

STATE OF CALIFORNIA
Budget Change Proposal - Cover Sheet
 DF-46 (REV 08/15)

Fiscal Year 2016-17	Business Unit 3900	Department Air Resources Board	Priority No. 6
Budget Request Name 3900-006-BCP-BR-2016-GB		Program 3510 - CLIMATE CHANGE	Subprogram

Budget Request Description
 Near-Zero Clean Truck and Bus Standards

Budget Request Summary

This proposal requests a total of \$580,000 for 4.0 Air Resources Engineers and \$625,000 in one-time contract funding from the Cost of Implementation Account, Air Pollution Control Fund, to improve existing and create new near-zero heavy-duty vehicle standards for the reduction of greenhouse gas and criteria emissions. These standards are critically necessary to achieve the Governor's greenhouse gas reduction goals by 2030 and 2050 and meet the emission reduction requirements in the State Implementation Plans.

Requires Legislation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Code Section(s) to be Added/Amended/Repealed	
Does this BCP contain information technology (IT) components? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>If yes, departmental Chief Information Officer must sign.</i>	Department CIO	Date
For IT requests, specify the date a Special Project Report (SPR) or Feasibility Study Report (FSR) was approved by the Department of Technology, or previously by the Department of Finance. <input type="checkbox"/> FSR <input type="checkbox"/> SPR Project No. Date:		

If proposal affects another department, does other department concur with proposal? Yes No
Attach comments of affected department, signed and dated by the department director or designee.

Prepared By Michael Carter <i>[Signature]</i>	Date 1/6/16	Reviewed By Alice Stebbins <i>[Signature]</i>	Date 1-6-16
Department Director Richard W. Corey <i>[Signature]</i>	Date 1/6/2016	Agency Secretary Matthew Rodriguez <i>[Signature]</i>	Date

Department of Finance Use Only

Additional Review: Capital Outlay ITCU FSCU OSAE CALSTARS Dept. of Technology

BCP Type: Policy Workload Budget per Government Code 13308.05

PPBA	Original Signed By: Ellen Moratti	Date submitted to the Legislature
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A. Budget Request Summary

This Budget Change Proposal (BCP) requests \$580,000 for 4.0 Air Resource Engineer (ARE) positions and \$625,000 in one-time contract funding from the Cost of Implementation Account, Air Pollution Control Fund, to support measures for new near-zero heavy-duty (HD) vehicles, which are necessary to achieve the Governor's greenhouse gas (GHG) reduction goals by 2030 and 2050 and to meet emission reduction requirements in the State Implementation Plans (SIPs). Current HD program resources are insufficient for the Air Resources Board (ARB) to fulfill its GHG and criteria emission commitments in the timeframes that would allow compliance with GHG and SIP goals. Oxides of nitrogen (NOx) and GHG reduction targets present a daunting challenge in a relatively short timeframe. To meet these targets and commitments, actions must begin now on new HD engine and vehicle standards to ensure the cleanest most efficient vehicles are on the road as quickly as possible. For example, ARB must further reduce NOx emissions from current HD vehicles by at least 60 percent in order to meet its 2023 and 2031 SIP commitments.

This BCP would provide ARB with the means to meet this challenge. Specifically, it would provide the staff and monetary resources to develop and implement new regulatory test procedures and emission standards, perform extensive engine and chassis dynamometer emission testing, and develop improved in-use programs to ensure HD vehicles remain clean when they operate on the road. Of the requested amount, 3.0 staff positions and \$625,000 in contract funding will augment existing truck and bus programs to expedite adoption and implementation of standards for new cleaner vehicles. The remaining 1.0 staff position will support a rulemaking to ensure HD vehicles remain in compliance with emission standards throughout their useful lives.

B. Background/History

Climate change poses a real and significant threat to California's economy, public health, natural resources, and the environment. Thus, reducing GHG emissions and petroleum dependency are high priorities for the Administration. The goal is to help slow and eventually arrest global warming caused by increasing levels of GHGs in the atmosphere. In California, the transportation sector is the largest source of GHG emissions, producing 37 percent of the state's total GHG emissions, of which 8 percent come from HD vehicles.

