APPENDIX A

NOTICE OF PREPARATION/INITIAL STUDY

South Coast
Air Quality Management District
21865 E. Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • http://www.aqmd.gov

SUBJECT: **NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT**

PROJECT TITLE: **2003 AIR QUALITY MANAGEMENT PLAN (AQMP)**

In accordance with the California Environmental Quality Act (CEQA), the South Coast Air Quality Management District (SCAQMD) will be the Lead Agency for the project identified above. This Notice of Preparation (NOP) serves two purposes: 1) to solicit information on the scope of the environmental analysis for the proposed project, and 2) to notify the public that the SCAQMD will prepare a Draft Environmental Impact Report (EIR) to further assess potential adverse environmental impacts that may result from implementing the proposed project.

This letter, NOP and the attached Initial Study are not SCAQMD applications or forms requiring a response from you. Their purpose is simply to provide information to you on the above project. If the proposed project has no bearing on you or your organization, no action on your part is necessary.

Comments focusing on your area of expertise, your agency's area of jurisdiction, or issues relative to the environmental analysis should be addressed to Mr. Michael Krause (c/o CEQA) at the address shown above, or sent by FAX to (909) 396-3324 or by e-mail to ceqa_admin@aqmd.gov. Comments must be received no later than 5:00 PM on September 27, 2002. Please include the name and phone number of the contact person for your agency. Questions relative to the proposed 2003 AQMP should be directed to Mr. Zorik Pirveysian at (909) 396-3133.

The Public Hearing for the 2003 AQMP is scheduled for February 7, 2003 (subject to change). A public workshop will be held but has not yet been scheduled.

Date: August 29, 2002 **Signature:** Steve Smith

Steve Smith, Ph.D.
Program Supervisor
Planning, Rules, and Area Sources

Reference: California Code of Regulations, Title 14, Sections 15082(a), 15103, and 15375

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
21865 E. Copley Drive, Diamond Bar, CA 91765-4182

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

Project Title:

Draft Environmental Impact Report: 2003 Air Quality Management Plan (AQMP)

Project Location:

South Coast Air Quality Management District (SCAQMD) area of jurisdiction consisting of the four-county South Coast Air Basin (Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino counties), and the Riverside County portions of the Salton Sea Air Basin and the Mojave Desert Air Basin

Description of Nature, Purpose, and Beneficiaries of Project:

The proposed 2003 AQMP would update the 1997 AQMP as amended in 1999 (referred to here as the 1997/1999 AQMP) in the following ways. The base year emission inventory will be based on 1997 from 1993. With regard to stationary and area source control measures, the 2003 AQMP will: revise and incorporate partially implemented measures from the 1997/1999 AQMP; incorporate control measures not yet implemented; and incorporate all long-term control measures as short- or intermediate-term control measures. In addition, other measures to be considered by CARB and other agencies that cover mobile and area sources are also included. The proposed 2003 AQMP will also include a discussion on incentive/credit programs and their role relative to achieving AQMP emission reduction commitments.

Lead Agency:	**Division:**
South Coast Air Quality Management District	Planning, Rule Development and Area Sources

Initial Study and all supporting documentation are available at:	**or by calling:**	**or by accessing the SCAQMD's website at:**
SCAQMD Headquarters 21865 E. Copley Drive Diamond Bar, CA 91765	(909) 396-2039	http://www.aqmd.gov/ceqa/aqmd.html

The Public Notice of Preparation is provided through the following:

☑ Los Angeles Times (August 29, 2002) ☑ AQMD Website ☑ AQMD Mailing List & Interested Parties

Initial Study Review Period:

August 29, 2002 – September 27, 2002

Scheduled Public Hearing Date: February 7, 2003, 9:00 a.m.; SCAQMD Headquarters
(Date subject to change)

CEQA Contact Person:	**Phone Number:**	**Fax Number:**	**Email:**
Mr. Michael Krause	(909) 396-2706	(909) 396-3324	mkrause@aqmd.gov

Direct Questions on the 2003 AQMP to:	**Phone Number:**	**Fax Number:**	**Email:**
Mr. Zorik Pirveysian	(909) 396-3133	(909) 396-3324	zpirveysian@aqmd.gov

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Initial Study for the Draft Environmental Impact Report for:

2003 Air Quality Management Plan (AQMP)

August 29, 2002

SCAQMD No.: 020829CEQA

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INTRODUCTION

The South Coast Air Basin (Basin), which includes all of Orange County and the nondesert portions of Los Angeles, San Bernardino and Riverside counties, has one of the worst air quality problems in the nation. Though there have been significant improvements in air quality in the Basin over the last two decades, some air quality standards are still exceeded relatively frequently and by a wide margin.

The South Coast Air Quality Management District (SCAQMD) was created by the California legislature in 1977[1] as the public agency responsible for developing and enforcing air pollution control regulations in the Basin. The Lewis Air Quality Act (now known as the Lewis-Presley Air Quality Management Act) requires the SCAQMD to prepare and adopt an Air Quality Management Plan (AQMP) consistent with federal planning requirements. In 1977, amendments to the federal Clean Air Act (CAA) included requirements for submitting State Implementation Plans (SIPs) for nonattainment areas that fail to meet all federal ambient air quality standards (Health & Safety Code §40462). The federal CAA was amended in 1990 to specify attainment dates and SIP requirements for ozone, carbon monoxide (CO), nitrogen dioxide (NO_2) and particulate matter less than 10 microns (PM10). The California Clean Air Act (CCAA), adopted in 1988, requires the SCAQMD to endeavor to achieve and maintain state ambient air quality standards for ozone, CO, sulfur dioxide (SO_2), and NO_2 by the earliest practicable date (Health & Safety Code §40910), and establishing requirements to update the plan periodically.

The first AQMP was prepared and approved by the SCAQMD in 1979 and has been updated and revised a number of times. The CCAA requires a three-year plan review and update to the AQMP. The following bullet items summarize the main components those updates and revisions:

- In 1982, the AQMP was revised to reflect better data and modeling tools.
- In 1987, a federal court ordered the U.S. Environmental Protection Agency (EPA) to disapprove the 1982 AQMP because it did not demonstrate attainment of all national ambient air quality standards (NAAQS) by 1987 as required by the CAA. This, in part, led to the preparation of the 1989 AQMP.
- The 1989 AQMP was adopted on March 17, 1989 and was specifically designed to attain all NAAQS. This plan called for three "tiers" of measures as

[1] The Lewis-Presley Air Quality Management Act, 1976 Cal. State. ch. 324 (codified at H & S Code, Sections 40400 - 40540).

needed to attain all standards and relied on significant future technology advancement to attain these standards.

- In 1991, the SCAQMD prepared and adopted the 1991 AQMP to comply with the CCAA.
- In 1992, the 1991 AQMP was amended to add a control measure containing market incentive programs.
- In 1994, the SCAQMD prepared and adopted the 1994 AQMP to comply with the CCAA three-year update requirement and to meet the federal CAA requirement for an ozone SIP. The AQMP, as adopted in 1994, included the following:
  - all geographical areas under the jurisdiction of the SCAQMD (referred to here as the district), as opposed to the Basin (please see Figure 1-1.);
  - the basic control strategies remained the same although the three-tiered structure of control measures was replaced. Measures previously referred to as Tier I, II or III were replaced with short-/intermediate-term or long-term control measures;
  - updated and refined control measures carried over from 1991;
  - the federal post-1996 rate of progress demonstration;
  - Best Available Control Measure (BACM) PM10 Plan;
  - the ozone attainment demonstration plan;
  - amendments to the federal Reactive Organic Compound (ROC) Rate-of-Progress plan (also referred to as the volatile organic compound (VOC) Rate-of-Progress Plan);
  - Attainment Demonstration Plans for the federal PM10, nitrogen dioxide, and carbon monoxide air quality standards;
  - expanded use of market incentives;
  - new public outreach and education programs; and
  - manufacturer-certified products and equipment.
- The 1997 AQMP was designed to comply with the three-year update requirements specified in the CCAA as well as to include an attainment demonstration for PM10 as required by the federal CAA. Relative to ozone,

the 1997 AQMP contained the following changes to the control strategies compared to the 1994 AQMP:

- less reliance on transportation control measures (TCMs);
- less reliance on long-term control measures that rely on future technologies as allowed under §182(e)(5) of the CAA; and
- removal of other infeasible control measures and indirect source measures.

- In 1999, the ozone plan portion of the 1997 AQMP was amended in conjunction with a settlement of litigation by environmental groups challenging the 1997 plan to provide the following:
  - greater emission reductions in the near-term than would occur under the 1997 AQMP;
  - early adoption of the measures that would otherwise be contained in the next three-year update of the AQMP; and
  - additional flexibility relative to substituting new measures for infeasible measures and recognition of the relevance of cost effectiveness in determining feasibility.
- In April 2000, U.S. EPA approved the 1999 ozone SIP to the 1997 plan. The 1999 Amendment in part addressed the State's requirements for a triennial plan update.

PROJECT LOCATION

The SCAQMD has jurisdiction over an area of approximately 10,743 square miles, consisting of the four-county South Coast Air Basin (Basin) (Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino counties), and the Riverside County portions of the Salton Sea Air Basin (SSAB) and Mojave Desert Air Basin (MDAB). The Basin, which is a subregion of the SCAQMD's jurisdiction, is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east. It includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties. The Los Angeles County portion of MDAB (known as north county or Antelope Valley) is bounded by the San Gabriel Mountains to the south and west, the Los Angeles/Kern county border to the north, and the Los Angeles/San Bernardino county border to the east. The Riverside County portion of the SSAB is bounded by the San Jacinto Mountains in the west and spans eastward up to the Palo Verde

Valley. The federal nonattainment area (known as the Coachella Valley Planning Area) is a subregion of the Riverside County and the SSAB that is bounded by the San Jacinto Mountains to the west and the eastern boundary of the Coachella Valley to the east (Figure 1-1).

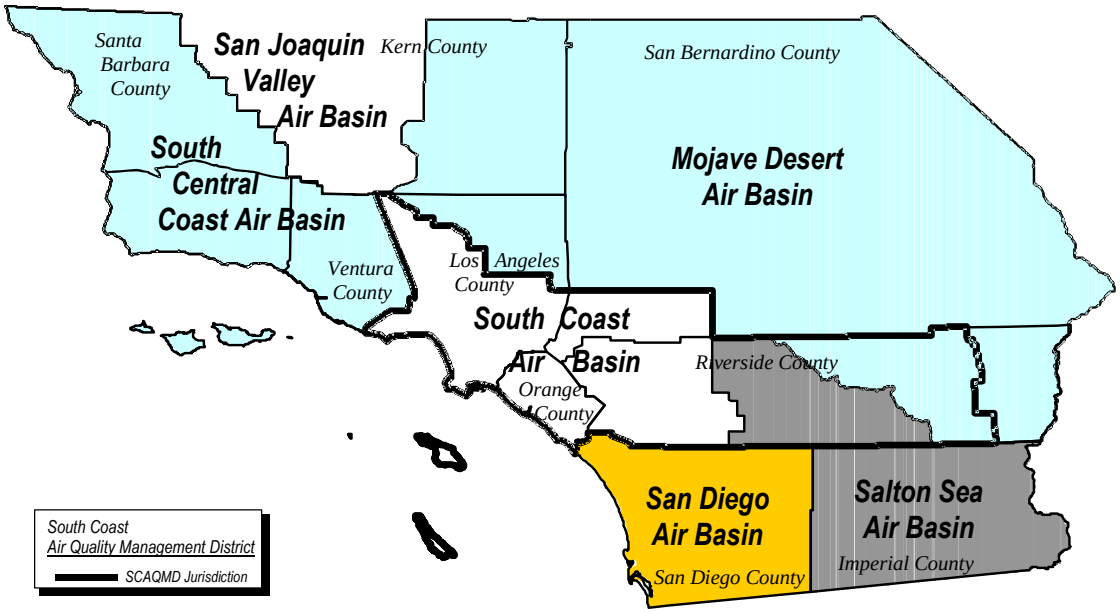

FIGURE 1-1

Southern California Air Basins

BACKGROUND

Agencies Responsible for Preparing and Approving the AQMP

The agencies responsible for preparing the AQMP include the California Air Resources Board (CARB), Southern California Association of Governments (SCAG), and the SCAQMD. Last year, CARB conducted workshops to discuss a long-range plan for reducing pollutants statewide. In general, the components of those strategies being considered by CARB and other agencies that are applicable to the SCAQMD's AQMP are mobile source control measures and some statewide area source measures regulating emissions from consumer products, aerosol coatings, etc. Some of the measures being considered by

CARB and other agencies are proposed either for adoption or implementation beyond the federal 2010 timeframe to achieve the California Ambient Air Quality Standards. Possible strategies that may be considered by CARB and USEPA, as well as, the SCAQMD and/or other government agencies which benefit the air quality in the district are listed in Appendix A. SCAG's revised transportation and land use control measures are based upon a revised growth management policy and an updated population forecast. Transportation improvements and advanced transportation technology control measures from Final 2001 Regional Transportation Improvement Program (RTIP) (SCAG, August 2001) are included in Appendix A. New or revised control measures currently being evaluated for inclusion in the AQMP are categorized as follows: stationary source control measures for both point and area sources, mobile source control measures for both on-road and off-road sources, and incentive/credit programs.

