706	93%	4,000				
51700	Maintenance - Equipment	1,250	4,425	354%	3,000				
51760	Maintenance - Program (IT)	1,669	1,666	100%	1,814				
52000	Memberships	1,000	850	85%	1,000				
52200	Office Expenses	5,000	1,597	32%	4,000				
52211	GSA Dept Cost Allocation	2,660	4,281	161%	4,300				
52300	Professional & Specialized Services	28,233	11,891	42%	28,000				
523005	Air Pollution Control Officer	0	0		0				
52380	Air Pollution Hearing Board Fees	500	0	0%	500				
52400	Publications & Legal Notices	200	207	104%	300				
52500	Copy Rental	1,300	950	73%	1,300				
52600	Rents, Leases -Bldgs/Improvements	0	0		0				
52803	Lower Emission School Bus Program	0	0		0				
52824	Biomass Grant (BV Money)	0	0		0				
52900	GSA and In-County Travel	2,500	1,191	48%	2,500				
52910	Meetings and Conventions	2,500	450	18%	2,500				
53000	Utilities	0	0		0				
	Total Services and Supplies	51,062	31,424	62%	53,464				
OTHER									
54120	Community Projects (pine needle bins, EV charging stations & Green Vehicles)	110,000	53,674	49%	214,813				
54712	Special Projects (CCAD)	110,000	1,491	1%	80,000				
54715	Carl Moyer Program Grants	200,000	8,142	4%	398,000				
	Total Other Charges	420,000	126,155	30%	692,813				
56200	Equipment	0	0		0				
58900	A-87 Cost Allocation	17,000	17,000		17,000				
	Total Fixed Assets	17,000	17,000		17,000				
58901	Workers Comp Credit	0	0						
59500	Contingencies	10,000	3,675		10,000				
	Total - Amador Air District	766,504	453,577	59%	1,050,315				

Herminia Perry:
\$65,813 for Pine Needle Prog.

\$50K for EV Charging Stations (5 projects @ \$10K ea.)

\$99K for Green Vehicle Police Incentive Program (3 cars @ \$33K)

Herminia Perry:
\$75K for CCAD Projects
\$5K for Special Projects

Herminia Perry:
\$18K for Rx Fire Grant
\$380,000K for electric school bus

**BEFORE THE BOARD OF DIRECTORS OF THE
AMADOR AIR DISTRICT
COUNTY OF AMADOR, STATE OF CALIFORNIA**

IN THE MATTER OF:

RESOLUTION NO. 21-04

**RESOLUTION APPROVING THE FISCAL YEAR 2021 - 2022
FINAL BUDGET FOR THE AMADOR AIR DISTRICT**

WHEREAS, Section 40130 of the Health and Safety Code of the State of California requires the Amador Air District to adopt the budget in an open process in order to educate the public of costs and benefits of air quality improvement; and

WHEREAS, pursuant to Health and Safety Code Section 40131, a public hearing was noticed in the local newspaper and budgetary information was made available to all interested parties at least 30 days prior to the public hearing held on August 17, 2021; and

WHEREAS, the District directly notified all persons, via public notice, of the District's budget for fiscal year 2021 - 2022; and

WHEREAS, said public hearing provided for the submission of statements, arguments or other written or oral evidence concerning said draft budget of the Amador Air District; and

WHEREAS, the District Board of Directors took all statements, arguments or other written or oral evidence concerning said budget into account before adopting the final budget.

BE IT RESOLVED that the Amador Air District Board of Directors does hereby adopt the final budget for fiscal year 2021 - 2022.

The foregoing resolution was duly passed and adopted by the Board of Directors of the Amador Air District at a regular meeting thereof, held on the 17th day of August 2021, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chair, Board of Directors

ATTEST: _____
Herminia Perry, Clerk of the Board

V831

**PROOF OF PUBLICATION
(2015-5 C.C.P.)**

RECEIVED

JUL 23 2021

**STATE OF CALIFORNIA
COUNTY OF AMADOR**

AMADOR AIR DISTRICT

HP

I am a citizen of the United States and a resident of the said County. I am over the age of eighteen years; and not a party to or interested in the above matter. I am the principal Clerk of the Printer and Publisher of the Amador Ledger Dispatch. A newspaper of general circulation, published once a week in the City of Jackson, California, County of Amador, and which newspaper has been adjudicated a newspaper of general circulation by the Superior Court, of the County of Amador, State of California dated June 19, 1953, Court decree numbers; 5575/5551; that the notice of which the annexed is a printed copy (set in type not smaller than nonpareil) has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates; to wit:

PUBLIC HEARING NOTICE
On Tuesday, August 17, 2021 at 1:30 p.m. the Amador Air District will hold a public hearing to accept comments on the proposed Fiscal Year 2021 - 2022 Budget. The hearing will be held in the Amador County Board of Supervisors Chambers in the Amador County Administration Building located at 810 Court Street in Jackson. For more information contact Herminia Perry, Air Pollution Control Officer at (209) 257-0112.
July 16, 2021-V831

July 14,

all in the year: 2021

I certify (or declare) under Penalty of perjury that the foregoing is true and correct.

Date at Jackson, California this

14 of July, 2021

Jack Mitchell
SIGNATURE

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ADMINISTRATIVE MATTERS

ITEM 3

CARB Truck and Bus Regulation

Amador Air District

Memorandum

August 17, 2021

To: Board of Directors

From: Herminia Perry, Air Pollution Control Officer

Subject: CARB Truck and Bus Regulation

At our last Board meeting, Board members asked that the Truck and Bus Regulation rule be brought for discussion at our next meeting.

On December 12, 2008, the California Air Resources Board (CARB) approved the Truck and Bus Regulation to significantly reduce particulate matter (PM) and oxides of nitrogen emissions from existing diesel vehicles operating in California. This regulation applies to nearly all diesel fueled trucks and buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that are privately or federally owned. On-road diesel vehicles with a GVWR of more than 14,000 pounds had the option to either install a diesel particulate filter (DPF) or upgrade to a 2010 engine model year or newer to be fully compliant.

This requirement took our Amador County residents by surprise and left many of them struggling to keep their businesses up float. In September 2019, our Board sent a letter to CARB requesting relief from this regulation in the form of a grace period. CARB Executive Officer, Richard W. Corey, did reply to us. Unfortunately, Amador Air District (AAD) was told that CARB needed to equally enforce the existing regulation across the board without the possibility of individual amendments.