Through legislative actions Assembly Bill (AB) 32 and the Governor's executive orders, California has established ambitious goals to reduce GHG emissions and petroleum use by 2030 and 2050. These goals include:

- Reduce GHG emissions to 1990 levels by 2020, as mandated by the California Global Warming Solutions Act of 2006 (AB 32);
- Reduce GHG emissions to 40 percent below 1990 levels by 2030, as mandated by Governor's Executive Order B-32-15;
- Reduce GHG emissions to 80 percent below 1990 levels by 2050, as mandated by Governor's Executive Order S-21-09;
- Reduce petroleum use in cars and trucks in California by up to 50 percent and require that at least 50 percent of generated electricity must come from renewable resources by 2030, as proposed by the Governor during his inaugural address (January 5, 2015).

Furthermore, these mandates designate ARB as the agency responsible for planning, developing, and implementing programs designed to meet the above targets. To date, ARB has developed a number of GHG emission reduction programs, and implementation of these programs is expected to achieve the 2020 emission reduction targets set by AB 32. However, in order to meet the emission reduction targets for 2030 and 2050, ARB needs additional resources to strengthen existing programs to significantly reduce GHG emissions from mobile sources, including HD vehicles which must provide their fair share of emission reductions.

Furthermore, HD vehicles also emit emissions considered harmful to public health. The U.S. Environmental Protection Agency (U.S. EPA) established National Ambient Air Quality Standards

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(NAAQS) for criteria pollutants considered harmful to public health and the environment. Federal clean air laws require states, such as California, with unhealthy levels of ozone and other criteria pollutants to develop plans, known as SIPs, to show how states will comply with NAAQSs. Many of California's SIPs rely on a core set of control strategies, including emission standards for cars and HD vehicles. Failure to meet these standards by federally established deadlines could result in the loss to California of federal highway transportation funding.

In many regions of California (and in particular the San Joaquin Valley and South Coast Air Basins), the level of ground-level ozone, a highly reactive gas that forms in the atmosphere through complex reactions of chemicals emitted from motor vehicles and other sources, exceeds the NAAQS for ozone. Thus, reduction of HD vehicle emissions, such as NO_x, is necessary to comply with the NAAQS for ozone. Over the last two and a half decades, ARB, in coordination with U.S. EPA, has adopted and implemented regulations designed to reduce NO_x emissions from engines used in HD vehicles as well as other mobile sources. These regulations required HD vehicle engine manufacturers to certify that their new engines comply with emission standards. From 1990 to 2010, NO_x emission standards for HD engines were reduced by 90 percent.

While today's HD vehicles are significantly cleaner than they were even a decade ago, HD vehicles still contribute a significant portion of NO_x emissions in California: about 33 percent. Thus, to meet the NAAQS for ozone and the commitments of the SIPs for 2023 and 2031, ARB must pursue standards for near-zero technologies on HD vehicles by strengthening existing programs that will reduce NO_x emissions. To complicate matters, U.S. EPA is revising the NAAQSs (due to be finalized by December, 2015). These new NAAQSs, which are more stringent than existing ones, will require even greater NO_x emission reductions. This means that HD NO_x emission reduction strategies must begin now and in parallel with GHG emission reduction strategies.

C. State Level Considerations

The resources requested in this BCP will help address California's commitments to reduce GHG emissions as established by the Governor's executive orders and as required under State law specifically through reductions from HD vehicles. Reducing HD GHG emissions and petroleum dependency are high priorities for the Administration. The measures outlined in this BCP will significantly contribute towards achieving the State's emission and petroleum reduction targets.

Additionally, more than 90 percent of California's population lives in regions that exceed federally established NAAQSs. Meeting ozone attainment deadlines in 2023 and 2031 will require significant reductions in NO_x emissions from HD vehicles beyond existing programs over the next 15 years. Failure to meet the deadlines in the SIPs will put funding of billions of federal highway dollars at risk. The HD measures in this BCP are expected to contribute towards achieving the SIP commitments for 2023 and 2031.

D. Justification

Current program resources are insufficient for ARB to fulfill its criteria and GHG emission reduction commitments in time to meet the Governor's GHG reduction goals and the NAAQSs. While significant emission reductions have already been achieved with HD vehicles, these vehicles still contribute 8 and 33 percent of the current statewide GHG and NO_x emissions, respectively. Simply said, if ARB does not expedite reductions of significant GHG emissions from HD vehicles over the next decade, ARB will likely not meet its GHG reduction goals. Likewise, if ARB does not accelerate significant NO_x reductions from HD vehicles, ARB will likely not meet its SIP commitments and thus be in violation of the NAAQSs.