AQMP Attainment Strategies

Attainment strategies contained in the AQMP are developed by identifying new uncontrolled or controlled emission sources, which are evaluated to determine if emission reductions are feasible. If emission reductions are feasible, control measures are developed and categorized based upon their readiness for implementation, that is, whether or not control technologies are currently available. The emission reductions provided by the individual control measures contained in the AQMP undergo modeling analyses and are evaluated to determine if applicable ambient air quality standards could be achieved. If necessary, additional technological assessments are performed to determine if specific advancements in technologies are available that will provide additional emission reductions. Further air quality modeling analyses are conducted using emission reductions data from the technology review process. Ultimately, an overall emission reduction target is determined that achieves the ambient air quality standards. The collective control measures and their associated emission reductions represent the AQMP control strategy.

Stationary source strategies contained in the preliminary draft measures for the 2003 AQMP are generally similar to those in the 1997/1999 AQMP. The emission reduction emphasis will be to incorporate all long-term stationary and area source volatile organic compound (VOC) emission control measures from the 1997/1999 AQMP as short- or intermediate-term control measures. In addition to the control measures identified in Appendix A, the 2003 AQMP will include revised and partially implemented measures from the 1997/1999 AQMP. For a more complete description of the proposed 2003 AQMP the reader is referred to the "Project Description" section.

Short- and Intermediate-Term Stationary Control Measures

Short- and intermediate-term emission reduction control measures are those emission reduction measures that can be adopted using currently available and potential near-term technological applications, statutory authority, and management practices. These measures have been defined for stationary, mobile and area source categories. The implementation dates of the long-term stationary source control measures identified in the 1997 AQMP have been converted such that they are now intermediate-term control measures.

New Short- and Intermediate-Term Stationary Control Measures

BCM-07 - FURTHER PM10 REDUCTIONS FROM FUGITIVE DUST SOURCES: Based on U.S. EPA guidance,[2] previous AQMPs identified "candidate" Best Available Control Measures (BACM) to reduce PM10 emissions from all man-made fugitive dust sources. At the time, these measures were at least as stringent as control measures included in any other PM10 non-attainment plan or achieved in practice. BACM that met established cost and technological feasibility were subsequently adopted as SCAQMD rules in 1997 to meet CAA requirements.

Other PM10 non-attainment areas have recently developed and adopted fugitive dust regulations based on special federal requirements or in response to lawsuits. Elements of these new regulations contain requirements that may improve the effectiveness of the SCAQMD's fugitive dust control program. A review of existing SCAQMD's BACM rules is proposed to consider enhancements that would further reduce PM10 emissions from paved and unpaved roads, construction/demolition and earth-movement activities, disturbed vacant lands, and agricultural sources. Based on a preliminary review of other air district's recently adopted rules, potential SCAQMD's rule enhancements may include:

- improved compliance test methods,
- specific short- and long-term soil stabilization requirements,
- construction project signage, and
- mandatory use of track-out control devices (i.e., access road paving).

BCM-08 – FURTHER EMISSION REDUCTIONS FROM AGGREGATE OPERATIONS: This control measure proposes to establish prescriptive measures to control fugitive dust from area sources within aggregate facilities. Aggregate plants produce sand and gravel and crushed stone, which generate particulate matter in the form of fugitive dust. Examples of such requirements include pre-application of water prior to material extraction, application of chemical dust suppressants or establishment of a vegetative ground cover to inactive disturbed

[2] U.S. EPA, Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures, September 1992 (EPA-450/2-92-004).

areas, covering of material conveyors and haul vehicles, and installation of wheel washing systems where haul vehicles exit the site.

CMB-07 – EMISSION REDUCTIONS FROM PETROLEUM REFINERY FLARES: This control measure applies to all gas flares used at petroleum refineries, sulfur recovery plants and hydrogen production plants. The control measure was part of the 1997 AQMP and consisted of a two step approach – a data collection step and, if necessary, an emissions control step. Step I of the control measure was implemented in 1998 with the adoption of Rule 1118 – Emission Reductions from Refinery Flares. Data collected on refinery flaring operations will be evaluated to determine if any controls are required to minimize flare emissions.

CMB-09 - EMISSION REDUCTIONS FROM PETROLEUM FLUID CATALYTIC CRACKING UNITS: This control measure seeks to refine the emission inventory and reduce PM10, PM2.5 and NH3 emissions from petroleum fluid catalytic cracking units. The proposed emission control method to reduce emissions would be to improve the operation of electrostatic precipitators (ESP) and cyclones presently installed on the catalytic cracking units, or to replace older equipment with new, more efficient models. A newly installed or upgraded ESP can be expected to achieve up to a 90 percent reduction in PM10 emissions, and significantly reduce emissions of PM2.5 and NH3.

CMB-10 – ADDITIONAL NOX REDUCTIONS FOR RECLAIM: This control measure proposes additional emission reductions from the NOx Regional Clean Air Incentives Market (RECLAIM) program (Regulation XX) if additional emission reductions are feasible and needed for attainment demonstration. There are a variety of control strategies that can be implemented, including reducing ending allocations in 2003-2006, overlaying source-specific regulations, and/or excluding smaller emitting facilities. Depending on the control strategy implemented, this control measure may affect all NO_x RECLAIM facilities or a portion of the facilities based on their annual emissions or the type of equipment at the facility.

CTS-07 (P3) – FURTHER EMISSION REDUCTIONS FROM ARCHITECTURAL COATINGS: This control measure proposes to achieve additional VOC emission reductions from architectural coatings. On-going technical evaluation of coating performance and research to further develop low-VOC and/or low-reactive coating or clean-up materials can provide further reduction opportunities.

CTS-10 – MISCELLANEOUS INDUSTRIAL COATINGS AND SOLVENT OPERATIONS: This control measure seeks additional VOC emission reductions from industrial coatings and solvent operations through a comprehensive review of

existing Regulation XI and Regulation IV rules. The review would include, but not be limited to, a comparison of VOC limits adopted by other air districts in California, survey of recent BACT determinations, etc. Examples of future technical evaluation may include low vapor pressure materials, currently exempt clean-up materials, varnishing oils, aerospace handwipe cleaning operations, etc. Reactivity issues for VOC-containing materials associated with this control measure will also be reviewed.

FLX-01 – ECONOMIC INCENTIVE PROGRAMS: The SCAQMD will continue to develop incentive-based credit generation rules to provide technology advancement or early implementation of mobile, area, and stationary source emission reduction projects. Credit rules may be developed for use in RECLAIM, command and control programs, or for use by projects subject to New Source Review (Regulation XIII). The EIP will be considered in development of the rules to help facilitate CARB and EPA review and approval.

FSS-04 – EMISSION CHARGES OF $5,000 PER TON OF VOC FOR STATIONARY SOURCE EMITTING OVER 10 TONS PER YEAR: The federal CAA requires that all stationary sources of VOC emissions (greater than 10 tons per year) in an extreme nonattainment area that has failed to attain the ambient air quality standard for ozone pay a fee as a penalty for such failure (Title I, Section 185). This control measure proposes that if the federal ambient air quality standards for ozone are not met by the year 2010, an emissions fee of $5,000 for each ton of VOC emissions in excess of the ten tons per year shall be imposed on each facility. The fee shall be paid for each calendar year after the year 2010 until the area is redesignated as an ozone attainment area. This fee is in addition to the annual emissions fee required by SCAQMD Rule 301.

FUG-05 – EMISSION REDUCTIONS FROM FUGITIVE EMISSION SOURCES: This control measure proposes further VOC emission reductions from large fugitive emission sources, such as refineries, oil and gas production facilities, terminals, chemical plants, and manufacturing facilities. Reductions could be achieved through the implementation of facility-specific and SCAQMD-approved compliance plans. As such, compliance flexibility opportunities could be maximized.

MSC-01 – PROMOTION OF LIGHTER COLOR ROOFING AND ROAD MATERIALS: This measure seeks to provide incentives for voluntary actions to reduce VOC or NOx by lowering the ambient temperature through the use of lighter colored roofing and paving materials. This measure is implemented in part through the U.S. EPA's Cool Communities Program. The U.S. EPA and the SCAQMD have been moving forward with the promotion of the use of lighter color roofing and paving materials. Several demonstration projects are currently being conducted nationally (one with the City of Los Angeles). In addition, tree

planting programs are being promoted throughout the region. The SCAQMD has sponsored several studies to further quantify the benefits of these actions.

MSC-03 – PROMOTION OF CATALYST-SURFACE COATING TECHNOLOGY: This control measure proposes to reduce ozone and CO emissions through a regional-scale use of ozone destroying catalyst coatings. Several field studies have been conducted to demonstrate the efficacy of the use of the ozone destroying catalyst and preliminary results do indicate reductions in ozone concentrations when the catalyst is used. There are ongoing technical research studies and projects demonstrating the relationship between the amount of ozone destroyed and the amount of VOC and/or NOx emissions reduced under various meteorological and geographic conditions. In addition, staff is reviewing the recent ARB LEV II Program that contains an element to allow for VOC credits for the catalyst surface coating in mobile source applications. If the mobile source credit approach is found to be applicable to stationary sources, staff will develop an incentives program for stationary sources.

PRC-03 – EMISSION REDUCTIONS FROM RESTAURANT OPERATIONS: This control measure seeks to reduce PM emissions from charbroilers. Charbroilers consists of three main components: a heating source, a high-temperature radiant surface, and a grill. The grill, which is grated holds the meat while exposing it to radiant heat. Particulate emissions result from the fat being entrained when dripping grease flares up. Testing has been conducted since 1998 and is an ongoing process to identify effective control technologies for under-fired charbroilers, which contribute to approximately 85 percent of the total PM emission inventory for this source category. This control measure will focus on PM emission reductions, however, concurrent VOC emission reductions may occur.

PRC-07 – INDUSTRIAL PROCESS OPERATIONS: This control measure, which evolved from CM#99 ADV-PRC, proposes to refine the emission inventory and further control VOC emissions from miscellaneous chemical processes subject to Regulation XI and Regulation IV rules. Potential control methods include enhanced inspection and maintenance and other housekeeping work practices to reduce fugitive emissions from material transfer, storage, and processing. Process modification may also provide an effective control option to minimize or eliminate emission sources.

WST-01 – EMISSION REDUCTIONS FROM LIVESTOCK WASTE: This control measure considers the ammonia and VOC emissions inventory associated with livestock waste and the development and assessment of feasible control approaches. It calls for a 50 percent reduction in dairy ammonia emissions and a 27 percent reduction in dairy VOC emissions. Inventory and initial control assessment is nearing completion. Additional technical work is underway and the

SCAQMD is planning to assess the emission reduction potential of various control options.

WST-02 – EMISSION REDUCTIONS FROM COMPOSTING: This 1999 control measure called for 1) quantifying emissions from composting and related operations and 2) if the emissions are significant, identifying technically feasible and cost-effective control options to reduce those emissions. The PR 1133 Technology Assessment, presented at the public hearing on April 5, 2002, fulfills a portion of this control measure. The proposed rule (PR) 1133 Technology Assessment estimates composting emissions to be approximately 6.6 tons per day of VOC and approximately 4.7 tons/day of ammonia. The most effective control options include forced aeration, enclosures, and controls (e.g. biofilters). These controls are technically feasible, but their costs could have significant impacts on the composting industry as it is presently structured. The SCAQMD Governing Board has also established a Technical Advisory Committee to assist staff in improving the assessment of composting operations and control technologies.