I have attached copies of the correspondence between AAD and CARB. In addition, I have included in our packet an informational guide to the Truck and Bus Regulation. Additional information can be found on CARB's website at www.arb.ca.gov/truckstop.

Recommendation: Discussion only. Possible action.



AMADOR AIR DISTRICT

September 24, 2019

Mr. Richard Corey
Executive Officer
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Dear Mr. Corey:

The Amador Air District is the local agency responsible for air quality in Amador County and consists of five incorporated cities (Amador City, Lone, Jackson, Plymouth, and Sutter Creek) as well as the unincorporated County of Amador. The area is rural and the population is less than 40,000. The local economy was hit hard by the recession in recent years and has not seen the economic rebound that many of California's larger communities have realized.

Small local businesses in Amador County have worked hard to comply with state and federal air quality regulations; however, the state's Truck and Bus Regulation has the potential to adversely impact many of the county's businesses. On January 1, 2020, many of Amador's struggling businesses will no longer be allowed to register their work vehicles if they are not compliant with the Regulation. This will have a direct impact on these businesses and may force many of them to close.

The Amador Air District's Board of Directors has received numerous requests from local businesses for relief from this regulation, as it will cause undue hardship on them. On behalf of the Board of Directors, I respectfully request a grace period be offered to certain businesses that can demonstrate a hardship directly as a result of the regulation.

The Amador Air District stands ready to be part of the solution and welcomes the opportunity to meet with your staff to construct some common sense and realistic alternatives to this problem. The District is committed to maintaining the air quality in Amador County, however at the same time we are equally committed to the plight of our small local businesses that drive the local economy.

Thank you for your consideration of this important issue.

Respectfully Yours,

Robert Stimpson
Chair, Amador Air District

November 1, 2019

Mr. Robert Stimpson, Chair
Amador Air District
810 Court Street
Jackson, California 95642

Dear Mr. Stimpson:

Thank you for your letter where you request a grace period for fleets in Amador County that may have difficulty meeting the requirements of the Truck and Bus regulation (regulation). I want to assure you that we recognize that the regulation has financial implications for businesses. Providing compliance flexibility in an equitable manner is a high priority for us.

The California Air Resources Board (CARB or Board) initially approved the regulation in 2008. The regulation was adopted to help meet federal air quality standards and reduce community exposure to toxic air contaminants. In 2014, the Board approved amendments to the regulation that included temporary provisions for economic hardship, temporary extensions of certain compliance deadlines, and expansion of flexibilities for rural areas of the state to assist fleets smooth out compliance requirements (2014 flexibilities). CARB made these amendments to help fleets comply with the regulation during trying economic times. However, John R. Lawson Rock and Oil Co. and the California Trucking Association sued CARB over these amendments. In 2018, the Fifth Appellate District Court of Appeal ruled partially against CARB in that lawsuit, and set aside the 2014 flexibilities. This returned the regulation to its pre-2014 iteration. The original requirements to upgrade to 2010 engines starting 2020 have not changed and remain in effect.

In 2017, the state legislature passed the Road Repair and Accountability Act of 2017 (Senate Bill 1). Beginning January 1, 2020, the California Department of Motor Vehicles (DMV) will deny registration renewal to diesel-fueled vehicles, with a gross weight rating over 14,000 pounds, which are not in compliance with the regulation. CARB is currently working with DMV to implement this law. The DMV can issue a 90-day temporary operating permit to provide additional time to vehicle owners that need more time to bring their vehicles into compliance.

CARB staff are committed to working with businesses to help them bring their vehicles into compliance. Due to the aforementioned court decision and Senate Bill 1,

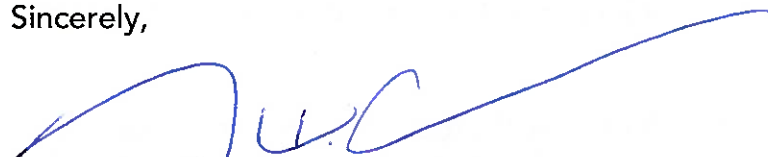
Mr. Robert Stimpson
November 1, 2019
Page 2

CARB must equally enforce the existing regulation without the possibility of amendment. The remaining flexibility options in the regulation include upgrading to a new or used vehicle with a 2010 model year or newer engine or reporting the vehicles as low-use vehicles if they operate less than 1,000 miles per year in California.

For those who need to upgrade to a newer truck, the Truck Loan Assistance Program is available to assist small businesses to purchase new or used compliant trucks. More information on this program and other potential funding programs is at: https://ww3.arb.ca.gov/msprog/truckstop/azregs/fa_resources.htm.

Thank you for raising these concerns with us. I want to assure you that we are committed to working collaboratively with you and affected fleets to find the best path forward. If you have any questions or need further assistance, please contact Mr. Jack Kitowski, Chief, Mobile Source Control Division, at (916) 445-6102.

Sincerely,



Richard W. Corey
Executive Officer

cc: Jack Kitowski, Chief
Mobile Source Control Division
Air Resources Board

FACTS ABOUT

Truck and Bus Regulation Compliance Requirements Summary

Fleets have flexibility to comply

On December 12, 2008, the California Air Resources Board approved the Truck and Bus regulation to significantly reduce particulate matter, or PM, and oxides of nitrogen emissions from existing diesel vehicles operating in California. This fact sheet describes the regulatory requirements consistent with the amendments considered by the Board in December 2010.

What vehicles are affected by the truck and bus regulation?

The regulation applies to nearly all diesel fueled trucks and buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that are privately or federally owned and for privately and publicly owned school buses. Other public fleets, solid waste collection trucks and transit buses are already subject to other regulations and are not part of the truck and bus regulation. Trucks that transport marine containers must comply with the drayage truck regulation.

What are the compliance requirements for heavier trucks and buses?

Engine Model Year Schedule for Heavier Trucks	
Engine Year	Requirement from January 1
Pre-1994	No requirements until 2015, then 2010 engine
1994-1995	No requirements until 2016, then 2010 engine
1996-1999	PM filter from 2012 to 2020, then 2010 engine
2000-2004	PM filter from 2013 to 2021, then 2010 engine
2005-2006	PM filter from 2014 to 2022, then 2010 engine
2007-2009	No requirements until 2023, then 2010 engine
2010	Meets final requirements

Heavier trucks and buses with a GVWR greater than 26,000 pounds would have two primary ways to comply. Fleets could comply with the compliance schedule by engine model year or could use a phase-in option that is more flexible.