To achieve the Governor's and the SIP commitments and goals, a transition to even lower levels of HD vehicle emissions, using zero and near-zero emission technologies, will be necessary in an expedited timeframe. Achieving this transition will require an integrated planning effort that focuses on criteria pollutants, toxic air contaminants, and GHG together. This BCP proposal will put in place the resources needed to expedite the development of near-term measures that will contribute towards achieving the

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above stated goals and to develop these measures concurrently. These near term measures and the resources needed to develop these measures are described below.

1. HD GHG Program (2.0 positions, \$200,000 in contract funding)

U.S. EPA recently released its Notice of Proposed Rulemaking to reduce GHG emissions from HD vehicles. Known as the federal "HD GHG Phase 2" rule, it is projected that GHG emissions from new HD vehicles will be reduced by 30 to 40 percent compared to 2010 levels. U.S. EPA expects to finalize this rule by spring 2016. ARB has already begun developing its own parallel HD GHG Phase 2 regulations. While largely based on the federal HD GHG Phase 2 rule, ARB will need to go beyond the federal requirements in order to meet the GHG reduction commitments. However, insufficient resources exist to propose and implement more stringent requirements than U.S. EPA and to complete the rulemaking in 2018. Completion of ARB's GHG regulations in this timeframe is necessary in order to make the requirements effective for the same model years of HD vehicles and trailers as the federal requirements. Some of the strategies that go beyond the U.S. EPA program may include requiring aerodynamic improvements on vocational trucks and on non-box type trailers and higher penetration of newer engine technologies, such as waste heat recovery, and advanced engine technologies, such as fuel cell and battery electric vehicles.

This work will require 2.0 AREs and \$200,000 in one-time contract funding for aerodynamic and engine efficiency emissions testing.

2. Lower NOx Emissions Standard (1.0 position, \$425,000 in contract funding)

Considering existing and impending NAAQSs (see background discussion), ARB must reduce current HD vehicle NOx levels by at least 60 percent from today's levels. One key component of this goal requires accelerating the testing and development of lower NOx emission standards through the use of near-zero technologies, which would reduce NOx emissions by 90 percent compared to the current standard. With the additional resources of this BCP, the adoption of lower NOx emission standards can be expedited to occur in 2019. This regulatory effort will require an exhaustive technology assessment, close coordination with U.S. EPA, and extensive emissions testing to not only support a more stringent standard but also to develop new certification test cycles (the existing cycles do not adequately represent real-world driving conditions).

This work will require 1.0 ARE position. In addition, the development of new certification test cycles and emission testing of HD engines over those test cycles will require a one-time contract funding of \$425,000.

3. Improved Not-to-Exceed (NTE) Program: "Real World" GHG and Criteria Emissions – (1.0 position)

Obtaining the expected benefits from setting near-zero GHG and NOx emissions standards for new engines and vehicles can only be assured if those standards are being met in-use for the useful life of the engine/vehicle. Currently, very limited testing and enforcement of the GHG and NOx emissions standards are conducted on HD vehicles that operate on the road. To better assure in-use emission performance, strengthening the existing NTE program is required, in parallel and within the same time frame as the activities identified above.

ARB's current certification program requires HD engines to meet applicable emission standards tested over a test cycle called the Federal Test Procedure. The certification program also includes a requirement whereby HD engine manufacturers must attest that their engines do not exceed specified emission limits during most driving conditions (i.e., to include driving conditions not evaluated over the Federal Test Procedure cycle). These NTE provisions were developed a few years ago when it was discovered that emission controls on engines in long haul tractor-trailers were intentionally disabled in order to improve fuel efficiency. The NTE concept, measuring emissions on HD vehicles in normal revenue service using a portable emission measurement device, is an ideal tool to assess in-use compliance of HD vehicles. However, the existing NTE procedures and requirements are limited in scope and allow for numerous exemptions whereby most of the emissions sampling cannot be used to determine compliance with the NTE limits. ARB needs to revise the NTE protocol to remove its limitations and exemptions to allow for an effective in-use compliance program to ensure the real-world benefits of cleaner HD vehicles. This will

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require extensive data analysis, in-house dynamometer emissions testing, and regulatory development work.