POSSIBLE MEASURES TO BE CONSIDERED BY OTHER AGENCIES: Appendix A contains a summary of possible mobile and area source control measures to be considered for implementation by other agencies such as CARB, EPA, Department of Airport and air districts. The mobile source control measures are applicable to light- and medium-duty vehicles, on-road heavy-duty gasoline and diesel engines and vehicles, off-road compression and spark ignition engines, recreational and commercial marine vessels, aircraft and airports, locomotives and railroads, and fuel standards for mobile sources. Area source control measures are applicable to consumer products and residential wood burning. Transportation strategies include transportation improvements, and advanced transportation technologies include telecommunications, smart shuttle transit, zero emission vehicles, alternative fuel vehicles and intelligent transportation systems.

PROJECT DESCRIPTION

The major highlights of the 2003 AQMP are expected to include the following:

- The most current air quality setting (i.e., 2000 data);
- Updated emission inventories using 1997 as the base year and incorporating measures adopted since adopting the 1997 AQMP;
- Updated emission inventories of stationary and mobile on-road and off-road sources;

- 1997/1999 AQMP control measures not yet implemented (e.g., of the 13 short- or intermediate-term VOC control measures, three measures have not yet been implemented) (Table 1-1);

- Four 1997/1999 AQMP long-term VOC control measures under SCAQMD jurisdiction incorporated as short- or intermediate-term control measures (Table 1-1);

- Discussion regarding credit/incentive programs and their role in achieving overall AQMP emission reduction targets and addressing future growth from new or modified sources. The discussion will include the relationship between surplus emission reductions and State Implementation Plan (SIP) commitments and clarify the process of determining whether or not emission reductions are surplus.

- Relevant portions of possible measures to be considered by other agencies (Appendix A), primarily mobile source control measures and statewide measures such as consumer products.

- Revisions to the Post-1996 federal VOC Rate-of-Progress Plan and SIP for CO. The amendments to the CO SIP and VOC Rate-of-Progress Plan incorporate more recent and improved emission inventories and an up-to-date control strategy. The revised VOC Rate-of-Progress Plan will demonstrate VOC emission reductions of at least three percent per year (averaged over each consecutive three-year period with potential NOx substitution in later years) beginning 2003 and ending 2010. The rate of progress demonstration must also contain a set of contingency measures that would be implemented in the event that the required VOC reductions are not met.

- Initial analysis of emission reductions necessary to achieve the new federal eight-hour ozone and PM2.5 air quality standards.

- Overview of state and federal planning requirements.

- Tracking of potential emission increases from the following programs:

  - The emission reduction credit (ERC) private market for sources complying with Best Available Control Technology (BACT) requirements authorized under existing Regulation XIII to accommodate new and/or modified sources.

  - The New Source Review (NSR) account for facilities emitting less than four tons per year and complying with BACT requirements.

- The Priority Reserve to account for future growth of power plants complying with BACT requirements, in addition to essential public services, innovative technology and research operations traditionally allowed to withdraw emission reduction credits from the Priority Reserve.

- The Rule 518.2 – Federal Alternative Operating Conditions, account for Title V facilities emitting excess emissions under variance.

- A set-aside offset budget to account for potential additional offset credits made available beyond existing AQMD programs.

- A set-aside emission budget to account for potential VOC emission increases due to ozone depleting compounds (ODC) conversions and/or air toxics.

Table 1-1 identifies a description of progress relative to implementation or partial implementation of the VOC, NOx, CO, PM10 and SOx control measures from the 1997/1999 AQMP, as well as a comprehensive plan containing control measures targeting all pollutants in the 2003 AQMP.

TABLE 1-1

Control Measures [3] to be Implemented by the SCAQMD

1997/1999 AQMP Short- & Intermediate-term			**Potential 2003 AQMP Short- & Intermediate-term**	
CM #	**Topic (Pollutant)**	**Status**	**CM #**	**Topic (Pollutant)**
			BCM-07	Further PM10 Reductions from Fugitive Dust Sources (PM10)
			BCM-08	Further Emission Reductions from Aggregate Operations (PM10)
CMB-07	Emission Reductions from Petroleum Refinery Flares (All Pollutants)	Partially Adopted	CMB-07	Emission Reductions from Petroleum Refinery Flares (All Pollutants)

[3] During the development of the 2003 AQMP, additional control measures may be proposed.

TABLE 1-1 (CONTINUED)

Control Measures to be Implemented by the SCAQMD

1997/1999 AQMP Short- & Intermediate-term			Potential 2003 AQMP Short- & Intermediate-term	
CM #	**Topic (Pollutant)**	**Status**	**CM #**	**Topic (Pollutant)**
CMB-09	Emission Reductions from Petroleum Fluid Catalytic Cracking Units (PM10, PM2.5, NH_3)	Not Adopted	CMB-09	Emission Reductions from Petroleum Fluid Catalytic Cracking Units (PM10, PM2.5, NH_3)
			CMB-10	Additional NOx Reductions for RECLAIM (NOx)
CTS-02C (P2)	Solvent Cleaning Operations (Rule 1171) (VOC)	Adopted (10/8/99)		
CTS-02E	Adhesives (Rule 1168) (VOC)	Adopted (9/15/00)		
CTS-02O	Solvent Usage (Rule 442) (VOC)	Adopted (12/15/00)		
CTS-07 (P3)	Architectural Coatings (VOC)	Not Adopted	CTS-07 (P3)	Further Emission Reductions from Architectural Coatings (VOC)
CTS-08	Industrial Coatings & Solvents – Graphic Arts (Rule 1130), Solvent Degreasers (Rule 1122) and Polyester Resins (Rule 1162) (VOC)	Adopted (10/8/99); (9/21/01); (11/9/01)		
CTS-09	Large Coating & Solvent Sources – High Emitting Spray Booth Facilities (Rule 1132) and Polyester Resin (Rule 1162) (VOC)	Adopted (1/19/01); (11/9/01)		
FLX-01	Economic Incentive Programs (All Pollutants)	Ongoing	FLX-01	Economic Incentive Programs (All Pollutants)
FSS-04	Emission Charges of $5,000 per Ton of VOC for Stationary Source Emitting over 10 Tons per Year (VOC)	Not Adopted	FSS-04	Emission Charges of $5,000 per Ton of VOC for Stationary Source Emitting over 10 Tons per Year (VOC)
FUG-03	Floating Roof Tanks (Rule 1178) (VOC)	Adopted (12/21/01)		

TABLE 1-1 (CONTINUED)

Control Measures to be Implemented by the SCAQMD

1997/1999 AQMP Short- & Intermediate-term			Potential 2003 AQMP Short- & Intermediate-term	
CM #	**Topic (Pollutant)**	**Status**	**CM #**	**Topic (Pollutant)**
FUG-04	Fugitive Emissions (Rule 1173) (VOC)	Partially Adopted		
FUG-05	Large Fugitive Emissions Sources[4] (VOC)	Partially Adopted	FUG-05[4]	Emission Reductions from Fugitive Emissions Sources (FUG-03, -04, -05, & ADV-FUG) (VOC)
FUG-06	Hydrogen Plants (Rule 1189) (VOC)	Adopted (1/21/00)		
MSC-01	Promotion of Lighter Color Roofing and Road Materials (Ozone(O_3))	Ongoing	MSC-01	Promotion of Lighter Color Roofing and Road Materials (O_3)
MSC-03	Promotion of Catalyst-Surface Coating Technology Programs (O_3, CO)	Ongoing	MSC-03	Promotion of Catalyst-Surface Coating Technology (O_3, CO)
RFL-02	Service Stations (Rule 461) (VOC)	Adopted (6/15/01)		
PRC-01	Woodworking Operations (Rule 1137) (PM10)	Adopted (2/1/02)		
PRC-03 (P2)	Restaurants Operations (PM10, VOC)	Not Adopted	PRC-03 (P2)	Emission Reductions from Restaurants Operations (PM10)
PRC-06	Industrial Processes – Food Flavoring (Rule 1131) (VOC)	Adopted (9/15/00)		
			PRC-07	Industrial Process Operations (VOC)
WST-01	Livestock Waste (VOC, NH_3)	Not Adopted	WST-01	Emission Reductions from Livestock Waste (VOC, NH_3)
WST-02	Emission Reductions from Composting (PR	Ongoing	WST-02	Emission Reductions from Composting (PR 1133)

4 Partially adopted as Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities in December 2001.

	1133) (VOC, NH_3, PM10)			(VOC, NH_3, PM10)

TABLE 1-1 (CONCLUDED)

Control Measures to be Implemented by the SCAQMD

1997/1999 AQMP Long-term			**Potential 2003 AQMP Short- & Intermediate-term**	
CM #	**Topic (Pollutant)**	**Status**	**CM #**	**Topic (Pollutant)**
WST-03	Waste Burning (Rule 444) (VOC)	Adopted (12/21/01)		
WST-04	Disposal of VOC-Containing Materials (Rule 1176) (VOC)	Adopted (5/11/01)		
ADV-CLNG	Solvent Coatings & Degreasers (Rule 1122) (VOC)	Adopted; subject to technology assessment in 2005		
ADV-CTS	Misc. Industrial Coatings & Solvents (VOC)	Not Adopted	CTS-10	Misc. Industrial Coatings & Solvent Operations (VOC)
ADV-FUG	Fugitive Emissions (VOC)	Not Adopted		
ADV-PRC	Industrial Sources - Food Flavoring (Rule 1131) (VOC)	Adopted (9/15/00)		

PURPOSE OF THE 2003 AQMP

The 2003 AQMP will provide an updated air pollution control strategy to attain federal ambient air quality standards. In addition, the AQMP will include an initial analysis of the estimated emission reductions needed to achieve new federal eight-hour and fine particulate ambient air quality standards. The benefits of improved air quality are numerous and far-reaching. From a public health standpoint, air pollution has been linked to long-term health problems affecting the lungs, heart, blood, brain and immune and nervous systems. Additional benefits include improved visibility, reduced destruction of materials and buildings, reduced damage to agricultural crops and habitat for wildlife and, more efficient land use patterns and transportation systems.

ALTERNATIVES

The Draft EIR will discuss and compare alternatives to the proposed project as required by CEQA Guidelines §15126.6. Alternatives must include realistic measures for attaining the basic objectives of the proposed project and provide a means for evaluating the comparative merits of each alternative. In addition, the range of alternatives must be sufficient to permit a reasoned choice and it need not include every conceivable project alternative. The key issue is whether the selection and discussion of alternatives fosters informed decision making and public participation. A CEQA document need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative.

Alternatives will be developed based in part on the major components of the proposed plan. The rationale for selecting alternatives rests on CEQA's requirement to present "realistic" alternatives; that is alternatives that can actually be implemented. CEQA also requires an evaluation of a "No Project Alternative." Written suggestions on potential project alternatives received during the comment period for the Initial Study will be considered when preparing the Draft EIR.

CHAPTER 2

ENVIRONMENTAL CHECKLIST

INTRODUCTION

The environmental checklist provides a standard evaluation tool to identify a project's adverse environmental impacts. This checklist identifies and evaluates potential adverse environmental impacts that may be created by the proposed 2003 AQMP.

GENERAL INFORMATION

Name of Proponent:	South Coast Air Quality Management District
Address of Proponent:	21865 E. Copley Drive Diamond Bar, CA 91765
Lead Agency:	South Coast Air Quality Management District
CEQA Contact Person:	Michael Krause (909) 396-2706
AQMP Contact Person:	Zorik Pirveysian (909) 396-3133
Name of Project:	Proposed 2003 Air Quality Management Plan

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The following environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Potentially Significant Impact" as indicated by the checklist on the following pages. An explanation relative to the determination of impacts can be found following the checklist for each area.