Starting January 1, 2012, heavier trucks would be required to meet the engine model year schedule shown to the left. Fleets that comply with the schedule would install the best available PM filter on 1996 model year and

newer engines and would replace the vehicle 8 years later. Trucks with 1995 model year and older engines would be replaced starting 2015. Replacements with a 2010 model year or newer engines meet the final requirements, but fleets could also replace with used trucks that would have a future compliance date on the schedule. For example, a replacement with a 2007 model year engine complies until 2023. By 2023 all trucks and buses must have 2010 model year engines with few exceptions. No reporting would be required if complying with this schedule.

Phase-In Option for Heavier Trucks	
Compliance Date	Vehicles with PM Filters
January 1, 2012	30%
January 1, 2013	60%
January 1, 2014	90%
January 1, 2015	90%
January 1, 2016	100%

In addition, there would be a phase-in option that allows fleets to decide which vehicles to retrofit or replace, regardless of engine model year. Fleets must report information about all of their heavier trucks starting January 31, 2012, to use this option.

Fleets could comply by demonstrating they have met the percentage requirement each year as shown in the table. For example, by 2012 the fleet would need to have PM filters on 30 percent of the heavier trucks and buses in the fleet. This option counts 2007 model year and newer engines originally equipped with PM filters toward compliance and would reduce the overall

number of retrofit PM filters needed. Any engine with a PM filter regardless of model year would be compliant until at least 2020. Beginning January 1, 2020, all heavier trucks and buses would need to meet the requirements specified in the Compliance Schedule for Heavier Trucks.

Are there any credits or exemptions fleets can use?

Starting January 1, 2012, fleets that report and use the phase-in option for heavier trucks, could take advantage of credits to delay requirements for other heavier trucks in the fleet until 2017 for the following:

- PM filters installed before July 2011
- Early purchase of cleaner engines before 2012 (originally equipped with PM filters)
- Reducing the number of trucks since 2006
- Adding fuel-efficient hybrids or alternative fueled engines to the fleet

All fleets could make any vehicle equipped with a PM filter prior to 2014 compliant until 2020, or could make all heavier vehicles in the fleet exempt from meeting the replacement requirements until 2023 if all heavier trucks in the fleet are equipped with PM filters prior to 2014. Fleets would need to report by January 31, 2014 to take advantage. Vehicles operated less than 1000 miles per year can also be exempt from the general requirements but must be reported in the compliance year.

What are the requirements for lighter trucks and buses?

Lighter trucks and buses with a GVWR of 14,001 to 26,000 pounds would not have compliance requirements until 2015. The Engine Model Year Schedule for Lighter Trucks table lists the compliance dates that would apply by engine model year for lighter trucks. Starting January 1, 2015, lighter trucks with engines that are 20 years or older would need to be replaced with newer trucks. Starting January 1, 2020, all remaining trucks and buses would need to be replaced so that they would all have 2010 model year engines or equivalent emissions by 2023. No reporting would be required.

Engine Model Year Schedule for Lighter Trucks	
Engine Year	Replacement Date
1995 and older	January 1, 2015
1996	January 1, 2016
1997	January 1, 2017
1998	January 1, 2018
1999	January 1, 2019
2003 and older	January 1, 2020
2004-2006	January 1, 2021
2007-2009	January 1, 2023

Fleets would also have the option to install a PM filter retrofit on a lighter truck by 2014 to make the truck exempt from replacement until January 1, 2020, and any

lighter truck equipped with a PM filter retrofit prior to July 2011 would receive credit toward the compliance requirements for a heavier truck or bus in the same fleet.

Are there any other provisions for exemptions or delays?

The regulation has special provisions that delay some or all of the compliance requirements, but fleets must report to take advantage of them. By April 29, 2011, fleets would need to report to qualify for lower use and specialty agricultural truck exemptions until 2017 or 2023 and must report hour meter readings for sweepers with auxiliary Tier 0 engines. Fleets would need to report by January 31, 2012 to take advantage of delays until 2014 for small fleets with one to three vehicles, log trucks, lower use construction trucks, and vehicles operating in parts of the state with less polluted air.

What are the requirements for school buses?

School buses with a GVWR more than 14,000 pounds would need to meet PM filter requirements from 2012 to 2014. School bus fleets would need to demonstrate that 33 percent of their buses have PM filters by 2012, 66 percent by 2013 and 100 percent by 2014. If an engine cannot be equipped with a PM filter it will need to be replaced by January 1, 2018. Pre-1977 model year school buses must be replaced by 2012. No reporting is required, but fleets must keep records.

If I decide to sell my vehicle, do I have to notify the buyer of the requirements of this regulation?

Yes. Any person selling a vehicle subject to the Truck and Bus Regulation must provide a specific disclosure statement in writing to the buyer on the bill of sale, sales contract addendum, or invoice. See Regulatory Advisory 416 at www.arb.ca.gov/enf/advs/advs416.pdf.

For more information

Other fact sheets and additional information are available at: www.arb.ca.gov/dieseltruck or by calling ARB's diesel hotline at (866) 6DIESEL (866-634-3735). To obtain this document in an alternative format or language, please contact (866) 634-3735. TTY/TDD/ Speech to Speech users may dial 711 for the California Relay Service.

DMV Compliance
Verification
Began in 2020

February 2020



A Guide to California's Clean Air Regulations for Heavy-Duty Diesel Vehicles



Gear Up, Breathe Easy

CARB is actively enforcing heavy-duty diesel vehicle regulations in support of California's clean air goals. Enforcement of clean diesel vehicle rules also provides a level playing field for those who have already done their part and are in compliance.

This booklet provides basic information and resources to help take the guesswork out of California's clean truck and bus requirements. If your vehicle does not meet state clean air laws, you could be subject to fines or temporarily lose the ability to operate in California.

Disclaimer

While this booklet is intended to assist vehicle owners with their compliance efforts, it is the sole responsibility of fleets to ensure compliance with all applicable regulations.

MORE INFORMATION

Visit CARB's comprehensive website for more detailed information regarding diesel vehicles and compliance options at arb.ca.gov/truckstop

Para obtener más información en español, por favor visite arb.ca.gov/truckstop/espanol

8666DIESEL@arb.ca.gov

1-866-6DIESEL (1-866-634-3735)

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What diesel rules apply to you?