For this effort, 1.0 ARE is needed.

E. Outcomes and Accountability

The expected outcome associated with this BCP is that ARB would expedite the adoption and implementation of various HD measures that would reduce GHG and criteria emissions from HD vehicles on a schedule needed to meet GHG targets and NAAQSs. In particular, four separate HD regulatory proposals would be expeditiously adopted and implemented, resulting in greater GHG and NOx emission reductions. California will once again exhibit its leadership role by paving the way for other states (as well as other nations) to reduce both GHG and criteria pollutant emissions.

F. Analysis of All Feasible Alternatives

Alternative 1: Provide full staff and contract funding.

This alternative provides the needed staff and monetary resources to effectively evaluate and expeditiously develop regulations to reduce GHG and NOx emissions from HD engines and vehicles. This alternative provides resources needed to work with all stakeholders and conduct research needed for accelerated rulemakings, successfully contributing to achieving the Governor's GHG reduction goals and SIP commitments.

Alternative 2: Provide full staff, but reduced contract funding.

This alternative would provide the full allocation of requested staff but with a reduced level of contract funding. While this alternative would give ARB sufficient staff to develop regulations, it would compromise the development of the supporting technical information that is needed to support regulations. Stakeholders insist on an accurate and comprehensive assessment of the technological solutions to determine the feasibility and effectiveness of additional controls. Given the substantial cost to stakeholders to comply with multiple regulations, technically sound information is needed to effectively and efficiently move forward on needed regulations. With insufficient technical information, there is the risk of developing regulations that are not as cost effective, or that do not fully achieve the intended emission reductions.

Alternative 3: Provide reduced staff and full contract funding.

This alternative would provide a reduced allocation for the requested staff but with the full contract allocation. While this alternative would adequately support the fundamental research information needed, without additional staff resources, the ARB will not be able to develop the necessary strategies in a timely manner to fully reduce climate change and air pollution impacts from HD vehicles. This is because existing staff resources are already fully committed to other required programs.

Alternative 4: Provide no additional resources.

This alternative would provide no additional staff or contract resources. Under this alternative, ARB would lack the technical data and staff resources that are required to move forward expeditiously to propose and adopt measures for near-zero vehicles and to introduce regulatory measures concurrently. The development and proposal of a regulatory measure typically requires about two to four years and are usually staggered with other similar regulatory measures, due to limited staff resources. By not providing additional resources, the adoption of the regulatory measures would be delayed by several years, and earlier implementation of the measures would not be possible. This will mean ARB will not meet its air quality obligations and GHG/petroleum reduction targets.

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G. Implementation Plan

HD GHG Program:

July 13, 2015	U.S. EPA published proposed Federal HD GHG Phase 2 program
Spring 2016	Expected date of Federal HD GHG Phase 2 Final Rulemaking
June – December 2016	Contract to test aerodynamic device and engine efficiency requirements beyond federal rule
Spring 2016/Late 2016	ARB staff develops measures to reduce GHG emissions, meet with stakeholders, and conduct a series of public workshops
Mid-2017	ARB staff proposes to the Board to adopt California HD Phase 2 program
By March 2018	ARB staff finalizes rulemaking
April 2018 and later	ARB staff begins implementation of the rule

Lower NOx Emissions Standard

By December 2016	Completion of a Southwest Research Institute Low NOx Demonstration Project
Spring 2017	Contract to develop new certification test cycles and emission testing
By August 2018	Develop regulation, meet with stakeholders, and conduct public workshops
By December 2018	ARB staff proposes to the Board to adopt the Lower NOx Emissions Standard for HD engines and vehicles.
By December 2019	ARB staff finalizes rulemaking

Improved NTE Program: “Real World” GHG and Criteria Emissions

By January 2017	Prepare a white paper and release it to the public; conduct public workshops
By December 2018	ARB staff proposes amendments to the NTE program for adoption by the Board.
By December 2019	ARB staff finalizes rulemaking

H. Supplemental Information

None.