☐	Aesthetics	☐	Geology and Soils	☐	Population and Housing
☐	Agricultural Resources	☑	Hazards and Hazardous Materials	☐	Public Services
☑	Air Quality	☑	Hydrology and Water Quality	☐	Recreation
☐	Biological Resources	☐	Land Use and Planning	☑	Solid/Hazardous Waste
☐	Cultural Resources	☐	Mineral Resources	☐	Transportation./Traffic
☑	Energy	☐	Noise	☑	Mandatory Findings

DETERMINATION

On the basis of this initial evaluation:

☐ I find the proposed could NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will NOT be significant effects in this case because revisions in the project have been made by or agreed to by the project proponent. A NEGATIVE DECLARATION will be prepared.

☑ I find that the project MAY have a significant effect(s) on the environment, and an ENVIRONMENTAL IMPACT REPORT will be prepared.

☐ I find that the proposed project MAY have a "potentially significant impact" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Date: August 29, 2002 **Signature:** Steve Smith

Steve Smith, Ph.D.
Program Supervisor
Planning, Rules, and Area Sources

ENVIRONMENTAL CHECKLIST AND DISCUSSION

		Potentially Significant Impact	Less Than Significant Impact	No Impact
I.	**AESTHETICS.** Would the project:			
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☑
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☑
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☑
d)	Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☑

I. a) – c): The proposed revisions to the AQMP are not expected to adversely affect scenic vistas in the district; damage scenic resources, including but not limited to trees, rock outcroppings, or historic buildings within a scenic highway; or substantially degrade the visual character of a site or its surroundings. The reason for this conclusion is that AQMP control measures typically affect industrial, institutional, or commercial facilities located in appropriately zoned areas that are not usually associated with scenic resources. Further, modifications typically occur inside the buildings at the affected facilities, or because of the nature of the business (e.g., commercial or industrial) can easily blend with the facilities with little or no noticeable effect on adjacent areas. The 2003 AQMP may have a beneficial effect on scenic resources by improving visibility as well as improving air quality.

I. d): The proposed 2003 AQMP is not expected to create additional demand for new lighting or exposed combustion that could create glare that could adversely affect day or nighttime views in any areas. As noted in item I. a) – c) above, facilities affected by AQMP control measures typically make modifications in the interior of an affected facility so any new light sources would typically be inside a

building or not noticeable because of the presence of existing light sources. Further, affected commercial or industrial facilities would be located in appropriately zoned areas that are not usually located next to residential areas, so new light sources, if any, would not be noticeable to residents.

Based upon the above considerations, significant adverse aesthetics impacts are not expected to occur and will not be further analyzed in the draft EIR.

		Potentially Significant Impact	Less Than Significant Impact	No Impact
II.	**AGRICULTURE RESOURCES.** Would the project:			
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland mapping and Monitoring Program of the California Resources Agency, to non- agricultural use?	☐	☐	☑
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☑
c)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☑

II. a) - c): AQMP control measures typically affect existing commercial or industrial facilities or establish specifications for fuels or mobile source exhaust emissions, so they are not expected to generate any new construction of buildings or other structures that would require conversion of farmland to non-agricultural use or conflict with zoning for agricultural uses or a Williamson Act contract. There are no provisions in the proposed 2003 AQMP that would affect or conflict with existing land use plans, policies, or regulations or require conversion of farmland to non-agricultural uses. Land use, including agriculture-related uses, and other planning considerations are determined by local governments and no land use or planning requirements will be altered by the proposed project. AQMP control measures, including control measures related to mobile sources, would have no direct or indirect effects on agricultural resources.

Based upon the above considerations, significant adverse impacts to agricultural resources are not expected and will not be further analyzed in the draft EIR.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
III. AIR QUALITY. Would the project:			
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☑
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	☑	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☑	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☑	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☑
f) Diminish an existing air quality rule or future compliance requirement resulting in a significant increase in air pollutant(s)?	☐	☐	☑

III. a): The proposed project is, in effect, an update of the SCAQMD's 1997/1999 AQMP, which is required pursuant to state law. By revising and updating emission inventories and control strategies, the SCAQMD is complying with state law, and furthering development and implementation of AQMP control measures, which is expected to progress towards attaining and maintaining all state and federal ambient air quality standards in the district. This topic will not be further evaluated in the Draft EIR.

III. b), d): The anticipated effect of implementing the 2003 AQMP is obtaining new or further emissions reductions from both stationary and mobile sources. Implementing AQMP control measures often requires installing air pollution control equipment. Although the primary effect of installing air pollution control equipment is to reduce emissions of a particular pollutant, e.g., VOCs, some types of control equipment have the potential to create secondary adverse air quality impacts, e.g., increased NOx emissions if VOC emissions are controlled through a combustion process. Further, some facilities may elect to reduce their VOC emissions by replacing the high-VOC materials with alternative chemicals or water-based formulations that may contain toxic compounds, such as formaldehyde or glycol ethers. As a result, material replacement or reformulation to reduce the use of high-VOC materials has the potential to result in health risks associated with exposure to both carcinogenic and noncarcinogenic toxic air contaminants. Because of the potential for secondary emissions from air pollution control equipment or reformulated products, there is a potential that sensitive receptors could be exposed to increased pollutant concentrations which may be significant. As a result, these potential air quality impacts will be evaluated in the Draft EIR.

The possible measures to be considered by other agencies (see Appendix A), similar to the AQMP control measures, would substantially improve air quality overall, but there may be trade-offs. Emissions from one pollutant may increase slightly in order to effectively reduce overall emissions and protect public health. Potentially significant impacts on criteria pollutants may occur due to: selective catalytic processes; use of diesel particulate filters; production of low sulfur diesel fuel and lubricating oils; use of biodiesel; and roadside testing of heavy duty vehicles. Potentially significant air toxics impacts could occur due to reformulation of consumer products, use of new fuel or alternative fuel additives, and use of new low sulfur replacements for diesel engine lubricating oil additives. Potentially significant global warming impacts could result from measures that may reduce fuel efficiency or increase energy use, strategies that increase natural gas consumption and consumer products rules.

III. c): Because the proposed amendments may result in significant adverse air quality effects, the project's incremental contribution to a cumulative effect may be cumulatively considerable. The cumulative impact of all the strategies is to reduce emissions criteria pollutants, toxic contaminants and greenhouse gases. Cumulative air quality impacts from implementing the 2003 AQMP will be evaluated in the Draft EIR.

III. e): Past projects evaluating promulgation of AQMP control measures into rules or regulations, especially control measures that involve reformulated coatings or solvents, have included assessments of potential odor impacts. Although in some cases reformulated products have noticeable odors, it is typically the case that

reformulated products have less noticeable odors than the products they are replacing. As a result, significant adverse odor impacts have not been associated with reformulated products compared to conventional high VOC products. Further, owners/operators of industries affected by control measures in the proposed 2003 AQMP would still be subject to existing air quality rules and regulations, including SCAQMD's Rule 402 - Nuisance, which prohibits creating odor nuisances. For these reasons, implementing the 2003 AQMP is not expected to create significant adverse odor impacts and, therefore, will not be further addressed in the Draft EIR.

III. f): Promulgating AQMP control measures, such as control requirements for stationary sources, credit generation programs, market incentive programs, etc., into rules or regulations typically serves to strengthen an existing rule or regulation, not weaken it. Similarly, an AQMP control measure may be promulgated as a new rule or regulation, which typically controls emissions from an unregulated or minimally regulated source. As a result, the proposed project will not diminish an existing air quality rule. This topic will not be further analyzed in the Draft EIR.

The goal of the AQMP is to protect public health by achieving the state and federal ambient air quality standards. However, secondary adverse air quality impacts may occur from implementing the proposed revisions to the AQMP due to localized increases in criteria pollutant emissions from certain types of air pollution control equipment. Therefore, potential adverse air quality impacts resulting from implementing the 2003 AQMP will be evaluated in the Draft EIR.

		Potentially Significant Impact	**Less Than Significant Impact**	**No Impact**
IV.	**BIOLOGICAL RESOURCES.** Would the project:			
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☑
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or	☐	☐	☑

U.S. Fish and Wildlife Service?

c)	Have a substantial adverse effect on federally protected wetlands as defined by §404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☑
c)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☑
d)	Conflicting with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☑
f)	Conflict with the provisions of an adopted Habitat Conservation plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☑

IV. a), b), d): No direct or indirect impacts from implementing AQMP control measures were identified that could adversely affect plant and/or animal species in the district. The effect of implementing AQMP control measures are typically from mobile source exhaust emissions or fuel specifications or results in modifications at existing commercial or industrial facilities to control or further control emissions. Such existing commercial or industrial facilities are generally located in appropriately zoned commercial or industrial areas, which typically do not support candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Similarly, modifications at existing facilities would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with native or resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Further, since the proposed 2003 AQMP primarily regulates stationary emission sources at existing commercial or industrial facilities, it does not directly or indirectly affect land use policy that may adversely affect riparian habitat or other sensitive natural communities identified in local or regional

plans, policies, or regulations, or identified by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Improving air quality is expected to provide health benefits to plant and animal species in the district. There are no additional control measures contained in the 2003 AQMP that would alter this determination.

IV. c): As noted in the previous item, promulgating control measures in the 2003 AQMP may require modifications at existing industrial or commercial facilities to control or further control emissions at these affected facilities. Similarly, the 2003 AQMP contains control measures that establish emission standards for mobile sources or fuel specifications. As a result, the proposed project will not affect land use policies or designations. For these reasons the proposed project will not adversely affect protected wetlands as defined by §404 of the Clean Water Act, including, but not limited to marshes, vernal pools, coastal wetlands, etc., through direct removal, filling, hydrological interruption or other means.

IV. e), f): Implementing the proposed 2003 AQMP is not expected to affect land use plans, local policies or ordinances, or regulations protecting biological resources such as a tree preservation policy or ordinance for the reasons already given, i.e. control measures promulgated as rules or regulations primarily affect existing facilities located in appropriately zoned areas or establish emission standards for mobile sources or fuel specifications. Land use and other planning considerations are determined by local governments and no land use or planning requirements will be altered by the proposed project. Similarly, the proposed 2003 AQMP would not affect in any way habitat conservation or natural community conservation plans, agricultural resources or operations, and would not create divisions in any existing communities.

Based upon the above considerations, implementing the proposed 2003 AQMP is not expected to adversely affect biological resources and, therefore, will not be further evaluated in the Draft EIR.

	Potentially Significant Impact	**Less Than Significant Impact**	**No Impact**
V. CULTURAL RESOURCES. Would the project:			
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☑

b)	Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☐	☑
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☑
d)	Disturb any human remains, including those interred outside a formal cemeteries?	☐	☐	☑

V. a) - d): Implementing the proposed 2003 AQMP is primarily expected to result in controlling stationary source emissions at existing commercial or industrial facilities, establish emission standards for mobile sources, or establish fuel standards. Affected facilities are typically located in appropriately zoned commercial or industrial areas that have previously been disturbed. Because potentially affected facilities are existing facilities and controlling stationary source emissions does not typically require extensive cut-and-fill activities or excavation, it is unlikely that implementing control measures in the proposed 2003 AQMP will: adversely affect historical or archaeological resources as defined in CEQA Guidelines §15064.5, destroy unique paleontological resources or unique geologic features, or disturb human remains interred outside formal cemeteries.

In a small number of cases, implementing control measures in the proposed 2003 AQMP may require minor site preparation and grading at an affected facility. Under this circumstance, it is possible that archaeological or paleontological resources could be uncovered. Even if this circumstance were to occur, significant adverse cultural resources impacts are not anticipated because there are existing laws in place that are designed to protect and mitigate potential adverse impacts to cultural resources. As with any construction activity, should archaeological resources be found during construction that results from implementing the proposed AQMP control measures, the activity would cease until a thorough archaeological assessment is conducted.

The proposed 2003 AQMP is, therefore, not anticipated to result in any construction activities or promote any programs that could have a significant adverse impact on cultural resources in the district. Consequently, this environmental topic will not be evaluated further in the Draft EIR.