Check all diesel rules that apply to you.

- Does your vehicle have a **Gross Vehicle Weight Rating (GVWR) of 14,000+ lbs.?**

See Trucks and Buses (private and federal fleets): page 4
Other rules may apply, see below.

- Is your fleet **publicly owned**, a **solid waste collection vehicle**, or a **transit agency** or **utility**?

See Public Fleets and Others: page 10

- Do you visit **ports or intermodal rail yards**?

See Drayage Trucks: page 7

Do you own or operate a **reefer** (transport refrigeration unit)?

- See Transport Refrigeration Units: page 8

- Do you own or pull **53-foot or longer box-type trailers**?

See Tractors and Box-Type Trailers: page 9

- Do you own a vehicle with a **GVWR of 6,000+ lbs.?**

See Idling Limits: page 10

See Emission Control Labels: page 10

See Heavy-Duty Vehicle Inspection Program: page 10

See Periodic Smoke Inspection Program: page 10

Truck & Bus Regulation

On-road diesel vehicles with a GVWR that is 14,001+ lbs. must reduce exhaust emissions by meeting particulate matter (PM) filter requirements and upgrading to newer engines. Vehicles with 2010 engine model year (EMY) or newer are fully compliant.

Heavier Vehicles with a GVWR greater than 26,000 lbs. must upgrade as shown in the table. Reporting is optional when exclusively using the Engine Model Year schedule for heavier vehicles below.

EMY Schedule for Heavier Vehicles (>26,000 lbs. GVWR)		
EMY	Level 3 PM Filter	2010 EMY by
Pre-1994	Not required	January 1, 2015
1994-1995	Not required	January 1, 2016
1996-1999	January 1, 2012	January 1, 2020
2000-2004	January 1, 2013	January 1, 2021
2005 or newer	January 1, 2014	January 1, 2022
2007-2009	If already equipped	January 1, 2023

Lighter Vehicles with a GVWR between 14,001 and 26,000 lbs. need to be upgraded with 2010 or newer EMY. Check the table to determine your replacement date. Older vehicles may be upgraded to newer used equipment that is still in compliance with the schedule. No retrofit PM filter or reporting is required for lighter vehicles.

For more information call 1-866-6DIESEL (866-634-3735) or visit arb.ca.gov/truckstop

EMY Schedule for Lighter Vehicles (14,001-26,000 lbs. GVWR)	
EMY	2010 EMY by
1995 and older	January 1, 2015
1996	January 1, 2016
1997	January 1, 2017
1998	January 1, 2018
1999	January 1, 2019
2003 and older	January 1, 2020
2004-2006	January 1, 2021
2007-2009	January 1, 2023

Other compliance options may help you comply with the regulation (see page 5). Reporting is required by January 31 of the compliance year to claim any available options.

Compliance Options

Requires reporting in CARB's TRUCRS system

Listed below are the remaining compliance options available for 2019 and future compliance years. If you do not qualify for these options, you must follow the Engine Model Year (EMY) schedule found on page 4.

Low-Use Exemption

The mileage limit is 1,000 miles per year in California. If you have vehicles designed to power other equipment while stationary, the limit is 100 hours per year in California.

Low Mileage Construction Truck Option

Eligible vehicles with a particulate matter filter that don't meet the EMY schedule may operate up to 15,000 miles per year, and up to 20,000 miles for dump trucks. Lighter vehicles can no longer claim this flexibility option. No longer available for opt-in.

Agricultural Vehicle Extension for Replacement Vehicles

Agricultural vehicles that reported for this flexibility option cannot operate more than 10,000 miles per year until January 1, 2023. No longer available for opt-in.

NO_x Exempt Area Extension

The counties that were added to the list of NO_x Exempt Areas under the 2014 amendments have been removed, and a PM filter must already be installed to claim the NO_x Exempt Area Extension.

Retrofit by 2014 and Additional Time for Engine Replacement

Lighter vehicles with pre-2000 model year engines and heavier vehicles with pre-1996 model year engines that were retrofitted by January 1, 2014 **and** reported to use this compliance option have until January 1, 2020 to delay engine replacement. If **all** the vehicles in your fleet had a diesel particulate filter by January 1, 2014, they may operate until January 1, 2023. No longer available for opt-in.

Options No Longer Available

- Heavy Cranes Phase-In Option.
- The twenty-five percent annual vehicle upgrade limit.
- Cattle livestock trucks are no longer eligible for Specialty Ag Extension.

Note that the 2017 Lawson Lawsuit impacted many of the previously existing options and deadlines, and many are no longer available or have expired.

DMV Compliance Verification Began in 2020

A new enforcement tool ensure that vehicles subject to CARB's Truck and Bus Regulation must meet the health-based requirements of that rule prior to obtaining registration through the California DMV. As of January 1, 2020, the DMV cannot register any vehicle that does not meet the requirements of the Truck and Bus Regulation.

2020 DMV Registration Requirements

You must be in compliance with the Truck and Bus Regulation in one of the following ways in order to register your vehicle with the DMV:

- The vehicle is using an allowable compliance option **and** is reported into the TRUCRS reporting system
- The vehicle is compliant with the Engine Model Year Schedule (see page 4)
- The vehicle is equipped with a 2010 or newer model year engine (usually a 2011 or newer model year vehicle) OR is repowered with 2010 or newer model year engine

Currently out of compliance?

CARB can issue DMV registration blocks now if your vehicle does not meet air quality requirements.



Drayage Trucks

Diesel-fueled trucks transporting cargo destined for or coming from California’s ports and intermodal rail yards (including bobtails and transporting chassis) must be registered in the statewide Drayage Truck Registry prior to entry. Drayage fleets must comply with requirements by operating only vehicles with 2007 MY engines or newer.

Drayage Compliance Schedule (GVWR 26,001 lbs. or more)	
Truck Engine Model Year	Emission Requirements
2006 and older	Not allowed
2007-2009	Compliant through 2022
2010 and newer	Fully compliant



By January 1, 2023, all class 7 and 8 diesel-fueled drayage trucks must have 2010 or newer engines. Trucks with 2010 or newer engines are fully compliant with both the Truck and Bus and Drayage regulations.

The exchange of marine or rail cargo (e.g. containers) between compliant and noncompliant drayage trucks is not allowed anywhere in California.