I. Recommendation

Alternative #1 is recommended. The department requests 4.0 ARE positions and \$625,000 in one-time contract funding to support measures for near-zero HD vehicles, which are necessary to achieve the Governor’s GHG reduction goals by 2030 and 2050 and to meet SIP commitments. These BCP resources will enable ARB to expedite the timeframe for 3 regulations aimed at reducing HD vehicles GHG and NOx emissions to achieve the air quality and climate goals set by the Administration.

Air Resources Board				Attachment A Workload Justification		
Fund: 3237 -COI						
Position Title: Air Resources Engineer						
Workload Measure: Heavy-Duty Greenhouse Gas (GHG) Program	FY 2016-17			FY 2017-18		
Description of task	Number of Times the task was performed	Number of hours needed to complete task	Total number of annual hours	Number of times the task was performed	Number of hours needed to complete task	Total number of annual hours
Evaluate USEPA Phase 2 final rule (expected out early summer 2016). Based on technical feasibility, emission reduction potential, and cost analyses, determine what parts ARB should align with and where CA-only provisions are needed.	1	500	500			0
Gather and analyze technical information concerning heavy-duty truck fuel consumption reducing technologies, including but not limited to aerodynamic improvements to vocational vehicles. This includes using engineering principles to evaluate various technologies and their applicability, feasibility, cost, and emission benefits.	1	400	400	1	500	500
Prepare clear and accurate technical and engineering reports, issue papers, regulatory concepts, regulatory language, staff report sections, and documentation.	1	300	300	1	600	600
Supervise contract work in support of development of ARB heavy-duty truck greenhouse gas regulations, including California only elements of the Phase 2 standards. Such work may include aerodynamic testing.	1	400	400	1	100	100
Organize and participate in meetings and workshops with industry representatives, environmental groups, and other organizations during development of regulations to reduce greenhouse gas emissions from heavy-duty trucks. Share regulatory concepts, and gather stakeholder input to refine regulatory proposals.	1	200	200	1	600	600
Total Hours			1,800			1,800

1.0 Position Equivalent = 1,800 hours

Numbers are based on previous workload experience

Air Resources Board			Attachment A Workload Justification			
Fund: 3237 -COI						
Position Title: Air Resources Engineer						
Workload Measure: Heavy-Duty Greenhouse Gas (GHG) Program-Non-box Trailer Regulation	FY 2016-17			FY 2017-18		
	Description of task	Number of Times the task was performed	Number of hours needed to complete task	Total number of annual hours	Number of times the task was performed	Number of hours needed to complete task
Collect trailer activity data to determine potential benefits of aerodynamic technology on non-box trailer types. Based on technical feasibility, determine emission reduction potential and perform cost analyses.	1	500	500			0
Gather and analyze other technical information concerning truck trailer fuel consumption reducing technologies. This includes using engineering principles to evaluate various technologies and their applicability, feasibility, cost, and emission benefits.	1	400	400	1	500	500
Prepare clear and accurate technical and engineering reports, issue papers, regulatory concepts, regulatory language, staff report sections, and documentation.	1	300	300	1	600	600
Supervise contract work in support of development of ARB non-box type trailer regulations. Such work includes both vehicle activity and aerodynamic testing contracts.	1	400	400	1	100	100
Organize and participate in meetings and workshops with industry representatives, environmental groups, and other organizations during development of regulations to reduce greenhouse gas emissions from heavy-duty trailers. Share regulatory concepts, and gather stakeholder input to refine regulatory proposals.	1	200	200	1	600	600
Total Hours			1,800			1,800

1.0 Position Equivalent = 1,800 hours

Numbers are based on previous workload experience

Air Resources Board			Attachment A Workload Justification			
Fund: 3237 -COI						
Position Title: Air Resources Engineer						
Workload Measure: Heavy-Duty Diesel Engine Program- Low NOx Regulation	FY 2016-17			FY 2017-18		
	Description of task	Number of Times the task was performed	Number of hours needed to complete task	Total number of annual hours	Number of times the task was performed	Number of hours needed to complete task
Collect diesel emission control data to determine potential benefits of new or advanced technologies to reduce NOx emissions. Based on technical feasibility, determine emission reduction potential and perform cost analyses.	1	500	500			0
Gather and analyze other technical information concerning other ways in reducing NOx emissions with other vehicle propulsion systems, such as hybrid systems. This includes using engineering principles to evaluate various technologies and their applicability, feasibility, cost, and emission benefits.	1	400	400	1	500	500
Prepare clear and accurate technical and engineering reports, issue papers, regulatory concepts, regulatory language, staff report sections, and documentation.	1	300	300	1	600	600
Supervise contract work in support of demonstrating the feasibility to reduce the NOx emission standard. Also, evaluate new certification test methods to assure adequate performance of NOx emission control technology in use.	1	400	400	1	100	100
Organize and participate in meetings and workshops with industry representatives, environmental groups, and other organizations during development of regulations to reduce greenhouse gas emissions from heavy-duty trailers. Share regulatory concepts, and gather stakeholder input to refine regulatory proposals.	1	200	200	1	600	600
Total Hours			1,800			1,800