VI. ENERGY. Would the project:	**Potentially Significant Impact**	**Less Than Significant Impact**	**No Impact**
a) Conflict with adopted energy conservation plans?	☐	☐	☑
b) Result in the need for new or substantially altered power or natural gas utility systems?	☑	☐	☐
c) Create any significant effects on local or regional energy supplies and on requirements for additional energy?	☑	☐	☐
d) Create any significant effects on peak and base period demands for electricity and other forms of energy?	☑	☐	☐
e) Comply with existing energy standards?	☐	☐	☑

VI. a) & e): Implementing the proposed 2003 AQMP is not anticipated to result in any conflicts with adopted energy conservation plans or violations of any energy conservation standards by affected facilities. In some cases facilities complying with 2003 AQMP control measures may need to install various types of control equipment, which could potentially increase energy demand in the district. It is expected, however, that owners/operators of affected facilities would comply with any applicable energy conservation standards in effect at the time of installation. Alternatively, implementing the proposed 2003 AQMP may result in owners/operators of affected facilities replacing old inefficient equipment with newer more energy efficient equipment. Based upon these considerations, however, the net effect of implementing the proposed 2003 AQMP is that it is not expected to conflict with any adopted energy conservation plans or energy efficiency standards. These topics, therefore, will not be further evaluated in the Draft EIR

VI. b), c) & d): As previously noted, implementing the proposed 2003 AQMP is not expected to interfere with energy conservation efforts in the district. In spite of this, implementing some proposed AQMP control measures could increase energy demand in the region at affected facilities. Specifically some types of control equipment will increase demand for electrical power to operate the equipment, natural gas for combustion devices, natural gas used as an alternative clean fuel for mobile sources, etc. As a result, implementing proposed 2003 AQMP control measures has the potential to: result in the need for new or substantially altered power or natural gas utility systems; create significant effects on peak and base

period demands for electricity and other forms of energy; and create significant effects on peak and base period demands for electricity and other forms of energy.

Alternatively, some control measures, such as the promotion of lighter roofing and tree planting, will result in energy conservation because indoor temperatures will be lowered which will lower the demand for cooling.

The possible measures to be considered by other agencies may result in potentially significant energy demand impacts from reduced fuel economy due to some diesel engine strategies, issues related to the production or use of CARB Phase IV reformulated gasoline, increased electricity demand due to electrification of equipment and vehicles, and increased energy use to implement air toxic standards for welding operations. Potentially significant adverse energy impacts in these areas will be further evaluated in the Draft EIR.

		Potentially Significant Impact	Less Than Significant Impact	No Impact
VII.	**GEOLOGY AND SOILS.** Would the project:			
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☑
	• Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☑
	• Strong seismic ground shaking?	☐	☐	☑
	• Seismic–related ground failure, including liquefaction?	☐	☐	☑
	• Landslides?	☐	☐	☑
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑
c)	Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in	☐	☐	☑

	on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☑
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☑

VII. a), c) and d): The proposed 2003 AQMP will not directly expose people or structures to earthquake faults, seismic shaking, seismic-related ground failure including liquifaction, landslides, mudslides or substantial soil erosion for the following reasons. When implemented as rules or regulations, AQMP control measures do not directly or indirectly result in construction of new structures. Some structural modifications, however, at existing affected facilities may occur as a result of installing control equipment or making process modifications. In any event, existing affected facilities or modifications to existing facilities would be required to comply with relevant Uniform Building Code requirements in effect at the time of initial construction or modification of a structure.

New structures must be designed to comply with the Uniform Building Code Zone 4 requirements since the district is located in a seismically active area. The local cities or counties are responsible for assuring that projects comply with the Uniform Building Code as part of the issuance of the building permits and can conduct inspections to ensure compliance. The Uniform Building Code is considered to be a standard safeguard against major structural failures and loss of life. The goal of the Code is to provide structures that will: (1) resist minor earthquakes without damage; (2) resist moderate earthquakes without structural damage but with some non-structural damage; and (3) resist major earthquakes without collapse but with some structural and non-structural damage.

The Uniform Building Code bases seismic design on minimum lateral seismic forces ("ground shaking"). The Uniform Building Code requirements operate on the principle that providing appropriate foundations, among other aspects, helps to protect buildings from failure during earthquakes. The basic formulas used for the Uniform Building Code seismic design require determination of the seismic zone and site coefficient, which represents the foundation conditions at the site.

Any potentially affected facilities that are located in areas where there has been historic occurrence of liquefaction, e.g., coastal zones, or existing conditions indicate

a potential for liquefaction, including expansive or unconsolidated granular soils and a high water table, may have the potential for liquefaction induced impacts at the project sites. The Uniform Building Code requirements consider liquefaction potential and establish more stringent requirements for building foundations in areas potentially subject to liquefaction. Therefore, compliance with the Uniform Building Code requirements is expected to minimize the potential impacts associated with liquefaction. The issuance of building permits from the local cities or counties will assure compliance with the Uniform Building Code requirements. Therefore, no significant impacts from liquefaction are expected and this potential impact will not be considered further.

Because facilities affected by any AQMP control measures are typically located in industrial or commercial areas, which are not typically located near known geological hazards (e.g., landslide, mudflow, seiche, tsunami or volcanic hazards), no significant adverse geological impacts are expected. Tsunamis at the ports, i.e., Port of Los Angeles and Port of Long Beach, are not expected because the ports of Long Beach and Los Angeles are surrounded by breakwaters that protect the area from wave action. As a result, these topics will not be further evaluated in the Draft EIR.

VII. b): Although the proposed 2003 AQMP control measures may require modifications at existing industrial or commercial facilities, such modifications are not expected to require substantial grading or construction activities. Similarly, the proposed 2003 AQMP does not include control measures that require paving that reduce fugitive dust emissions from dirt roads or unpaved parking areas. Soil stabilization methods are required under control measure BCM-07 which would further reduce PM10 emissions from paved and unpaved roads. Soil compaction or over covering with a hard-ground cover such as asphalt or concrete pavement could contribute to surface water erosion of soils in areas adjacent to paved or other impervious surface areas. However, these potential impacts from paving of unpaved roads are not anticipated from the 2003 AQMP. The proposed project does not have the potential to substantially increase the area subject to compaction or overcovering since the subject areas would be limited in size and, typically, have already been graded or displaced in some way. Therefore, significant adverse soil erosion impacts are not anticipated from implementing the 2003 AQMP and will not be further analyzed in the Draft EIR.

VII. e) Septic tanks or other similar alternative waste water disposal systems are typically associated with small residential projects in remote areas. The proposed 2003 AQMP does not contain any control measures that generate construction of residential projects in remote areas. AQMP control measures typically affect existing industrial or commercial facilities that are already hooked up to appropriate sewerage facilities. Based on these considerations, the use of septic tanks or other alternative waste water disposal systems will not be further evaluated in the Draft EIR.

		Potentially Significant Impact	Less Than Significant Impact	No Impact
VIII.	**HAZARDS AND HAZARDOUS MATERIALS.** Would the project:			
a)	Create a significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials?	☑	☐	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☑	☐	☐
c)	Emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☑	☐	☐
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would create a significant hazard to the public or the environment?	☐	☐	☑
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☑
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☑
g)	Impair implementation of or physically interfere with an adopted emergency response	☐	☐	☑

	plan or emergency evacuation plan?			
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☑
i)	Significantly increased fire hazard in areas with flammable materials?	☑	☐	☐

VIII. a), b) & c): The proposed 2003 AQMP has the potential to create direct or indirect hazard impacts in the following ways. Some control measures that seek to regulate VOC emission by establishing VOC content requirements for products such as coatings, solvents, consumer products, etc., may result in reformulating these products with materials that are low or exempt VOC materials. It is possible that such reformulated products could have hazardous physical or chemical properties, which could create hazard impacts through the routine transport or disposal of these materials or through upset conditions involving the accidental release of these materials into the environment. Modifications at refineries to produce CARB Phase IV reformulated gasoline could require equipment modifications or new equipment that could generate significant offsite hazard impact. Greater use of alternative clean fuels could also create hazard impacts in the event of an accidental release of these materials into the environment. The possible measures to be considered by other agencies would reduce the pollutants that contribute to adverse human health impact, but known hazard impacts may result from the use of selective catalytic reduction. These potential hazard impacts will be further evaluated in the Draft EIR.

VIII. d): Government Code §65962.5 typically refers to a list of facilities that may be subject to Resource Conservation and Recovery Act (RCRA) permits. Most facilities affected by AQMP control measures are not expected to be on this list and would not typically be expected to generate large quantities of hazardous materials. For any facilities affected by AQMP control measures that are on the list, it is anticipated that they would continue to manage any and all hazardous materials in accordance with federal, state and local regulations. Therefore, this topic will not be further evaluated in the Draft EIR.

VIII. e) & f): The proposed project will not adversely affect any airport land use plan or result in any safety hazard for people residing or working in the district. U.S. Department of Transportation – Federal Aviation Administration Advisory Circular AC 70/7460-2K provides information regarding the types of projects that may affect navigable airspace. Projects that involve construction or alteration of structures

greater than 200 feet above ground level within a specified distance from the nearest runway; objects within 20,000 feet of an airport or seaplane base with at least one runway more than 3,200 feet in length and the object would exceed a slope of 100:1 horizontally (100 feet horizontally for each one foot vertically from the nearest point of the runway; etc., may adversely affect navigable airspace. Control measures in the proposed 2003 AQMP are not expected to require construction of tall structures near airports so potential impacts to airport land use plans or safety hazards to people residing or working in the vicinity of local airports are not anticipated. This potential impact will not be further addressed in the Draft EIR.

VIII. g) The proposed project will not impair implementation of, or physically interfere with any adopted emergency response plan or emergency evacuation plan. Any existing commercial or industrial facilities affected by proposed AQMP control measures will typically have their own emergency response plans for their facilities already in place. Emergency response plans are typically prepared in coordination with the local city or county emergency plans to ensure the safety of not only the public, but the facility employees as well. Adopting the proposed 2003 AQMP is not expected to interfere with any emergency response procedures or evacuation plans and, therefore, will not be further evaluated in the Draft EIR.

VIII. h): The proposed 2003 AQMP would typically affect existing commercial or industrial facilities in appropriately zoned areas. Since commercial and industrial areas are not typically located near wildland or forested areas, implementing AQMP control measures has no potential to increase the risk of wildland fires. This topic will not be further evaluated in the Draft EIR.

VIII. i): The 2003 AQMP may contain some control measures that require add-on control equipment or reformulated products that may increase potential fire hazards in areas with flammable materials. The potential for increased probability of explosion, fire, or other risk of upset occurrences will be addressed in the Draft EIR. Impacts related to public exposure to toxic air contaminants will be addressed in the "Air Quality" section of the Draft EIR.

	Potentially Significant Impact	**Less Than Significant Impact**	**No Impact**
IX. HYDROLOGY AND WATER QUALITY. Would the project:			
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☑

b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☑
c)	Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	☑
d)	Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☑
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☑
f)	Otherwise substantially degrade water quality?	☑	☐	☐
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☑
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flaws?	☐	☐	☑
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the	☐	☐	☑

	failure of a levee or dam?			
j)	Inundation by seiche, tsunami, or mudflow?	☐	☐	☑
k)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☑
l)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑
m)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑
n)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☑
o)	Require in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☑

IX. a) & k): The proposed 2003 AQMP control measures may require modifications at existing industrial or commercial facilities. It is assumed that any affected facilities that generate waste water and are subject to waste discharge or pretreatment requirements currently comply with and will continue to comply with all relevant waste water requirements, waste discharge regulations and standards for stormwater runoff, and any other relevant requirements for direct discharges into sewer systems. These standards and permits require water quality monitoring and reporting for onsite water-related activities. Should the volume or discharge limits change as a result of implementing AQMP control measures, the facility would be required to consult with the appropriate regional water quality control board and/or the local sanitation district to discuss these changes. It is not expected, however, that implementing the 2003 AQMP will cause any exceedances of water quality standards

or waste discharge requirements. It is expected that affected facilities would continue to comply with any applicable requirements of the appropriate Regional Water Quality Control Boards. Therefore, this topic will not be evaluated further in the Draft EIR.

IX. b) & n): The proposed project contains no control measures that would substantially increase water usage at affected facilities. Additionally, although some affected facilities might have to make minor modifications to install control equipment, only minor trenching, grading, or other earth disturbing activities would be necessary for construction, so substantial volumes of additional water would not be needed as a dust suppressant. Thus, implementing the proposed project would not deplete groundwater supplies or interfere substantially with groundwater recharge or require the need for new or expanded water entitlements.