Note: If you are considered exempt from the Drayage Truck Regulation, you are currently subject to the Truck and Bus Regulation.

Drayage Truck Regulation

1-888-247-4821 | arb.ca.gov/drayagetruck

Transport Refrigeration Units (Reefers)

All transport refrigeration units (TRU) and TRU generator sets that operate in California must meet the in-use performance standards (see compliance table below).

Every California-based TRU and TRU generator set must be registered in Air Resources Board Equipment Registration (ARBER) and be labeled with a CARB Identification Number.

All terminals that are located in California where TRUs are based must submit operator reports to CARB at arber.arb.ca.gov.



TRU and TRU Generator Set Compliance Schedule		
Engine Model Year	Low-Emission TRU (50% PM Reduction)	Ultra-Low-Emission TRU (85% PM Reduction)
2001 or older	December 31, 2009	December 31, 2015
2002	December 31, 2009	December 31, 2016
2003	December 31, 2010	December 31, 2017
2004 (<25 hp)	December 31, 2011	December 31, 2018
2004 (>25 hp)	Not Applicable	December 31, 2011
2005 and newer	Not Applicable	December 31 st of the model year plus 7 years

Fleets may comply by using Alternative Technologies (e.g. hybrid-electric TRUs or TRUs equipped with electric standby) or retrofitting with a verified diesel particulate filter. For guidance on using electric standby and hybrid-electric TRUs as an Alternative Technology compliance option, visit arb.ca.gov/diesel/tru/documents/guidance_electricstandby_ets.pdf.

All businesses that hire carriers (e.g. brokers, shippers and receivers) must only use carriers that supply compliant TRUs.

Transport Refrigeration Unit Regulation Helpline

1-888-TRU-ATCM (1-888-878-2826) | arb.ca.gov/diesel/tru/tru.htm

Tractors & Box-type Trailers

The Tractor-Trailer Greenhouse Gas Regulation applies to 53-foot or longer box-type trailers and 2013 MY or older heavy-duty tractors that pull these trailers.

Low-Rolling Resistance Tire Requirements*

	Tractors	Trailers
2013 and older MY	Required	Required
2014 and newer MY	N/A	Required



* Must be SmartWay™-certified.



Tractor Requirements

All 2011 through 2013 MY sleeper-cab tractors must be SmartWay™ designated models. 2014 MY or newer tractors are covered by a federal regulation and are exempt from this rule.



Trailer Aerodynamic Requirements

All trailers must be either SmartWay™-certified or aerodynamically retrofitted to a minimum standard.

Delays and Exemptions

Certain trucks subject to the Transportation Refrigeration Unit (TRU) rule can phase in tire and aerodynamic requirements from 2018 to 2020. This only applies to TRUs with 2003 to 2009 MY reefer trailers equipped with 2003 or newer TRU engines.

Fleets must register to take advantage of short haul, local haul or storage trailer exemptions, and to apply for temporary use passes.

For more information, visit arb.ca.gov/tractortrailer_ghg

For a listing of SmartWay™-certified technologies, visit arb.ca.gov/cc/hdghg/technologies.htm

Other Diesel Programs

CARB continues to actively enforce long-standing requirements for diesel vehicles including:

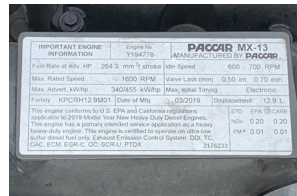
Idling Limits

Idling Limits restrict diesel vehicles from idling more than five minutes. Idling in school zones is not allowed, with limited exceptions. arb.ca.gov/noidle



Emission Control Labels

Emission Control Labels must be affixed to engines of all commercial heavy-duty diesel vehicles, and must be legible as proof the engine, at minimum, meets U.S. federal emissions standards for the engine model year.



Periodic Smoke Inspection Program

The Periodic Smoke Inspection Program requires owners of California-based fleets of two or more diesel vehicles to perform annual smoke opacity tests and to keep records for at least two years for each vehicle. The requirement does not apply to cars or trucks that must undergo a Smog Check.



Heavy-Duty Vehicle Inspection Program

The Heavy-Duty Vehicle Inspection Program uses random roadside inspections to verify that diesel engines do not smoke excessively and are tamper-free.

arb.ca.gov/enf/hdvip/hdvip.htm



Public Fleets and Others

Vehicles with a GVWR of 14,001+ lbs. that are owned by state and local government fleets, private utilities, and solid waste collection vehicles, must already have particulate matter (PM) filters (retrofit or originally equipped).



Soot Filter: Buyer Beware



Use only CARB-verified soot filters!

Selecting and installing the right CARB-verified diesel particulate filter (DPF), also known as a soot filter, for your truck takes time. If your filter is not installed by January 1st of the applicable compliance year, or ordered four months prior to the deadline, then you may be in violation. Visit arb.ca.gov/truckstop and select “Engine Filters” for details.

Be aware, filters must be verified for use on your vehicle. Used filters are not compliant and may damage your engine.

Compliance options that utilize new filter installation are limited. Therefore, installation of a filter without being aware of the available options may result in a non-compliant vehicle. Make sure you understand your compliance options.

The emissions performance of every DPF technology has been verified by CARB through rigorous testing. Keep in mind that a DPF is not a “fit and forget” device. Protect your DPF and engine by paying attention to a few simple but important maintenance requirements.

Resolving DPF-Related Problems

While a DPF undergoes a rigorous verification process prior to sale, occasional problems may arise. Use the following three-step protocol to resolve DPF-related performance or reliability problems:

- Contact your installer (most problems are resolved in this manner)
- Contact the device manufacturer (if the installer cannot resolve your complaint)
- Contact CARB at 866-6DIESEL or 8666DIESEL@arb.ca.gov (if the installer or manufacturer cannot resolve your complaint).

Diesel Particulate Filter Care & Maintenance

Vehicle Maintenance is Critical

Top-notch vehicle engine maintenance is required. Remember to check fuel injectors, air filters, turbo chargers, fuel filter, fuel, coolant and lube oil. Failure to maintain the engine can void the DPF warranty!

Don't Ignore the DPF Monitoring System

The cab of the truck features a monitoring system for the DPF that includes several indicator lights that give important feedback on DPF operation. The operator must understand and observe the DPF indicator lights on a regular basis and respond accordingly.