1.0 Position Equivalent = 1,800 hours

Numbers are based on previous workload experience

Position Title: Air Resources Engineer						
Workload Measure: Heavy-Duty Diesel Engine Program- Revision of the In-Use Not-to-Exceed (NTE) Test Procedures	FY 2016-17			FY 2017-18		
	Description of task	Number of Times the task was performed	Number of hours needed to complete task	Total number of annual hours	Number of times the task was performed	Number of hours needed to complete task
Collect NTE emissions data to determine potential ways to improve the evaluation and control of diesel engine emissions during in-use testing. Based on technical feasibility, determine emission test procedure that will be more protective to controlling diesel engine emissions in the field.	1	500	500	0	0	0
Gather and analyze other technical information concerning other testing methods, such as the work-based in-use testing method used in Europe. This includes using engineering principles to evaluate various technologies and their applicability, feasibility, cost, and emission benefits.	1	400	400	1	500	500
Prepare clear and accurate technical and engineering reports, issue papers, regulatory concepts, regulatory language, staff report sections, and documentation.	1	300	300	1	600	600
Supervise contract work in support of demonstrating the feasibility to conduct the new test method during field testing.	1	400	400	1	100	100
Organize and participate in meetings and workshops with industry representatives, environmental groups, and other organizations during development of regulations to reduce greenhouse gas emissions from heavy-duty trailers. Share regulatory concepts, and gather stakeholder input to refine regulatory proposals.	1	200	200	1	600	600
Total Hours			1,800			1,800

