

**AIR QUALITY WORK GROUP (AQ)**

Lead Organization: The Maddy Institute, California State University, Fresno

ACTIONS	STATUS	2007-2009 - FINAL REPORT ACTIVITIES	Metrics of Success
<b>OVERALL WORK GROUP STAFFING REQUIREMENTS</b>			
Plan, organize and manage all work group meetings; maintain work group records and minutes; maintain Air Quality portion of Partnership Web site; provide monthly and quarterly reports.		<p>Formed in September 2005, over 300 organizations have participated in the work group. The work group meets quarterly, and ad hoc as necessary, with a core of approximately 35 stakeholder groups representing a diverse set of interests.</p>	Levels of engagement among Valley air quality leaders.
<p><b>Goal 1: Achieve U.S. Environmental Protection Agency (EPA) standards for 8-hour ozone and PM2.5 by the current attainment date, or as soon as practicable thereafter.</b></p>	<p><input type="checkbox"/></p>	<p>The Air Quality Work Group (AQWG) submitted 29 recommendations to accelerate attainment of federal clean air standards, all of which were accepted by the San Joaquin Valley Air Pollution Control District (Air District) and incorporated in their Ozone Plan. AQWG also recommended a “dual path” approach, where the second path pursues accelerated attainment using approaches that are not currently approvable by EPA. The California Air Resources Board (ARB) accepted the Ozone Plan and dual path approach on Nov. 15, 2007.</p> <p><b>Regulations:</b> The Partnership took a “support” position on two significant and controversial air quality rules. The landmark Indirect Source Rule was approved by the San Joaquin Valley Air Pollution Control District (Air District). The Off-road Construction Equipment rule was approved by the ARB in a 6-4 vote, with both Air District board members voting in support of the rule.</p> <p><b>Heavy Duty In-use Diesel Regulation:</b> AQWG participated in multiple ARB workshops related to this adopted regulation and served as a convener of Valley truck operators and ARB to determine the fiscal impact on local fleets. AQWG has also participated in evaluation of new diesel emission technologies.</p>	

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<b>Objective A: Negotiate with U.S. EPA to address federal constraints on alternative compliance emission reduction programs.</b>	IP	See above	
Monitor negotiations between SJVAPCD, ARB, and EPA and intervene as necessary to help facilitate a successful outcome.			Frequency of use of alternative compliance programs.
<b>Objective B: Negotiate with U.S. EPA allowance of SIP credits for incentive programs.</b>	IP	See above	
Monitor negotiations between the SJVAPCD, ARB and EPA and intervene as necessary to help facilitate a successful outcome.			SIP creditability issues successfully resolved and applied to 2007 SIP for 8-hour ozone.
<b>Objective C: Work with ARB to identify appropriate criteria for incentive programs in the Valley.</b>	IP	See above	
Work with the SJVAPCD and the ARB to develop modified incentive program guidelines that generate surplus emissions, are cost-effective, are sufficiently attractive to incent the desired investment, and are designed and implemented in a timely manner.			Issuance of modified guidelines that allow for significant expansion of incentive programs.
<b>Goal 2: Encourage EPA adoption of tighter federal emission control standards.</b>	<input type="checkbox"/>	O N G O I N G	
<b>Objective A: Recommend that ARB work with U.S. EPA to ensure that On- and Off-Road Heavy Duty Vehicles and equipment comply with</b>	IP		
Build consensus among Work Group on changes needed in current programs and proposed strategies for implementation.			
<b>Objective B: Encourage U.S. EPA to develop the strongest emission control standards for locomotives. Negotiate with railroads to ensure early introduction of the cleanest locomotives into the San Joaquin Valley fleet.</b>	IP		
Act as a catalyst to encourage timely and effective action by EPA and railroads.			Reduced emissions from rail operations in the Valley.