While it is not possible to predict water shortages in the future, existing entitlements and resources in the district provide sufficient water supplies that currently exceed demand. Further, according to the Metropolitan Water District (MWD), the largest supplier of water to California, "For its part, Metropolitan expects to be able to meet 100 percent of its member agencies' water needs for the next ten years, even during times of critical drought. Metropolitan and its member agencies have identified and are implementing programs and projects to assure continued reliable water supplies for at least the next 20 years."[5] MWD is expected to continue providing a reliable water supply through developing a portfolio of diversified water sources that includes: cooperative conservation; water recycling; and groundwater storage, recovery, and replenishment programs. Other additional water supplies will be supplied in the future as a result of water transfer from other water agencies, desalination projects and state and federal water initiatives, such as CALFED and California's Colorado River Water Use Plan. This topic will not be evaluated further in the Draft EIR.

IX. c), d), & e): The proposed 2003 AQMP generally is expected to impose control requirements on stationary sources at existing commercial or institutional facilities and establish emission exhaust specifications for mobile sources. As a result, AQMP control measures would not be expected to generate in and of themselves new structures that could alter existing drainage patterns by altering the course of a river or stream that would result in substantial erosion, siltation, or flooding on or offsite, increase the rate or amount of surface runoff that would exceed the capacity of existing or planned stormwater drainage systems, etc. Although minor modifications might occur at commercial or industrial facilities affected by the proposed 2003 AQMP control measures, these facilities have, typically, already been graded and the areas surrounding them have likely already been paved over or landscaped. As a result, further minor modifications at affected facilities that may occur as a result of

5 From Metropolitan Water District, Annual Progress Report to the California's State Legislature, February 2002

implementing the 2003 AQMP are not expect to alter in any way existing drainage patterns or stormwater runoff. Since this potential adverse impact is not considered to be significant, it will not be further evaluated in the Draft EIR.

IX. f): To reduce VOC emissions, some proposed AQMP control measures may involve reformulating products such as coatings and solvents with low VOC or exempt solvents. Under this circumstance, it is not expected that there will be a substantial increase in the volume of wastewater generated by affected facilities, there could be a slight change in the nature and toxicity of wastewater effluent. This topic, therefore, will be further evaluated the Draft EIR. The stationary source measures to be considered by other agencies may generate potentially significant adverse water quality impacts from add-on air pollution control equipment such as wet scrubbers, alternative transportation fuels and reformulated low-VOC consumer products, etc.

IX. g), h), i), & j): The proposed project does not include the construction of new or relocation of existing housing or other types of facilities and, as such, would not require the placement of housing or other structures within a 100-year flood hazard area. (See also XIII "Population and Housing"). As a result, the proposed project would not be expected to involve significant risks from flooding; expose people or structures to significant risk of loss, injury or death involving flooding; or increase existing risks, if any, of inundation by seiche, tsunami, or mudflow. Consequently, this topic will not be evaluated further in the Draft EIR.

IX. l), m) & o): Minor construction activities at affected commercial or industrial facilities may require small amounts of additional water supplies to control fugitive dust during grading. Typically, water is brought in by water truck to be spread on the ground during construction. Because construction activities tend to be ongoing activities throughout the district, it is not expected that a new infrastructure to accommodate the temporary additional water needs during construction will be necessary.

Implementing the proposed 2003 AQMP control measures is not expected to have any provisions that would increase water usage or substantially increase wastewater generation during operation. Consequently, implementation of the proposed project would not require the construction of new wastewater treatment or storm water drainage facilities or expansion of existing facilities.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING. Would the project:			
a) Physically divide an established community?	☐	☐	☑
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☑
c) Conflict with any applicable habitat conservation or natural community conservation plan?	☐	☐	☑

X. a) & c): The proposed 2003 AQMP generally is expected to impose control requirements on stationary sources at existing commercial or institutional facilities and establish emission exhaust specifications for mobile sources. As a result, the proposed 2003 AQMP does not require construction of structures for new land uses in any areas of the district and, therefore, is not expected to create divisions in any existing communities or conflict with any applicable habitat conservation or natural community conservation plan.

X. b): Any facilities affected by the proposed 2003 AQMP would still be expected to comply with, and not interfere with, any applicable land use plans, zoning ordinances, habitat conservation or natural community conservation plans. There are no provisions of the proposed project that would directly affect these plans, policies, or regulations. The SCAQMD is specifically excluded from infringing on existing city or county land use authority (California Health & Safety Code §40414). Land use and other planning considerations are determined by local governments and no present or planned land uses in the region or planning requirements will be altered by the proposed project in any way. There are existing links between population growth, land development, housing, traffic and air quality. SCAG's Regional Comprehensive Plan accounts for these links when designing ways to improve air quality, transportation systems, land use, compatibility and housing opportunities in the region. Land use planning is handled at the local level and contributes to development of the AQMP, growth projections for example, but the AQMP does not

affect local government land use planning decisions. The proposed 2003 AQMP complements SCAG's Regional Comprehensive Plan.

Based upon the above considerations, land use and planning issues will not be further evaluated in the Draft EIR.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES. Would the project:			
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☑
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☑

XI. a), b): There are no provisions of the proposed project that would directly result in the loss of availability of a known mineral resource of value to the region and the residents of the state, or of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. The proposed 2003 AQMP is not expected to deplete non-renewable mineral resources, such as aggregate materials, metal ores, etc., at an accelerated rate or in a wasteful manner because AQMP control measures are typically not mineral resource intensive measures. Therefore, significant adverse impacts to mineral resources are not anticipated so this topic will not be further evaluated in the Draft EIR.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
XII. NOISE. Would the project result in:			
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other	☐	☐	☑

	agencies?			
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☑
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☑
f)	For a project within the vicinity of a private airship, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☑

XII. a), b), c), d): The proposed project may require existing commercial or industrial owners/operators of affected facilities to install air pollution control equipment or modify their operations to reduce stationary source emissions. Potential modifications will occur at facilities typically located in appropriately zoned industrial or commercial areas. Ambient noise levels in commercial and industrial areas are typically driven primarily by freeway and/or highway traffic in the area and any heavy-duty equipment used for materials manufacturing or processing at nearby facilities. It is not expected that any modifications to install air pollution control equipment would substantially increase ambient [operational] noise levels in the area, either permanently or intermittently, or expose people to excessive noise levels that would be noticeable above and beyond existing ambient levels. It is not expected that affected facilities would exceed noise standards established in local general plans, noise elements, or noise ordinances currently in effect.

It is also not anticipated that the proposed project will; cause an increase in groundborne vibration levels because air pollution control equipment is not typically vibration intensive equipment. Consequently, the 2003 AQMP will not directly or indirectly cause substantial noise or excessive groundborne vibration impacts. These topics, therefore, will not be further evaluated in the Draft EIR.

XII. e) & f): Affected facilities would still be expected to comply, and not interfere, with any applicable airport land use plans and disclose any excessive noise levels to affected residences and workers pursuant to existing rules, regulations and requirements, such as CEQA. It is assumed that operations in these areas are subject to and in compliance with existing community noise ordinances and applicable OSHA or Cal/OSHA workplace noise reduction requirements. In addition to noise generated by current operations, noise sources in each area may include nearby freeways, truck traffic to adjacent businesses, and operational noise from adjacent businesses. As noted in the previous item, there are no components of the proposed 2003 AQMP that would substantially increase ambient noise levels, either intermittently or permanently. These topics, therefore, will not be further evaluated in the Draft EIR.

	Potentially Significant Impact	**Less Than Significant Impact**	**No Impact**
XIII. POPULATION AND HOUSING. Would the project:			
a) Induce substantial growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (e.g. through extension of roads or other infrastructure)?	☐	☐	☑
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☑
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☑

XIII. a): According to SCAG (2001)[6], population growth in the SCAG region (which includes all of the district) through 2025 is expected to result primarily from

[6] Southern California Association of Governments. 2001. Final Program Environmental Impact Report – 2001 Regional Transportation Plan Update

births within the region (as opposed to traditional patterns of in-migration of middle-class families throughout the nation). Most of the remainder of non-internal growth is projected to be derived from foreign migration. Consistent with SCAG's population growth projections, the proposed project is not anticipated to generate any significant effects, either directly or indirectly, on the district's population or population distribution. The proposed 2003 AQMP generally affects existing commercial or industrial facilities located in predominantly industrial or commercial urbanized areas throughout the district. It is expected that the existing labor pool within the areas surrounding any affected facilities would accommodate the labor requirements for any modifications at affected facilities. In addition, it is not expected that affected facilities will be required to hire additional personnel to operate and maintain new control equipment on site because air pollution control equipment is typically not labor intensive equipment. In the event that new employees are hired, it is expected that the existing local labor pool in the district can accommodate any increase in demand for workers that might occur as a result of adopting the proposed 2003 AQMP. As such, adopting the proposed 2003 AQMP is not expected to result in changes in population densities or induce significant growth in population.

XIII. b) & c): Because of the region's available workforce, history of mobility and existing patterns whereby individuals do not typically live close to their workplaces, any demand for new employees can be accommodated from the local region so no substantial population displacement is expected. Therefore, construction of replacement housing elsewhere in the district is not anticipated.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES. Would the proposal result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:			
a) Fire protection?	☐	☐	☑
b) Police protection?	☐	☐	☑

c) Schools?	☐	☐	☑
d) Parks?	☐	☐	☑
e) Other public facilities?	☐	☐	☑

XIV. a), b) & e): There is no potential for significant adverse public service impacts as a result of adopting the proposed 2003 AQMP. The 1997/1999 AQMP EIR analyzed potential adverse impacts to public services as a result of implementing AQMP control measures and concluded that existing resources at services such as fire departments, police departments and local governments would not be significantly adversely affected as a result of implementing AQMP control measures. The proposed project would not result in the need for new or physically altered government facilities in order to maintain acceptable service ratios, response times or other performance objectives.

XIV. c) & d): Adopting the proposed 2003 AQMP rule would not induce population growth or alter the distribution of existing population. Thus, implementing AQMP control measures would not increase or otherwise alter the demand for schools and parks in the district. No significant adverse impacts to schools or parks are foreseen as a result of adopting the proposed 2003 AQMP.

Based upon the above information, adopting the proposed 2003 AQMP is not expected to create significant adverse public service impacts, therefore, this topic will not be further evaluated in the Draft EIR.

	Potentially Significant Impact	**Less Than Significant Impact**	**No Impact**
XV. RECREATION.			
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.?	☐	☐	☑
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☑

XV. a) & b): As discussed under "Land Use and Planning" above, there are no provisions to the proposed project that would affect land use plans, policies,

ordinances, or regulations. Land use and other planning considerations are determined by local governments. No land use or planning requirements, including those related to recreational facilities, will be altered by the proposal. The proposed project does not have the potential to directly or indirectly induce population growth or redistribution. As a result, the proposed project would not increase the use of, or demand for existing neighborhood and/or regional parks or other recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. As a result, this topic will not be further evaluated in the Draft EIR.

	Potentially Significant Impact	**Less Than Significant Impact**	**No Impact**
XVI. SOLID/HAZARDOUS WASTE. Would the project:			
a) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☑	☐	☐
b) Comply with federal, state, and local statutes and regulations related to solid and hazardous waste?	☐	☐	☑

XVI. a): The proposed 2003 AQMP could require facilities to install air pollution control equipment, such as carbon adsorption devices, catalytic incineration, selective catalytic reduction or other types of control equipment that could increase the amount of solid/hazardous wastes generated in the district due to the disposal of spent catalyst, filters or other mechanisms used in the control equipment. Solid waste impacts would be considered significant if the impacts resulted in a violation of local, state or federal solid waste standards. Also, solid waste impacts would be significant if the additional potential waste volume exceeded the existing capacity of district landfills.

The possible measures to be considered by other agencies may result in potentially significant adverse solid and hazardous waste impacts from the use of particulate filters, replacement of emission controls on older light-duty vehicles, accelerated vehicle retirement programs, evaporative controls utilizing carbon canisters, etc. The potential solid/hazardous waste impacts from implementing the proposed 2003 AQMP will be analyzed in the Draft EIR.

XVI. b): Adopting the proposed 2003 AQMP is not expected to interfere with affected facilities' abilities to comply with federal, state, or local statutes and regulations related to solid and hazardous waste handling or disposal. This specific topic will not be further evaluated in the Draft EIR.