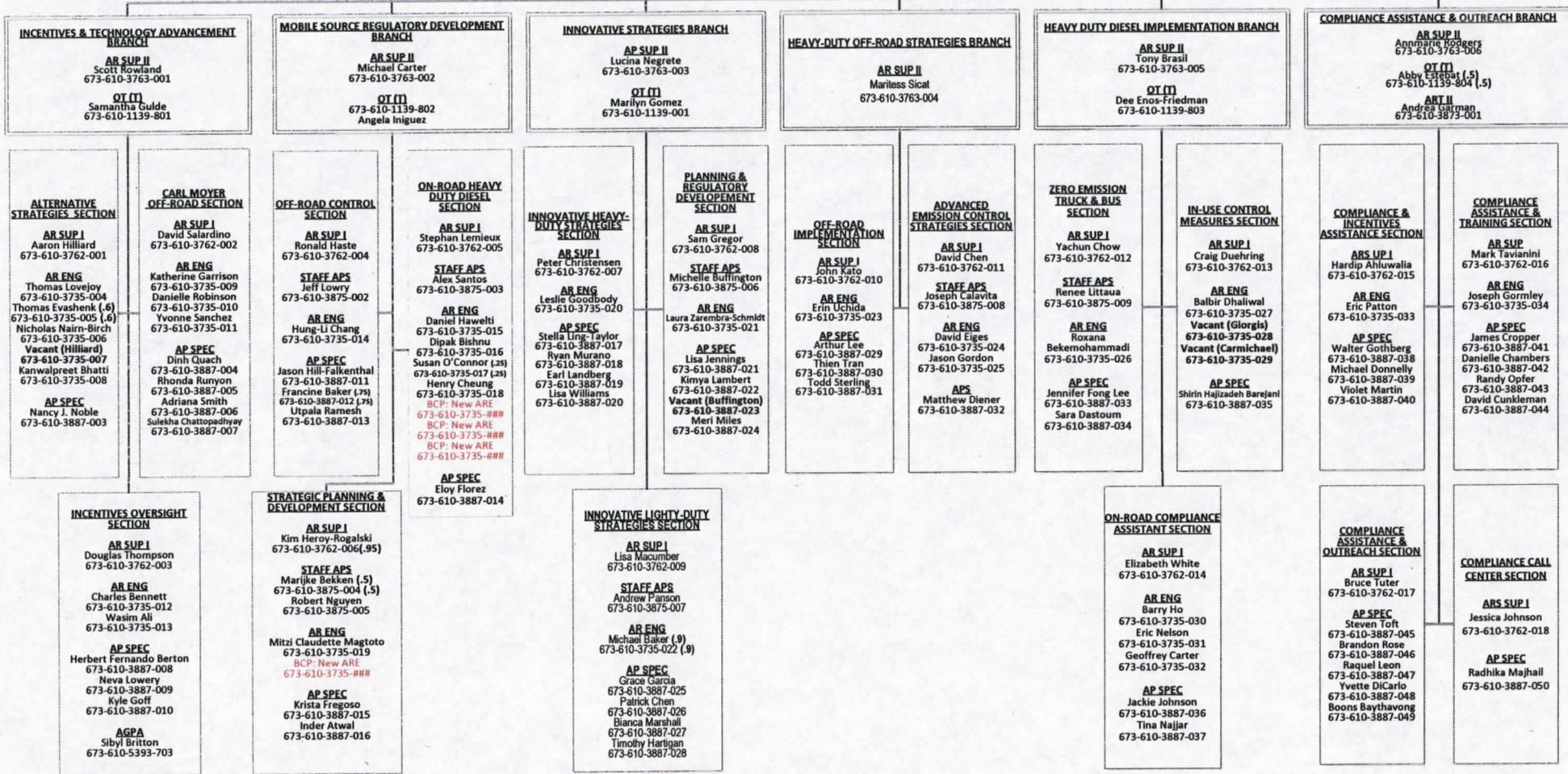
1.0 Position Equivalent = 1,800 hours

Numbers are based on previous workload experience

PROPOSED

AIR RESOURCES BOARD MOBILE SOURCE CONTROL DIVISION July 5, 2015

121.45 Authorized Positions



**AIR RESOURCES BOARD
MOBILE SOURCE CONTROL DIVISION
JULY 5, 2015**

121.45 Authorized Positions

CURRENT

EXECUTIVE SEC II
Bryan Lange
673-610-1245-001

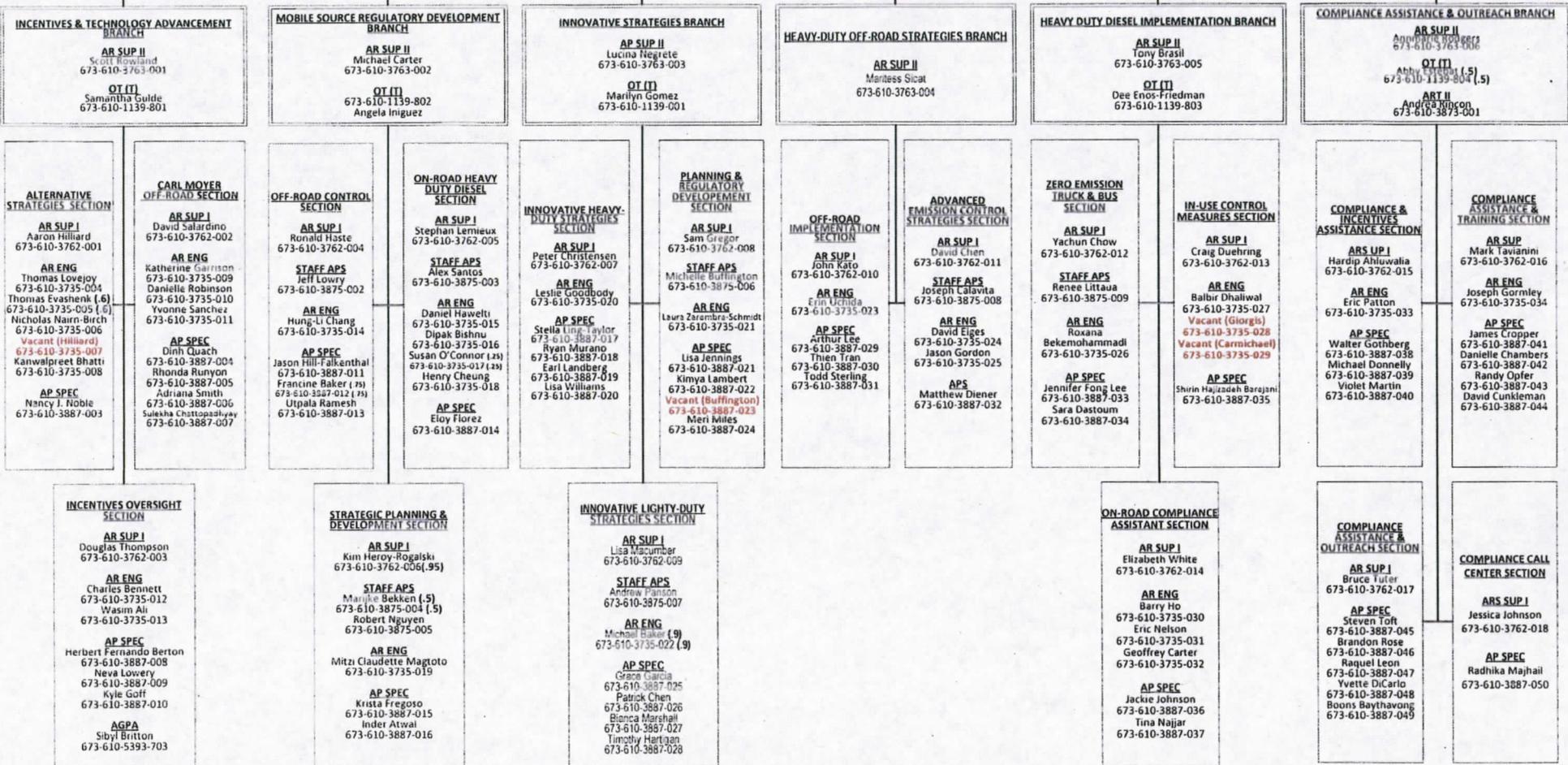
AGPA
Kathryn Leuterio
673-610-5393-702

EXEC ASST
Beth Chavez
673-610-1728-703

CHIEF, CEA 3
Erik White
673-610-7500-002

ASST DIVISION CHIEF
Vacant (SA)
673-610-3878-003

VEHICLE PROG SPECIALIST
Michael McCarthy
673-610-0663-002



BCP Fiscal Detail Sheet

BCP Title: Near-Zero Clean Truck and Bus Programs

DP Name: 3900-006-BCP-DP-2016-GB

Budget Request Summary

	FY16					
	CY	BY	BY+1	BY+2	BY+3	BY+4
Positions - Permanent	0.0	4.0	4.0	4.0	4.0	4.0
Total Positions	0.0	4.0	4.0	4.0	4.0	4.0
Salaries and Wages						
Earnings - Permanent	0	330	330	330	330	330