Maintain the Proper Engine Duty Cycle

The duty cycle is the daily pattern of engine use. If the duty cycle of a truck is changed, it may affect how the filter works, and can lead to plugging. Notify your installer if you change the way you use your vehicle and be aware that it may affect the way your filter functions.

Understand Your DPF's Regeneration System

The soot collected by the DPF must eventually be removed to keep the filter from clogging. The process of burning the soot in the filter is called regeneration and is done using high temperatures for a specified amount of time. Your truck is equipped with either a passive system that cleans the DPF automatically or an active system that may work automatically or require driver intervention to start a regeneration cycle.

Handle the Filter with Care

DPFs are commonly made of ceramic, so do not bang or tap on your filter. A cracked or damaged filter may not be compliant with the Truck and Bus Regulation and could be a citable violation.

DPF Cleaning Basics

The DPF is a maintenance item. It must be removed and cleaned periodically to get rid of accumulated noncombustible ash from the filter. Ash removal is separate from regeneration. Only use filter cleaning procedures approved by the DPF manufacturer.

A guide to operating your DPF is available at arb.ca.gov/truckstop or by contacting (866) 6DIESEL or 8666DIESEL@arb.ca.gov.

Funding Assistance

Grant funding is very limited but may be available to help fleets and individuals comply with California regulations earlier than is required.

Funding is available for vehicle replacements, retrofits, and zero-emission technologies. Please contact the local air district where you are based to determine if you are eligible for funding or if an opportunity may become available in the future. One example is the Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program, which provides funding through local air districts for agricultural harvesting equipment, heavy-duty trucks, agricultural pump engines, tractors, and other equipment used in agricultural operations.

CARB's loan assistance program (PLACE) helps small businesses with vehicles that operate at least 50 percent of the time in California. The program connects truckers to participating lenders to help purchase trucks, PM filters, aerodynamic retrofits or low-rolling resistance tires.

More information is available at arb.ca.gov/loanassist

Equipment owners are encouraged to apply as early as possible to maximize potential funding options. See the Financial Assistance section on the TruckStop website for more funding information.



Quick Tips

- All fleet owners who use compliance options must report information about all eligible vehicles in the California fleet into the Truck Regulation Up-load, Compliance, and Reporting System (TRUCRS). The reporting period is open from January 1st to January 31st of the compliance year.
- Records must be kept and provided upon request to demonstrate compliance with flexibility options claimed in the reporting system.
- The Truck and Bus Regulation is based on the **model year of the engine**. Generally, the model year of an engine is one year older than the vehicle model year. For example, a 2007 truck is likely to have a 2006 engine model year.
- Vehicles that operate less than 1,000 annual miles within California can qualify for the low-mileage usage exemption. Odometer readings must be reported annually to CARB.
- Selecting and installing a diesel particulate filter (DPF), also known as a soot filter, for your truck takes time. Make sure to use only **CARB-verified** soot filters.
- The gross vehicle weight rating (GVWR) is assigned by the vehicle manufacturer and represents the maximum weight of the vehicle and what it can carry when fully loaded. Check the driver's door jam for the **GVWR label**. The GVWR is **not** the same as the unladen weight, gross combined weight rating, or registered weight rating.
- The **Engine (Emission) Family Name (EFN)** can be found on the emission control label located on the engine. The EFN is typically 10 to 12 characters, however very old engines may have an EFN only a few characters long.
- Be aware that tampering with your engine odometer can put you out of compliance with engine certification requirements and the Truck and Bus Regulation.

Not sure if your diesel truck, bus or equipment complies with California air quality regulations?



Register & Report



Use the TruckStop to find out what you need to do to comply and avoid penalties.

Training



Sign up for free live training classes.

FAQs



See questions and answers from our diesel hotline generated by truckers like you.

Videos



View short videos that explain diesel requirements and reporting systems.

DPF



Find out about diesel particulate filters.

Funding



Financial assistance may be available to help clean up your trucks, buses and equipment.

Answers



Visit the TruckStop at arb.ca.gov/truckstop

CARB Truck Rule Compliance Required for DMV Registration

As of 2020, the California Department of Motor Vehicles (DMV) will verify compliance to ensure that vehicles subject to the California Air Resources Board's (CARB) Truck and Bus Regulation meet the requirements prior to obtaining DMV registration.

What are the CARB requirements I must meet to ensure that DMV can register my vehicle?

The Truck and Bus Regulation is currently in effect, and your diesel vehicle must meet the compliance deadlines. As of 2020, DMV will check compliance with the regulation in order to register your vehicle based on the following schedule:

Lighter Vehicles (14,001 - 26,000 lbs GVWR):

Vehicle Model Year	DMV Verifies Compliance*
2004 and older	January 1, 2020
2005 - 2007	January 1, 2021
2008 - 2010	January 1, 2023

Heavier Vehicles (>26,000 lbs GVWR):

Vehicle Model Year	DMV Verifies Compliance*
2000 and older	January 1, 2020
2001 - 2005	January 1, 2021
2006 - 2007	January 1, 2022
2008 - 2010	January 1, 2023

***You may already be out of compliance and currently subject to DMV registration holds.**



How does my vehicle comply?

You must replace your 2010 or older vehicle (2009 or older engine) based on the Truck & Bus Regulation schedule—OR—be using an allowable compliance option and reporting in the Truck Regulation Upload, Compliance and Reporting System (TRUCRS).

What if I am currently out of compliance with the Truck and Bus Regulation?

CARB can place a DMV registration hold on your vehicle now if it does not meet current regulatory requirements.

Which vehicles are subject to the Truck and Bus Regulation?

The Regulation applies to nearly all diesel-fueled trucks, buses, and school buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds.

If your vehicle is exempt from another heavy-duty diesel regulation (see below for examples), it is likely subject to the Truck and Bus Regulation.

- Solid waste collection vehicles
- Drayage trucks
- Cargo-handling equipment

If your vehicle is exempt from the Regulation, or has met the regulatory requirements, you will be able to register with the DMV. Reporting fleet and vehicle information to CARB, such as VIN numbers, may be needed to ensure that you are not mistakenly denied registration.