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<p><b>Goal 3: Implement incentive mechanisms to accelerate adoption of air quality mitigation technologies.</b></p>	<p><input type="checkbox"/></p> <p style="text-align: center;">O N G O I N G</p>	<p>AQWG has played an important role in the generation of new incentive funding sources which could generate in excess of \$200 million/year when fully implemented.</p> <ul style="list-style-type: none"> <li>• <b>Proposition 1B.</b> Passed by voters in November 2006, this funding was made available through the San Joaquin Valley Air Pollution Control District (Air District) to primarily help fund the replacement, repower, or retrofit of heavy-duty diesel trucks traveling along the Central Valley Corridor – the largest source of mobile source emissions in the San Joaquin Valley. In the first round of funding, the Central Valley received 25% of the available funding. After an allocation to the Sacramento non-attainment Zone and an administrative carve-out for ARB, the San Joaquin Valley will receive approximately 21%, or \$52.5 million. This is the minimum allocation expected in each of the remaining rounds of funding.</li> <li>• <b>Lower Emission School Bus Program.</b> Proposition 1B also designated \$200 million for the Lower Emission School Bus Program to replace old, high-pollution school buses and to retrofit middle-aged diesel buses with ARB-verified pollution control equipment. The San Joaquin Valley has been allocated a total of \$39 million for a four-year period (\$9.75 million, annually).</li> </ul>	

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		<ul style="list-style-type: none"> <li>• <b>AB118.</b> The Alternative and Renewable Fuel Vehicle Technology Program, administered by the California Energy Commission (CEC), offers \$120 million in grant funding for eligible projects. The amount of this funding that will be applied to San Joaquin Valley projects is undetermined.</li> <li>• <b>DERA.</b> AQWG worked with Sen. Dianne Feinstein to obtain a line-item allocation of \$5-10 million annually under the Diesel Emissions Reductions Act (DERA).</li> <li>• <b>Farm Bill.</b> After more than a year of advocacy from AQWG and others, the Farm Bill, HR 2419, became law and included \$150 million (\$37.5 million for each of the fiscal years, from 2009–2012) to “provide payments...to producers to implement practices to address air quality concerns from agricultural operations and to meet federal, state, and local regulatory requirements.” A substantial portion of the new air quality funding provided through the Environmental Quality Innovation Program (EQIP) Conservation Innovation Grants program is expected to directly assist farmers in California’s San Joaquin Valley. The Valley’s share of this funding should total approximately \$20-25 million/year.</li> </ul>	

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		<ul style="list-style-type: none"> <li>• Indirect Source Rule. The Indirect Source Rule, aimed at reducing sprawl, is expected to generate approximately \$16.5 million per year in air quality mitigation fees.</li> <li>• <b>AB 2525</b> (Arambula). This bill, passed by the legislature and signed by the governor, was the top legislative priority for the AQWG in 2008. It authorizes the Air District to raise DMV fees by \$23, with proceeds to be dedicated to air quality mitigation. When fully implemented, this will yield approximately \$60 million/year for the San Joaquin Valley.</li> <li>• <b>S 3496</b> (Boxer). As a result of dialogue between Sen. Barbara Boxer and representatives from the AQWG and the Air District, Senator Boxer introduced S. 3496, the Air and Health Quality Empowerment Zone Designation Act of 2008, which would allow the EPA Administrator to designate areas within the San Joaquin Valley as Air and Health Quality Empowerment Zones that would be eligible for grants to fund replacement or retrofit of vehicles and engines to reduce air pollution. The bill will be reintroduced in 2009. Appropriations under this bill will be initiated after authorization is received.</li> <li>• In 2007, Assemblyman Arambula introduced <b>AB 1455</b>, a bill to establish California Air Quality Zones, with the support of the Partnership, the Air District and many rural cities.</li> </ul>	

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		<ul style="list-style-type: none"> <li>• <b>SB 23.</b> This bill, signed by the governor, created the High-Polluting Vehicle Replacement Pilot Program, an incentive-based, voluntary pilot program intended to improve air quality in the Valley by replacing high polluting vehicles with lower emission vehicles. AQWG endorsed and advocated on behalf of the bill.</li> <li>• <b>SB 974.</b> AQWG advocated for inclusion of the San Joaquin Valley as a recipient of funding under this “Port Container Fees” bill authored by Sen. Alan Lowenthal. In his message vetoing this bill, Governor Schwarzenegger cited the lack of benefits to the San Joaquin Valley as a major reason for his veto.</li> <li>• <b>Economic Stimulus (ARRA).</b> AQWG has worked with SJVCEO to pursue access to funding mechanisms included in the American Recovery and Reinvestment Act (ARRA) enacted on Feb. 17 for the purposes of implementing shovel-ready San Joaquin Valley clean air/clean energy projects, such as the DERA program, State Energy Program (SEP), and Energy Efficiency and Conservation Block Grant (EECBG) Program.</li> </ul>	
<p><b>Objective A: Establish Air Quality Mitigation Zones (state level designation).</b></p>	IP	See above	
<p>Work with all relevant stakeholders to design the Air Quality Mitigation Zone and enabling legislation.</p>			<p>Passage of legislation.</p>
<p>Conduct campaign to educate local and state leaders on the importance of this vehicle for emissions reduction.</p>			<p>Passage of legislation and approval of funding.</p>
<p>Monitor implementation.</p>			<p>Reduced emissions from stationary sources and increased use of renewable energy and alternative fuels.</p>
<p><b>Objective B: Establish Air Quality Empowerment Zone (Federal level designation).</b></p>	IP	See above	