Total Salaries and Wages	\$0	\$330	\$330	\$330	\$330	\$330
Total Staff Benefits	0	154	154	154	154	154
Total Personal Services	\$0	\$484	\$484	\$484	\$484	\$484
Operating Expenses and Equipment						
5301 - General Expense	0	8	8	8	8	8
5302 - Printing	0	4	4	4	4	4
5304 - Communications	0	8	8	8	8	8
5320 - Travel: In-State	0	16	16	16	16	16
5322 - Training	0	4	4	4	4	4
5324 - Facilities Operation	0	40	40	40	40	40
5340 - Consulting and Professional Services -	0	625	0	0	0	0
5346 - Information Technology	0	16	12	12	12	12
Total Operating Expenses and Equipment	\$0	\$721	\$92	\$92	\$92	\$92
Total Budget Request	\$0	\$1,205	\$576	\$576	\$576	\$576

Fund Summary

Fund Source - State Operations						
3237 - Cost of Implementation Account, Air	0	1,205	576	576	576	576
Total State Operations Expenditures	\$0	\$1,205	\$576	\$576	\$576	\$576
Total All Funds	\$0	\$1,205	\$576	\$576	\$576	\$576

Program Summary

Program Funding						
3510 - Climate Change	0	1,205	576	576	576	576
Total All Programs	\$0	\$1,205	\$576	\$576	\$576	\$576