For more information on the Truck and Bus Regulation, compliance options, and funding opportunities, call the Diesel Hotline: 1-866-6DIESEL (1-866-634-3735) or visit: www.arb.ca.gov/truckstop



ADMINISTRATIVE MATTERS

ITEM 4

APCO Update:

- Smoke Reduction Bin Program (Pine Needle Bins)
- Financials through August 10, 2021

Amador Air District
Balance Sheet
As of August 10, 2021

	<u>Aug 10, 21</u>
ASSETS	
Current Assets	
Checking/Savings	
AAD Bank 101735	1,196,579.93
Total Checking/Savings	1,196,579.93
Accounts Receivable	
Accounts Receivable	-28.69
Total Accounts Receivable	-28.69
Other Current Assets	
101002 Petty Cash	200.00
Undeposited Funds	205.92
Total Other Current Assets	405.92
Total Current Assets	1,196,957.16
Fixed Assets	
150630 Equipment	25,537.48
Total Fixed Assets	25,537.48
TOTAL ASSETS	1,222,494.64
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
Accounts Payable	-812.79
Total Accounts Payable	-812.79
Total Current Liabilities	-812.79
Total Liabilities	-812.79
Equity	
Retained Earnings	1,136,295.24
Net Income	87,012.19
Total Equity	1,223,307.43
TOTAL LIABILITIES & EQUITY	1,222,494.64

Amador Air District
Custom Summary Report
July 1 through August 10, 2021

	Jul 1 - Aug 10, 21
Income	
45070 DMV Fees	17,200.47
46940 Permits & Emission Fees	
46940 Vapor Recovery / Nozzles	5,166.98
46940 Permits & Emission Fees - Other	79,083.07
Total 46940 Permits & Emission Fees	84,250.05
47890 Miscellaneous	
47890 Authority to Construct	1,029.60
47890 Change of Ownership	205.92
47890 Engineer Fees	270.00
47890 Miscellaneous - Other	20,000.00
Total 47890 Miscellaneous	21,505.52
Total Income	122,956.04
Gross Profit	122,956.04
Expense	
50100 Salaries	12,792.48
50121 Cell Phone Stipend	41.54
50200 Deferred Comp. CNTY Match	46.16
50300 Retirement	1,287.94
50304 PERS Misc. Unfund Lia.	6,023.25
50310 FICA/Medicare Tax	963.36
50400 Employee Group Insurance	3,291.26
50500 Worker's compensation	28.46
51200 Communications	236.79
52200 Office Expenses	69.04
52300 Professional Services	1,657.28
52400 Publications/Legal Notcei	35.52
52500 Rent/Lease of Equipment	34.97
52900 GSA and In County Travel	144.49
54120 Community Projects	9,291.31
Total Expense	35,943.85
Net Income	87,012.19

Amador Air District
Revenue & Expenses Budget vs. Actual
July 1 through August 10, 2021

	Jul 1 - Aug 10, 21	Budget	\$ Over Budget
Income			
201002 NSF pass through	0.00	0.00	0.00
42145 Burn Permits	0.00	22,000.00	-22,000.00
44100 Interest	0.00	6,000.00	-6,000.00
45070 DMV Fees	17,200.47	185,000.00	-167,799.53
45240 Carl Moyer Program Funds	0.00	37,396.00	-37,396.00
45461 Lower Emission School Bus	0.00	0.00	0.00
45490 State Mandated	0.00	0.00	0.00
45640 ARB Subvention	0.00	45,000.00	-45,000.00
46021 Local Funding	0.00	0.00	0.00
46940 Permits & Emission Fees			
46940 PERP	0.00	0.00	0.00
46940 Title V Fees	0.00	0.00	0.00
46940 Vapor Recovery / Nozzles	5,166.98	0.00	5,166.98
46940 Permits & Emission Fees - Other	79,083.07	125,000.00	-45,916.93
Total 46940 Permits & Emission Fees	84,250.05	125,000.00	-40,749.95
47890 Miscellaneous			
47890 Authority to Construct	1,029.60	0.00	1,029.60
47890 Change of Ownership	205.92	0.00	205.92
47890 Engineer Fees	270.00	0.00	270.00
47890 Fines	0.00	0.00	0.00
47890 Vehicle Lease to WM	0.00	0.00	0.00
47890 Miscellaneous - Other	20,000.00	7,000.00	13,000.00
Total 47890 Miscellaneous	21,505.52	7,000.00	14,505.52
Total Income	122,956.04	427,396.00	-304,439.96
Cost of Goods Sold			
Cost of Goods Sold	0.00	0.00	0.00
Total COGS	0.00	0.00	0.00
Gross Profit	122,956.04	427,396.00	-304,439.96
Expense			
50100 Salaries	12,792.48	166,833.00	-154,040.52
50121 Cell Phone Stipend	41.54	600.00	-558.46
50200 Deferred Comp. CNTY Match	46.16	600.00	-553.84
50300 Retirement	1,287.94	16,025.00	-14,737.06
50304 PERS Misc. Unfund Lia.	6,023.25	35,525.00	-29,501.75
50310 FICA/Medicare Tax	963.36	12,763.00	-11,799.64
50400 Employee Group Insurance	3,291.26	44,000.00	-40,708.74
50500 Worker's compensation	28.46	692.00	-663.54
51110 Protective Clothing	0.00	250.00	-250.00
51200 Communications	236.79	4,000.00	-3,763.21
51700 Maintenance - Equipment	0.00	3,000.00	-3,000.00
51760 Maintenance - Licensing	0.00	1,814.00	-1,814.00
52000 Memberships	0.00	1,000.00	-1,000.00
52200 Office Expenses	69.04	4,000.00	-3,930.96
52211 GSA Cost Allocation	0.00	4,300.00	-4,300.00
52300 Professional Services			
523005 APCO	0.00	0.00	0.00
52300 Professional Services - Other	1,657.28	28,000.00	-26,342.72
Total 52300 Professional Services	1,657.28	28,000.00	-26,342.72
52380 Hearing Board	0.00	500.00	-500.00
52400 Publications/Legal Notcei	35.52	300.00	-264.48
52500 Rent/Lease of Equipment	34.97	1,300.00	-1,265.03
52600 Rents, Leases	0.00	0.00	0.00
52800 Special Departmental Exp	0.00	0.00	0.00
52803 Lwr Emiss School Bus P	0.00	0.00	0.00
52815 Air Resources Board Fees	0.00	0.00	0.00
52824 Biomass Grant	0.00	0.00	0.00
52900 GSA and In County Travel	144.49	2,500.00	-2,355.51
52910 Meetings & Training	0.00	2,500.00	-2,500.00