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Work with all relevant stakeholders to design the Air Quality Empowerment Zone and enabling legislation.			Passage of legislation.
Conduct campaign to educate local and Federal leaders on the importance of this vehicle for emissions reduction.			Passage of legislation and approval of funding.
Monitor implementation.			Reduced emissions from stationary sources and increased use of renewable energy and alternative fuels.
<b>Objective C: Establish and fund a 5-year program to scrap and replace approximately 6,000 gross polluting passenger vehicles per year and achieve 20 tons/day emissions reduction over 5 years.</b>	IP	See above	
Work with SJVAPCD and ARB to design program and enabling legislation (if required).			Passage of legislation (if required).
Work with Valley's Federal and state legislative delegation and the SJVAPCD to identify sources of funding.			Funding obtained.
Monitor program implementation.			Reduced emissions from gross polluting vehicles.
<b>Objective D: Establish and fund a 5-year program to scrap and replace approximately 7,500 heavy duty diesel trucks per year and achieve 60 tons/day emissions reduction over 5 years.</b>	IP	See above	
Work with SJVAPCD and ARB to design program and enabling legislation (if required).			Passage of legislation (if required).
Work with Valley's Federal and State legislative delegation and the SJVAPCD to identify sources of funding.			Funding obtained.
Monitor program implementation.			Reduced emissions from heavy duty
<b>Objective E: Establish and fund a 5-year scrap and replace program for off-road equipment to achieve 10 tons/day emissions reduction over 5 years.</b>	IP	See above	
Work with SJVAPCD and ARB to design program and enabling legislation (if required).			Passage of legislation (if required).
Work with Valley's Federal and State legislative delegation and the SJVAPCD to identify sources of funding.			Funding obtained.
Monitor program implementation.			Reduced emissions from off-road equipment.
<b>Objective F: School Bus Fleet Modernization.</b>	IP	See above	

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<p><i>Note: The process the Maddy Institute will use to implement this recommendation will depend on whether or not the Transportation Bond Measure is approved by the voters in November 2006.</i></p>			
<p>If Bond measure is passed, work with the SJVAPCD and the Valley school districts to catalyze prompt action to implement modernization programs that can be funded through bond measure proceeds.</p>			
<p>If the Bond measure is not passed, work with Valley’s Federal and state legislative delegation to establish and identify sources of funding for a school bus fleet modernization program.</p>			Funding obtained.
<p>Monitor program implementation.</p>			Rate of bus fleet modernization.
<p><b>Goal 4: Promote clean energy projects (with Energy Work Group).</b></p>	<input type="checkbox"/>	<p><b>San Joaquin Valley Clean Energy Organization (SJVCEO):</b> Members of AQWG serve on the board of the established SJVCEO and continue to participate in meetings and provide input as necessary. Staff has provided government affairs support in the efforts of federal legislation on clean energy and state bill AB 2176, signed into law on Aug. 1, which would establish the criteria for a portion of the federal EECBG funds that flow through state agencies.</p> <p><b>“Farming Clean Energy Conference”:</b> AQWG participated in SJVCEO's “Farming Clean Energy Conference, Nov. 5-6. The conference identified actions that farmers and agri-business owners and others could take to develop successful clean energy projects in the San Joaquin Valley. More than 200 participants from diverse industries—including agricultural sector representatives, the financial community, clean technology vendors, utilities, and regulators—attended this event and shared their views and perspectives on clean energy in the San Joaquin Valley.</p>	