		Potentially Significant Impact	Less Than Significant Impact	No Impact
XVII.	**TRANSPORTATION/TRAFFIC.** Would the project:			
a)	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☑
b)	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☑
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☑
d)	Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	☐	☑
e)	Result in inadequate emergency access?	☐	☐	☑
f)	Result in inadequate parking capacity?	☐	☐	☑
g)	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	☐	☐	☑

XVII. a), b) & f): Adopting the proposed 2003 AQMP is not expected to substantially increase vehicle trips or vehicle miles traveled in the district. Included as part of the proposed 2003 AQMP are SCAG's transportation and related control measures. These transportation control measures include strategies to enhance mobility by reducing congestion through transportation infrastructure improvements, mass transit improvements, increasing telecommunications products and services, enhanced bicycle and pedestrian facilities, etc. Specific strategies that serve to reduce vehicle trips and vehicle miles traveled, such as strategies resulting in greater reliance on mass transit, ridesharing, telecommunications, etc., are expected to result in reducing traffic congestion. Although population in the district will continue to increase, implementing the transportation control measures (in conjunction with the Regional Transportation Plan) will ultimately result in greater percentages of the population using transportation modes other than single occupant vehicles. As a result, relative to population growth, existing traffic loads and the level of service designation for intersections district-wide would not be expected to decline at current rates, but could possibly improve to a certain extent. Therefore, implementing the AQMP could ultimately provide transportation improvements and congestion reduction benefits.

Adopting the proposed 2003 AQMP is not expected to result in inadequate parking at any affected facilities in the district. The reason for this conclusion is that, to the extent that transportation and related control measures reduce or limit the growth in daily vehicle trips, there could be a slight reduction in current or future demand for parking compared to existing levels of parking demand.

XVII. c): Neither air traffic nor air traffic patterns are expected to be directly or indirectly affected by adopting the proposed 2003 AQMP. Controlling emissions at existing commercial or industrial facilities and establishing mobile source exhaust and fuel specifications do not require constructing any structures that could impede air traffic patterns in any way.

XVII. d): It is not expected that adopting the proposed 2003 AQMP will directly or indirectly increase roadway design hazards or incompatible risks. To the extent that implementing components of the transportation control measure and related measures further develop roadway infrastructure, it is expected that there would ultimately be a reduction in roadway hazards or incompatible risks as part of any roadway infrastructure improvements.

XVII. e): Controlling emissions at existing commercial or industrial facilities and establishing mobile source exhaust and fuel specifications are not expected to affect in any way emergency access routes at any affected commercial or industrial facilities. The reason for this conclusion is that controlling emissions (from stationary sources in particular) is not expected to require construction of any structures that might obstruct emergency access routes at any affected facilities.

XVII. g): Adopting the proposed 2003 AQMP will not conflict with adopted policies, plans or programs supporting alternative transportation programs. In fact, the transportation and related control measures would specifically encourage and provide incentives for implementing alternative transportation programs and strategies.

Adopting the proposed 2003 AQMP is not expected to generate any significant adverse impacts to transportation or traffic systems, so this topic will not be further evaluated in the Draft EIR.

		Potentially Significant Impact	Less Than Significant Impact	No Impact
XVIII.	**MANDATORY FINDINGS OF SIGNIFICANCE.**			
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☑
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	☑	☐	☐
c)	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☑	☐	☐

XVIII. a): Specifically with regard to the biological resources identified in this item, the proposed project is not expected to significantly adversely affect any biological resources including wildlife and the resources on which it relies. Overall improvements in air quality are, ultimately, expected to provide substantial benefits

to local biological resources in the district. Therefore, this topic will not be evaluated further in the Draft EIR.

XVIII. b): Because the proposed project has the potential to generate significant adverse project-specific environmental impacts in several environmental areas, the proposed project also has the potential to create significant adverse cumulative impacts if project-specific impacts are also deemed to be cumulatively considerable. Significant adverse impacts will be further analyzed in the Draft EIR only if project-specific impacts to a specific impacts for a particular environmental topic are deemed significant.

XVIII. c): The proposed 2003 AQMP has the potential to create significant adverse impacts to human beings as a result of the possibility that it could create potentially significant adverse impacts in the following areas: air quality, hazards impacts, hydrology and water resources, solid waste and energy. Any significant adverse impact to any of these areas has the potential to adversely affect public health. Potentially significant adverse environmental impacts and feasible alternatives to the project will be analyzed in the Draft EIR.

APPENDIX A

SUMMARY OF POSSIBLE MEASURES TO BE CONSIDERED BY OTHER AGENCIES

SUMMARY OF POSSIBLE MEASURES TO BE CONSIDERED BY OTHER AGENCIES

Strategy	Description	Agency
Light- and Medium-Duty Vehicles		
LT/MED-DUTY-1	***Replace or Upgrade Emission Control Systems on Existing Passenger Vehicles – Pilot Program.*** Conduct a Pilot Program to evaluate benefits of replacing oxygen sensors and catalysts in in-use vehicles. Evaluate incorporating such a program into the Smog Check program.	ARB
LT/MED-DUTY-2	***Provide Incentives for Voluntary Passenger Vehicle Retirement.*** Incorporate vehicle retirement and vehicle repair based on the outcome of the Pilot Program LT/MED Duty-1 discussed above. The measure would only accept vehicles that have passed their most recent Smog Check inspection but are still high emitting relative to other vehicles.	ARB
LT/MED-DUTY-3	***Set Tighter Requirements for Manufacturers to Certify Emissions from New Passenger Vehicles [Supplemental Federal Test Procedure II].*** Propose enhanced Supplemental Federal Test Procedure useful-life emissions standards to prevent excessive in-use deterioration, as well as to reflect the current lower Low Emission Vehicle II standards.	ARB
LT/MED-DUTY-4	***Set Tighter Emission Standards for New Passenger Vehicles [Low Emission Vehicle III].*** Incorporate two changes to the emission standards in the Low Emission Vehicle (LEV) II program: 1) lowering the fleet average emission standards for all weight classes; and 2) lowering the LEV II, LEV and Ultra Low Emission Vehicle exhaust emission standards.	ARB
LT/MED-DUTY-5	***Improve Smog Check to Reduce Emissions from Existing Passenger and Cargo Vehicles.*** Implement loaded mode testing for up gas trucks to 10,000 pound and improve evaporative emissions testing. Send more vehicles to test only stations.	ARB
On-Road Heavy-Duty Gasoline Vehicles		
ON-RD HVY-DUTY GAS-1	***Set Lower Emission Standards for New Gasoline Truck Engines.*** Adopt U.S. EPA emission standards for 2008 and later model year heavy-duty gasoline engines and vehicles.	ARB

Strategy	Description	Agency
ON-RD HVY-DUTY GAS-2	***Require Equipment/Software to Detect Malfunctions and Excess Emissions on New Gasoline Trucks [On-Board Diagnostics].*** Utilize the on-board diagnostic system being developed for diesel engines in heavy-duty gas engines.	ARB
On-Road Heavy-Duty Diesel Engines and Vehicles		
ON-RD HVY-DUTY-1	***Provide Incentives for Cleaner Trucks and Buses, Including School Buses.*** Implement incentive programs such as the Carl Moyer Program and the Lower Emission School Bus Program to clean up existing fleets.	ARB
ON-RD HVY-DUTY-2	***Augment Truck and Bus Highway Inspections with Community-Based Inspections.*** Increase heavy-duty vehicle inspections in communities with the most truck traffic.	ARB
ON-RD HVY-DUTY-3	***Capture and Control Vapors from Gasoline Cargo Tankers.*** Require the vapor connections on fuel cargo tankers to be fitted with closure devices, and product and vapor recovery hoses to have poppeted caps or adapters. In addition, require a monthly inspection and maintenance program.	ARB
ON-RD HVY-DUTY-4	***Require Equipment/Software to Detect Malfunctions and Excess Emissions on New Trucks and Buses [On-Board Diagnostics].*** Require a more comprehensive on-board diagnostics system on all heavy-duty vehicles to detect component malfunctions before emissions exceed a specified level.	ARB, U.S.EPA
ON-RD HVY-DUTY-5	***Expand ARB Inspection Programs for Existing Trucks and Buses to Detect Excess NOx Emissions.*** Incorporate a NOx screening test into the heavy-duty vehicle and periodic smoke inspection programs.	ARB
ON-RD HVY-DUTY-6	***Ensure Continued Compliance with Emission Standards by Requiring Engine Manufacturers to Test Existing Trucks and Buses.*** Require manufacturers of heavy-duty diesel engines to test a specific number of engines per engine family by procuring and testing in-use vehicles at various mileage intervals**.**	ARB
ON-RD HVY-DUTY-7	***Pursue Approaches to Clean Up the Existing Truck and Bus Fleet – Retrofit Controls, Engine Recalibration, Fleet Rules, Alternative Diesel Fuels, Reduced Idling***. Reduce emissions from existing heavy-duty diesel vehicles through a mix of strategies including: retrofit of older diesel vehicles with particulate matter and NOx reducing technologies; recalibration engines to eliminate "defeat devices"; use of emulsified diesel fuels or alternative fuels; and reducing truck idling. Also, require idle-limiting devices on new heavy-duty vehicles over 33,000 pounds.	ARB

Strategy	Description	Agency
Off-Road Compression – Ignition Engines		
OFF-RD CI-1	***Provide Incentives for Cleaner Off-Road Equipment [Compression-Ignition Engines].*** Provide incentives to replace older engines with cleaner, lower-emitting engines.	ARB
OFF-RD CI-2	***Set Lower Emission Standards for New Off-Road Engines [Compression-Ignition Engines].*** Adopt NOx and PM emission standards for CI pleasure craft, and adopt lower PM emission standards for all new non-preempt off-road CI engines. Work closely with U.S EPA to establish nationwide stricter standards for new CI engines.	ARB, U.S. EPA
OFF-RD CI-3	***Approaches to Clean Up the Existing Off-Road Equipment Fleet – Alternative Diesel Fuels, Retrofit Controls, Reduced Idling [Compression Ignition Engines].*** Reduce emissions through a mix of strategies which include: consider the use of emulsified fuels or other alternative diesel fuels; require PM retrofits for off-road heavy-duty diesel vehicles; evaluate NOx emission control retrofit technologies such as selective catalytic reduction systems and NOx absorbers; and reduce idling from construction equipment.	ARB, Air Districts
OFF-RD CI-4	***Registration and Inspection Program for Existing Off-Road Equipment to Detect Excess Emissions [Compression-Ignition Engines].*** Develop an off-road registration/in-use compliance test program to ensure benefits from control measures are realized.	ARB
Off-Road Large Spark-Ignition Engines		
OFF-RD LSI-1	***Set Lower Emission Standards for New Off-Road Gas Engines [Spark-Ignition Engines 25 hp and Greater].*** In coordination with U.S. EPA, adopt exhaust emission standards for new large spark ignition engines using a three-way catalyst and closed-loop fuel control, and consider evaporative emission standards using carbon canisters and improved hoses and fittings.	U.S. EPA, ARB
OFF-RD LSI-2	***Clean Up Existing Off-Road Gas Equipment Through Retrofit Controls [Spark-Ignition Engines 25 hp and Greater]*** Require retrofits for existing equipment utilizing large spark ignition engines to achieve an 80 percent reduction in exhaust emissions or meet emission levels equivalent to 3.0 g/bhp-hr HC+NOx.	ARB