3:48 PM

August 10, 2021

Cash Basis

Amador Air District
Revenue & Expenses Budget vs. Actual
July 1 through August 10, 2021

	<u>Jul 1 - Aug 10, 21</u>	<u>Budget</u>	<u>\$ Over Budget</u>
53000 Utilities	0.00	0.00	0.00
54120 Community Projects	9,291.31	214,813.00	-205,521.69
54711 DMV Fee Grants	0.00	0.00	0.00
54712 Business Projects	0.00	80,000.00	-80,000.00
54715 Carl Moyer Fund Grants	0.00	398,000.00	-398,000.00
56200 Fixed Assets - Equipment	0.00	0.00	0.00
58900 A-87 Cost Allocation	0.00	17,000.00	-17,000.00
59500 Contingencies	0.00	10,000.00	-10,000.00
Bad Debt	0.00	0.00	0.00
Payroll Expenses	0.00	0.00	0.00
Reconciliation Discrepancies	0.00	0.00	0.00
Total Expense	<u>35,943.85</u>	<u>1,050,315.00</u>	<u>-1,014,371.15</u>
Net Income	<u>87,012.19</u>	<u>-622,919.00</u>	<u>709,931.19</u>

Amador Air District Expenses by Vendor Detail July 1 through August 10, 2021

Type	Date	Memo	Account	Paid Amount
Aces Waste Services				
Bill	07/08/2021	Neighborhood Bin_18943 Leona Ln, Pine Grove	54120 Community ...	1,340.68
Bill	07/08/2021	Neighborhood Bin_14413 Williams Road, Pioneer	54120 Community ...	745.48
Bill	07/08/2021	Sutter Creek Fire Station	54120 Community ...	1,932.65
Bill	07/08/2021	Neighborhood Bin_19445 Amador Ave, Pioneer	54120 Community ...	425.02
Bill	08/05/2021	Neighborhood Bin - Amador Ave, Pioneer	54120 Community ...	1,775.38
Bill	08/05/2021	Sutter Creek Fire Station	54120 Community ...	1,300.05
Bill	08/05/2021	Neighborhood Bin - Fortress Way	54120 Community ...	915.49
Total Aces Waste Services				8,434.75
Alliant Insurance Services, Inc.				
Bill	07/08/2021	Renewal for Special Property Insurance Program (...)	52300 Professional ...	1,325.95
Total Alliant Insurance Services, Inc.				1,325.95
AT & T				
Bill	08/05/2021	July 2021	51200 Communicati...	236.79
Total AT & T				236.79
Cell Phone				
Bill	08/10/2021	June 2021	50121 Cell Phone S...	41.54
Total Cell Phone				41.54
Deferred Comp. Cnty Match				
Bill	08/10/2021	June 2021	50200 Deferred Co...	46.16
Total Deferred Comp. Cnty Match				46.16
FICA/MEDICARE				
Bill	08/10/2021	June 2021	50310 FICA/Medica...	963.36
Total FICA/MEDICARE				963.36
Group Insurance				
Bill	08/10/2021	June 2021	50400 Employee Gr...	3,291.26
Total Group Insurance				3,291.26
GSA - CPP				
Bill	08/10/2021	June 2021 _ Copies	52500 Rent/Lease o...	34.97
Total GSA - CPP				34.97
GSA - Fuel				
Bill	08/10/2021	June 2021_Ford Escape	52900 GSA and In ...	144.49
Total GSA - Fuel				144.49
GSA - Office Supplies				
Bill	08/10/2021	June 2021 Postage	52200 Office Expen...	69.04
Total GSA - Office Supplies				69.04
IT Support				
Bill	08/10/2021	June 2021	52300 Professional ...	61.33
Total IT Support				61.33
Ledger Dispatch				
Bill	07/27/2021	Ad: Public Hearing Budget FY 21-22	52400 Publications/...	35.52
Total Ledger Dispatch				35.52
Myron Corporation				
Bill	07/27/2021	Pocket Calendars - Yr. 2022	54120 Community ...	856.56
Total Myron Corporation				856.56
PERS Misc. Unfund Liability				
Bill	08/10/2021	June 2021	50304 PERS Misc. ...	6,023.25

3:50 PM
 August 10, 2021
 Cash Basis

Amador Air District
Expenses by Vendor Detail
 July 1 through August 10, 2021

Type	Date	Memo	Account	Paid Amount
Total PERS Misc. Unfund Liability				6,023.25
Ray Kapahi				
Bill	07/29/2021	Review of A/C #19-124 Cost Less Food Comp.	52300 Professional ...	270.00
Total Ray Kapahi				270.00
Retirement				
Bill	08/10/2021	June 2021	50300 Retirement	1,287.94
Total Retirement				1,287.94
Salaries				
Bill	08/10/2021	June 2021	50100 Salaries	12,792.48
Total Salaries				12,792.48
Worker's Comp				
Bill	08/10/2021	June 2021	50500 Worker's co...	28.46
Total Worker's Comp				28.46
TOTAL				35,943.85

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CORRESPONDENCE

Woodland Road Association P.O. Box 1517, Pioneer, CA 95666



Board of Directors:

Patrick Minyard Chairperson 209-295-8626 pminyard@volcano.net	Rafael Contreras Treasurer 650-580-9197 rvssf@yahoo.com	J. Gobershock Secretary 209-295-8864 jsgol@yahoo.com	Lynn Morgan Director 209-295-8626 ladairmorgan@gmail.com	B. Pelligrini Director 916-337-4554 bradpellegrini@yahoo.com
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July 14, 2021

Ms. Herminia Perry
Amador Air District
810 Court St.
Jackson CA 95642

Dear Herminia,

Thank you for supporting the pine needle debris program for our area. It is a pleasure working with you to bring this program to our area. Even more UpCountry residents made great use of the program this year.

During this two-week program, we removed almost 400 cubic yards of green waste! This makes our community more fire safe, reduces burning and improves air quality. Neighbors in our area monitored the effort to ensure compliance and to help each other be safe.

We would welcome the opportunity to expand the program for a Fall clean up. If this seems possible, please let me know.

And, we absolutely hope to continue our summer program in 2022. We just hope it isn't 100° again!

Sincerely,

Jennifer Gobershock, Woodland Road Association

Cc: Patrick Minyard, Amador Fire Safe Council

RECEIVED

JUL 19 2021

AMADOR AIR DISTRICT