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<b>Objective A: Establish a San Joaquin Valley Clean Energy Office.</b>	C	See above	
<i>Note: Implementation of this recommendation will be led by the Energy Work Group. The Maddy Institute, on behalf of the Air Quality Work Group, will provide support as</i>			
Collaborate with Energy Work Group to create a San Joaquin Valley Clean Energy Office.			Creation of a San Joaquin Valley Clean Energy Office.
<b>Objective B: Establish San Joaquin Valley Clean Vehicle Information Exchange.</b>	IP	See above	
<i>Note: Implementation of this recommendation will be led by CALSTART, working in conjunction with the Energy Work Group. The Maddy Institute, on behalf of the Air Quality Work Group, will provide support as requested.</i>			
Collaborate with the Energy Work Group and CALSTART to develop a Clean Vehicle Information Exchange proposal.			Creation of a San Joaquin Valley Clean Vehicle Information Exchange.
<b>Objective C: Implement Community Choice Aggregation Project.</b>	IP	See above	
<i>Note: The first Community Choice Aggregation Project is being led by the Kings River Conservation District (KRCD). The Maddy Institute, on behalf of the Work Group, will provide support as requested by KRCD.</i>			
Collaborate with Energy Work Group to implement Community Choice Aggregation Projects.			Air quality emissions benefits from CCA renewable energy generation.
<b>Objective D: Net metering within same agricultural operation or water district.</b>	IP	See above	
Convene meeting with Valley state legislative delegation, Air Quality Work Group and all other relevant stakeholders to secure support for net metering within the same agricultural operation or water district.			Gain support from a majority of Valley's State legislative delegation for net metering within the same agricultural operation or water district.
Help design program/enabling legislation.			Pass legislation.
Monitor program implementation.			Increased use of renewable energy.
<b>Objective E: Incentivize use of agricultural biomass for fuel and energy production.</b>	IP	See above	
Collaborate with Energy and Economic Development Work Groups to create a workgroup to identify barriers, and recommendations to overcome those barriers, to the expanded use of agricultural waste material for energy production (including the design and funding of incentive mechanisms)			

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Help design implementation program.			
Monitor program implementation.			Increased use of fuel and energy from ag biomass.
<p><b>Goal 5: Improve transportation mobility and goods movement (with Transportation Work Group).</b></p>	<input type="checkbox"/>	<p><b>High-Speed Rail:</b> The Air Quality and Transportation work groups worked together to ensure that the high-speed rail system serves the needs of the entire San Joaquin Valley. The result was the creation of the Altamont Working Group which is currently pursuing the construction of a higher-speed commuter system linking the entire Valley in cooperation with the California High Speed Rail Authority, and the successful passage of AB 3034 (Galgiani) – a bill to improve the high-speed rail bond on the November 2008 ballot. Under this bill, the Altamont Corridor was included as a segment for construction. The bill also included HSR connectivity to Sacramento.</p> <p><b>Implementation:</b> Implementation of High Speed Rail is expected to result in an 8% reduction of ozone pollution in the San Joaquin Valley.</p> <p><b>Short Sea Shipping:</b> AQWG helped coordinate the Traffic Congestion, Highway Safety &amp; Air Quality Conference held in January 2008 in Fresno to convene stakeholders around the state for the purposes of discussing the potential for Short Sea Shipping (SSS) on the Pacific Coast. Those in attendance included ports throughout California, the Longshoremen, State Transportation services, and local and state government. Efforts currently under way include the creation of an RFP so that the SSS study can be completed.</p>	
<p><b>Objective A: Evaluate Highway Tolling Option (joint recommendation with Transportation Work Group).</b></p>	IP	See above	

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Collaborate with the Transportation Work Group to secure funding to research and evaluate road pricing projects.			Funding obtained
Help facilitate and monitor research and evaluation.			Road pricing projects may be possible source of funding for air quality
Support next steps following conclusion of research and evaluation.			
<b>Objective B: Urban Traffic Synchronization Pilot.</b>	IP	See above	
Work with the Valley Council of COGs and Caltrans to identify a site or sites for the pilot.			
Define the pilot parameters.			
Help secure funding for the project			Funding secured.
Monitor program implementation.			Determine air quality benefits and cost-effectiveness of traffic
<b>Objective C: Evaluate/implement short sea shipping.</b>	IP	See above	
<i>Note: Implementation of this recommendation will be led by the Transportation Work Group. The Maddy Institute, on behalf of the Air Quality Work Group, will provide support as requested by the Transportation Work Group.</i>			
Collaborate with the Transportation Work Group to evaluate the economic feasibility of short sea shipping and its potential air quality			Completion of feasibility analysis.
If economic feasibility is positive, support implementation efforts.			
<b>Objective D: Evaluate/implement multi-modal facilities.</b>	IP	See above	
<i>Note: Implementation of this recommendation will be led by the Transportation Work Group. The Maddy Institute, on behalf of the Air Quality Work Group, will provide support as requested by the Transportation Work Group.</i>			
Collaborate with the Transportation Work Group to evaluate the economic feasibility of multimodal facilities and their potential air quality benefits.			Completion of feasibility analysis.
If economic feasibility is positive, support implementation efforts.			Possible emission reductions from removal of trucks from H-99 and I-5.
<b>Objective E: Evaluate/implement rail improvements.</b>	IP	See above	
<i>Note: Implementation of this recommendation will be led by the Transportation Work Group. The Maddy Institute, on behalf of the Air Quality Work Group, will provide support as requested by the Transportation Work Group.</i>			