Strategy	Description	Agency
OFF-RD LSI-3	***Establish Registration Program for Off-Road Gas Equipment to Support Enforcement [Spark-Ignition Engines 25 hp and Greater].*** Develop a registration requirement in California for off-road equipment to ensure benefits from control measures are realized.	ARB
OFF-RD LSI-4	***Require New Forklift Purchases and Forklift Rentals to be Electric -- Lift Capacity <8,000lbs].*** Require forklifts less than 8,000 pounds lift capacity sold be electric.	ARB
	Small Off-Road Engines	
SMALL OFF-RD-1	***Set Lower Emission Standards for New Handheld Lawn and Garden Equipment – Like Weed Trimmers, Leaf Blowers, and Chain Saws [Spark-Ignition Engines Under 25 hp].*** Adopt tighter emission standards for new engines used in lawn and garden equipment, and introduce a voluntary tighter emission standard and a green labeling program.	ARB
SMALL OFF-RD-2	***Set Lower Emission Standards for New Non-Handheld Lawn and Garden Equipment – Like Lawnmowers [Spark-Ignition Engines Under 25 hp].*** Adopt tighter emission standard for new non-handheld small off-road engines, and adopt standards to reduce evaporative and permeation emissions from the fuel tanks and fuel systems of gasoline powered off-road equipment.	ARB
	Recreational Marine	
REC MARINE-1	***Set Tighter Emission Standards for New Personal Watercraft and Outboard Boat Engines [Spark-Ignition Propulsion Engines].*** Adopt standards requiring personal watercraft and outboard engines to meet the same catalyst-based standards as inboard and sterndrive engines.	ARB
	Off-Road Motorcycles and All-Terrain Vehicles	
MOTOR CYCLE-1	***Set Evaporative Emission Standards for New Off-Road Motorcycles and All Terrain Vehicles.*** Adopt evaporative emission standards for off-road motorcycles and all terrain vehicles. Standards would require improved materials with lower permeation rates and increased durability.	ARB, U.S. EPA

Strategy	Description	Agency
MOTOR CYCLE-2	***Set Tighter Exhaust Emission Standards for New Off-Road Motorcycles and All Terrain Vehicles.*** Adopt emission standards for new off-road motorcycles and all terrain vehicles. Standard could be met through engine modifications and catalysts for two-stroke engines or use of cleaner four-stroke engines.	ARB, U.S. EPA
Commercial Marine Vessels and Ports		
MARINE-1	***Set More Stringent Emission Standards for New Harbor Craft and Ocean-Going Ships.*** U.S. EPA could pursue more stringent international emission standards for marine vessels over 130kw, adopt more stringent harbor craft emission standards, and adopt new standards for ocean going ships.	U.S. EPA
MARINE-2	***Pursue Approaches to Clean Up the Existing Harbor Craft Fleet – Retrofit Controls, Cleaner Fuels.*** Require the use of add-on control equipment, and/or cleaner fuels such as California on-road low sulfur diesel, emulsified diesel fuels, biodiesel, compressed natural gas, or liquefied natural gas.	ARB
MARINE-3	***Pursue Approaches to Clean Up the Existing Ocean-Going Ship Fleet – Cleaner Fuels, Incentives for Cleaner Ships, Smoke (Opacity) Limits.*** Evaluate ways to reduce emissions from ocean-going ships including: (1) vessels to use cleaner burning fuels in California coastal waters, (2) implementing economic incentive programs to encourage ocean-going vessel owners to reduce ship emissions, and (3) setting restrictions on opacity for vessels in California coastal waters.	ARB
MARINE-4	***Pursue Advanced Technologies and Innovative Strategies – Alternatives for Dockside Power and Propulsion In/Out of Port, Operational Controls.*** Require ships to use power generated by fuel cells or hook-up to dockside electrical power while in port, encourage the development of zero emission power sources such as solar, wind, battery, or fuel cells, and encourage operational controls, speed controls, and idling time limits.	ARB
MARINE-5	***Pursue Approaches to Reduce Land-Based Emissions at Ports – Alternative Fuels, Cleaner Engines, Retrofit Controls, Electrification, Idling Restrictions.***	ARB
MARINE-6	***Pursue Approaches to Reduce Truck Emissions at Ports – Cleaner Engines/Retrofit Controls, Operational Requirements, Outreach.*** Develop control measures which may include retrofit of diesel-fueled port cargo trucks, identify operational requirements to lessen the health impacts of diesel-fueled port cargo trucks; and develop an educational outreach program for owners and operators.	ARB

Strategy	Description	Agency
Aircraft and Airports		
AIRPORT-1	***Pursue Approaches to Reduce Emissions from Jet Aircraft – Cleaner Engines/Retrofit Controls, Aerodynamic Design, Fleet Purchase Strategy, Emission-Based Landing Fees, Cleaner Fuel, Operational Measures.*** Strategy could include airline manufacturers committing to purchase aircraft with cleanest engines available.	U.S. EPA, Airports
AIRPORT -2	***Pursue Approaches to Reduce Emissions from Airport Ground Service Equipment – Infrastructure, Electrification and Alternative Fuels, Carrier Fleet Average, Retrofit Controls.*** Require airports to install infrastructure for electric or alternative fuel GSE, accelerate turnover of existing GSE fleet, perform technical assessment of zero emission vehicle GSE, and retrofit diesel GSE with particulate filters or oxidation catalysts.	ARB
AIRPORT -3	***Pursue Approaches to Reduce Emissions from Vehicles Traveling To and From Airports – Airport Operator Fleets, Alternative Fuel/Electric Infrastructure, Taxi/Shuttle Fleets, Consumer/Employee Transportation Options, Education.***	ARB, Air Districts, Airports
Locomotives and Railyards		
RAIL-2	***Pursue Approaches to Reduce Locomotive Emissions Statewide – Reduced Idling, Cleaner Switch Yard Engines***.	ARB
RAIL-3	***Add Idle Limiting Devices for New and Retrofit Locomotives.***	U.S. EPA
RAIL-4	***Set Low Sulfur Standards for Diesel Fuel for Locomotives and Rail Operations.***	U.S. EPA
RAIL-5	***Set Lower Emission Standards for New and Remanufactured Locomotives [Tier 3 Standards].*** Set locomotive emissions standards for new and remanufactured locomotives that reflect the emission reductions possible through the use of particulate matter traps and other on- and off-road technologies.	U.S. EPA
Conventional and Alternative Fuels		
FUEL-1	***Set Additives Standards for Diesel Fuel to Control Engine Deposits.***	ARB

Strategy	Description	Agency
FUEL-3	***Require Emulsified Diesel Fuel or Other Alternative Diesel Fuels in Large Truck/Bus and Off-Road Equipment Fleets.***	ARB
FUEL-4	***Increase Enforcement of Existing Fuel Standards in Southern California.*** Inspect more facilities for compliance with the State's motor fuel regulations.	ARB
FUEL-5	***Set Lower Emission Standards for Gasoline [Phase IV Reformulated Gasoline].*** Optimize the fuel to support future engine vehicle technologies, such as reducing the sulfur levels; tighten the range of the driveability index to ensure vehicle performance and to reduce or maintain emission levels.	ARB
FUEL-6	***Set Sulfur/Ash Content Limits for Diesel Engine Lubricating Oils.***	ARB
FUEL-7	***Support Infrastructure for Zero-Emission Vehicles – Electric, Fuel Cell, and Hydrogen***. Support zero emission vehicle infrastructure activities through regulatory standards, research funding priorities, public education efforts and resource allocations.	ARB
FUEL-8	***Pursue Approaches to Reduce Petroleum Dependency – Fuel/Energy Efficiency, Advanced Technologies, Alternative Fuel and Alternative Diesel Fuel, Lower Travel Demand.*** Implement strategies to reduce petroleum dependence, as required by Assembly Bill 2076. Strategies would include improving vehicle efficiency; encourage use of fuel cell powered vehicles, electric and hybrid vehicles; encourage development and use of alternative fueled vehicles; and encourage a reduction in vehicle miles traveled.	ARB
FUEL-9	***Summary of Strategies for Alternative Fuel and Zero Emission Vehicles.*** This measure summarizes all of the strategies that will incorporate alternative fuels and zero emission vehicle technology.	ARB
Consumer Products		
CONS-1	***Increase Enforcement of Consumer Products Regulations.*** Target additional resources for enforcement. May evaluate labeling provisions.	ARB
CONS-2	***Set New Consumer Products Limits for 2006 – Solvents, Toilet Blocks, Other Small Categories.*** Evaluate currently unregulated product categories to reduce emissions through product reformulation, use of low vapor pressure VOCs, or replacing propellants with exempt hydrocarbons or compressed gases.	ARB

Strategy	Description	Agency
CONS-3	***Set New Consumer Products Limits for 2008 – Categories to be Determined.*** Consider whether lower limits are feasible for unregulated and regulated consumer products categories, and re-evaluate current exemptions.	ARB
CONS-4	***Set New Consumer Products and Aerosol Coatings Limits for 2010 – Categories to be Determined.*** Consider whether lower limits are feasible for unregulated and regulated consumer products categories, and re-evaluate current exemptions.	ARB
CONS-5	***Pursue Approaches to Reduce Emissions from Aerosol Consumer Products – Limit Propellants, Hold Aerosol to Same Standard as Non-Aerosol Form.*** Evaluate the feasibility of achieving further reductions from aerosol products by limiting VOC propellants or holding aerosol products to the same standard as non-aerosol forms.	ARB
CONS-6	***Set General Limits for Unregulated Categories of Consumer Products.*** Evaluate the feasibility of setting emission limits for currently unregulated consumer products such as aqueous cleaning as the primary cleaning standard for janitorial/institutional cleaning and automotive cleaning products. In most cases, aqueous cleaning is a suitable alternative to high-VOC consumer products used by institutional, as well as industrial and commercial establishments including, but not limited to, government agencies, factories, schools, hospitals, automobile service and parts centers, etc. For example, establishing a standard of 50% VOC by weight for automotive brake cleaner consumer products does not take into consideration that most automotive repair shops can use aqueous parts cleaners or equivalent products. Institutional solvent-based cleaners should be restricted to spot cleaning and exceptional use only.	ARB
Residential and Open Burning		
BURN-01	***Pursue Approaches to Reduce Emissions from Residential Wood Combustion – Cleaner Devices, Retrofit Controls, Incentives, Outreach.*** Consider a phased approach that would combine incentives, voluntary measures, wood stove and fireplace insert standards, and building codes to reduce PM, NOx, CO, ROG, and toxics emissions.	ARB, Air Districts
Transportation Strategies		
TCM-01	***Transportation Improvements- HOV Lanes.*** Through RTIP, program and implement HOV projects (& pricing alternatives), park & ride lots/intermodal facilities.	SCAG, CTC's Caltrans

Strategy	Description	Agency
	Transportation Improvements- Transit/Systems Management. Through RTIP, program and implement transit improvements, Urban Freeway System Management Improvements, smart corridors TSM programs, railroad consolidation programs, CMP-based demand management strategies, vanpool programs, telecommunications facilities, demonstration programs, and bicycle and pedestrian facilities.	SCAG, CTCs, Caltrans, Transit Operators, Local Governments
	Transportation Improvements- Information Services. Through RTIP, program and implement marketing information services for employers and activity centers to encourage shared rides and transit use, and transit pass centers.	SCAG
ATT-01	***Telecommunications-*** Increase usage of telecommunications products and services in daily business, education and personal activities. Targets 6.8% decrease from 1990 levels in 2010 H-W trip equivalents.	SCAG, SCAQMD, Partnership, Local Gov'ts, Subregions
ATT-02	***Advanced Shuttle Transit-*** Introduction of technology-enhanced "smart" vehicles to provide consumers as choice between automobiles and "smart shuttles". In combination w/"traditional transit", targets a 10% mode split.	SCAG, SCAQMD, Partnership, Local Gov'ts, Subregions
ATT-03	***Zero-Emission Vehicles/Infrastructure-*** Enhance market penetration of zero-emision vehicles and aggressive deployment of infrastructure. Facilities State ZEV mandate and market-enhanced levels of vehicle sales.	SCAG, SCAQMD, Partnership, Local Gov'ts, Subregions
ATT-04	***Alternative Fuel Vehicles/Infrastructure-*** Enhance market penetration of alternative fuel vehicles along with aggressive deployment of refueling infrastructure. Facilities state program actions and market-enhanced levels of vehicle sales.	SCAG, SCAQMD, Partnership, Local Gov'ts, Subregions
ATT-05	***Intelligent Transportation Sytems-*** Apply Advanced Traffic Management and Advanced Traveler Information Systems to reduce fuel usage and emissions, improve travel time and safety, and support transit-user information and patronage. Facilitate 5% improvement in roadway vehicle capacity.	SCAG, SCAQMD, Partnership, Local Gov'ts, Subregions
FSS-02	***Market Based Transportation Pricing-*** Further Study. Implement pricing policies to reduce congestion and emissions from vehicles.	State and/or Local Agencies