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Collaborate with Transportation Work Group to encourage and implement rail improvements.			Possible emission reductions from more efficient rail operations.
<b>Objective F: Evaluate/implement mass transit options.</b>	IP	See above	
<i>Note: Implementation of this recommendation will be led by the Transportation Work Group. The Maddy Institute, on behalf of the Air Quality Work Group, will provide support as requested by the Transportation Work Group.</i>			
Collaborate with Transportation Work Group to encourage and implement mass transit options.			Possible emission reductions from reduction of vehicle miles traveled.
<b>Goal 6: Encourage green local government.</b>	<input type="checkbox"/>	AQWG is working within the Air District's Fast Track Task Force as well as the SJVCEO to accomplish these goals, including promoting green contracting with San Joaquin Valley cities and counties (model ordinance), clean energy audits, and helping facilitate use of the Energy Efficiency and Conservation Block Grant (EECBG) funding by smaller cities and counties.	
<b>Objective A: Accelerate use of clean energy technology in municipal and state operations.</b>	IP	See above	
Make presentations to the Valley COGs, principal municipalities and major state operations in the Valley, encouraging them to accelerate			
Monitor program implementation.			Number and size of projects implemented; impact on emissions.
<b>Objective B: Include air quality scoring criteria in all municipal and state procurement contracts.</b>	IP	See above	
Help draft a model ordinance calling for air quality scoring criteria to be included in all municipal procurement contracts.			
Make presentations to the principal municipalities encouraging them to adopt the ordinance.			Number of municipalities that adopt model ordinance.
Encourage the State government to adopt similar criteria for all state procurement contracts.			Number of State agencies adopting criteria similar to proposed municipal ordinance.
Monitor program implementation.			
<b>Objective C: Adopt Green Building standards.</b>	IP	See above	

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<p><i>Note: Implementation of this recommendation will be led by the Energy Work Group. The Maddy Institute, on behalf of the Air Quality Work Group, will provide support as</i></p>			
<p>Collaborate with the Energy Work Group to develop and encourage use of green building standards.</p>			Adoption of green building standards.
<p><b>Objective D: Adopt new land use guidelines.</b></p>	IP	See above	
<p><i>Note: Implementation of this recommendation will be led by the Land Use, Agriculture and Housing Work Group. The Maddy Institute, on behalf of the Air Quality Work Group, will provide support as requested.</i></p>			
<p>Collaborate with the Land Use, Agriculture, and Housing Work Group to encourage adoption of new land use guidelines that benefit air quality.</p>			Adoption of new land use guidelines.
<p><b>Goal 7: Accelerate research of critical emissions.</b></p>	<input type="checkbox"/>	Worked with congressional delegation to provide funding in the Farm Bill to assist in meeting federal and state emissions regulations. Attended meetings on the issue of BACT and dairy emissions in Fresno County. Also working with the SJVCEO to determine projects that would help reduce emissions while increasing the adoption of renewable energy in agriculture production.	
<p><b>Objective A: Agricultural PM10, PM2.5 and ROG emissions research.</b></p>	IP	See above	
<p>Convene interested stakeholders to evaluate the need and set priorities for research on agricultural equipment and agricultural operations that will help obtain emission reductions.</p>			Report that identifies the need and sets priorities.
<p>Assist stakeholders in identifying projects that could qualify for funding under the Farm Bill as well as the Innovative Clean Air Technologies (ICAT) program.</p>			Funding secured.
<p>Monitor program implementation.</p>			Research projects funded and completed.
<p><b>Objective B: Research of dairy emissions sources and best available control technology (BACT).</b></p>	IP	See above	
<p>Work with the SJVAPCD to convene interested stakeholders to define priorities and funding requirements for dairy emissions research and projects.</p>			Report that identifies the need, sets priorities and defines funding needs.
<p>Assist stakeholders in securing funding.</p>			Funding secured.

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Monitor program implementation.			Research projects funded and completed.
<p><b>Goal 8: Improve public understanding of air quality issues and solutions.</b></p>	<input type="checkbox"/>	<p><b>Air quality mitigation in environmental justice communities.</b> Under a \$250,000 seed grant from the Partnership, The Ken Maddy Institute teamed with Community Focus, Inc., and Valley Clean Air Now (Valley CAN), to implement a pilot project aimed at reducing air pollution in environmental justice areas by increasing the level of awareness among individuals, city governments and school districts, builders and developers in three Valley communities: Arvin, Avenal and Parlier. There were three elements to the program.</p> <ul style="list-style-type: none"> <li>• First, the grant provided for the delivery of the Valley Clean Air Now (Valley CAN) "Tune In-Tune Up" program which was established to reduce mobile source pollutants generated by older, "out of tune" cars, to all three communities. The initial data from the first two events reported 683 cars tested and 550 fail (81% failure rate), with the total approximate cost of repairs to be \$202,987. Results indicate a cost effectiveness of \$1,524 per ton of reduced exhaust emissions. The Parlier event reported 342 vehicles tested and 270 failed, with total repair costs to be \$50,338. The cost-effectiveness of the repaired vehicles was \$2,044/ton for the sum of carbon monoxide, exhaust hydrocarbons, and nitrogen oxide emissions.</li> </ul>	

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		<ul style="list-style-type: none"><li>• Second, the grant provided for outreach regarding fireplace/lawn equipment retailers.</li><li>• Third, the grant provided for the development of “green government” operations and practices in these three cities. It includes planning workshops/meetings regarding clean air technologies, identifying funding experts, identifying key city officials, initiating discussions with city officials regarding “air quality” as a scoring criterion on local government procurement contracts, conducting three one-day “Greening Your City” seminars/workshops on the Air District’s Indirect Source Rule, including “air quality” in procurement processes and funding opportunities.</li></ul> Education: <ul style="list-style-type: none"><li>• AQWG helped the Air District launch its Healthy Air Living initiative, aimed at encouraging Valley residents to adopt air quality mitigation practices into their everyday lives.</li><li>• “The Maddy Forum” KFSR 90.7/Podcast: The Maddy Institute created a public affairs radio program called “The Maddy Forum” on 90.7 KFSR. The weekly program features conversations about the important public policy issues facing the San Joaquin Valley, and interviews with local leaders and elected officials. Shows have highlighted issues such as air quality, clean energy, land-use planning, and transportation.</li></ul>	

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		<p><b>KFSR 90.7/Podcast:</b> The Maddy Institute created a public affairs radio program called "The Maddy Forum" on 90.7 KFSR. The weekly program features conversations about the important public policy issues facing the San Joaquin Valley, and interviews with local leaders and elected officials. Shows have highlighted issues such as air quality, clean energy, land-use planning, and transportation.</p>	
<p><b>Objective A: Conduct Public Education Campaign.</b></p>	IP	See above	
<p>Enlist the involvement of representatives from regulatory agencies, public interest organizations, public sector institutions and the private sector to join a public education task force.</p>			Changes in individual behavior regarding other ways to travel to work
<p>Solicit funding to retain a public relations/marketing/polling firm to develop a comprehensive public education strategy (or develop a scaled down strategy using Maddy "in house" resources).</p>			Funding obtained.
<p>Define the content of a possible public education campaign and its potential ROI (cost per unit of emissions reduced). Make a go/no-go recommendation to the SJVAPCD, ARB and Cal/EPA.</p>			Recommendations.
<p>If campaign is recommended and approved, provide implementation support.</p>			Changes in behavior by individuals (e.g. car pooling), employers (e.g. teleworking), retailers (e.g. products removed from local market), educators (air quality curriculum built
<p><b>Objective B: Publish and distribute "user-friendly" air quality improvement plan and annual progress report.</b></p>	IP	See above	
<p>Assist the SJVAPCD in publishing a "user-friendly" report. Conduct focus groups to evaluate readability, clarity, visual appeal and effectiveness of the materials.</p>			
<p>Assist with dissemination of materials, public service coverage and presentations to civic groups and other Valley stakeholders.</p>			Level of public understanding of air quality issues and solutions. Support for Partnership AQ recommendations.
<p><b>Challenges/Problems/Bottlenecks/Feedback encountered during the</b></p>			
<p>New funds leveraged during the quarter.</p>			