

APPENDIX B

**NOTICE OF PREPARATION AND
INITIAL STUDY**

November 12, 1999

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL ASSESSMENT

PROJECT TITLE: PROPOSED RULE 1190: CLEAN ON-ROAD VEHICLES FOR GOVERNMENT AND AIRPORT OPERATIONS

In accordance with the California Environmental Quality Act (CEQA), the South Coast Air Quality Management District (SCAQMD) is the Lead Agency and will prepare an Environmental Assessment (EA) for the project identified above pursuant to its certified regulatory program (SCAQMD Rule 110). The proposed rule will accomplish the following:

- Require fleet registration for certain fleet vehicle owners/operators;
- Require government agency fleet vehicle owners/operators of 15 vehicles or more, including airport fleet operations, to acquire vehicles powered by clean burning fuels as defined in PR 1190 when purchasing new or replacing existing fleet vehicles, to the maximum extent feasible;
- Require fleet vehicle owners/operators to keep records of fleet vehicle purchases; and
- Provide an exemption for emergency services fleet vehicle owners/operators.

The purpose of this Notice of Preparation/Initial Study (NOP/IS) is to inform appropriate government agencies and the public in general that a Draft EA is being prepared, and to solicit comments on the environmental areas within each agency's jurisdiction. The SCAQMD will prepare a Draft EA that will assess the potential environmental impacts that may result from implementing the proposed rule. If potential significant adverse impacts are identified, the Draft EA will identify feasible mitigation measures, if available, to reduce such impacts to the maximum extent achievable. The Draft EA will also include a discussion of all other applicable topics required by and related to CEQA.

The attached materials are not SCAQMD applications or forms requiring a response from you. Their purpose is simply to provide you with information concerning the CEQA analysis that will be conducted for proposed Rule 1190. If the proposed project has no bearing on you or your organization, no action on your part is necessary.

The project's description, location, and potential environmental impacts are described in the Initial Study for the proposed project that is attached to this NOP. Comments focusing on your area of expertise, your agency's area of jurisdiction, or issues relative to the environmental analysis will be accepted on the NOP/IS during a 30-day public review and comment period beginning Friday, November 12, 1999, and ending 5 p.m. on Tuesday, December 14, 1999. **Please send any comments to Mr. Darren Stroud (c/o Office of Planning, Rule Development, and Area Sources) at the address shown above.** Comments can also be sent via facsimile to (909) 396-3324 or e-mail at dstroud@aqmd.gov. Mr. Stroud can be reached by calling (909) 396-2526. Questions regarding the proposed rule should be directed to Mr. David Coel at (909) 396-3143. Please include the name and phone number of the contact person for your agency.

Project Applicant: N/A

Date: November 12, 1999

Signature:

Steve Smith

Steve Smith

Title:

Program Supervisor

Telephone:

(909) 396-3054

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

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The Initial Study and other relevant documents may be obtained by calling the AQMD Public Information Center at (909) 396-3600. Comments focusing on your area of expertise, your agency's area of jurisdiction, or issues relative to the environmental analysis will be accepted on the NOP/IS during a 30-day public review and comment period beginning Friday, November 12, 1999, and ending 5 p.m. on Tuesday, December 14, 1999. **Please send any comments to Mr. Darren Stroud (c/o Office of Planning, Rule Development, and Area Sources) at the address shown above.** Comments can also be sent via facsimile to (909) 396-3324 or E-mail at dstroud@aqmd.gov. Mr. Stroud can be reached by calling (909) 396-2526. Questions regarding the proposed rule should be directed to Mr. David Coel at (909) 396-3143. Please include the name and phone number of the contact person for your agency.

Project Applicant: N/A

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Telephone:

(909) 396-3054

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

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

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL ASSESSMENT

Project Title:

Notice of Preparation of a Draft Environmental Assessment for Proposed Rule 1190 – Clean On-road Vehicles for Government and Airport Operations

Project Location:

South Coast Air Quality Management District: 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 and Purpose of the Project:

Pursuant to its authority under Health & Safety Code §40447.5 the SCAQMD is proposing a new rule that would: require fleet registration for certain fleet vehicle owners/operators; require government agency fleet vehicle owners/operators of 15 vehicles or more, including airport fleet operations, to acquire vehicles powered by clean burning fuels as defined in PR 1190 when purchasing new or replacing existing fleet vehicles, to the maximum extent feasible; require fleet vehicle owners/operators to keep records of fleet vehicle purchases; and provide an exemption for emergency services fleet vehicle owners/operators.

Lead Agency

South Coast Air Quality
Management District

Division

Planning, Rule Development and Area Sources

**NOP, Initial Study, and all supporting
documentation are available at:**

SCAQMD Headquarters
21865 E. Copley Drive
Diamond Bar, CA 91765

or by calling:

(909) 396-3600

NOP/Initial Study Review Period:

November 12, - December 14, 1999

Scheduled Public Meeting Dates:

Public Workshops: None currently scheduled
SCAQMD Governing Board Hearing: March 17, 2000; 9:30 a.m.; SCAQMD Headquarters

CEQA Contact Person:

Darren W. Stroud

Phone Number:

(909) 396-2526

AQMP Contact Person:

Dave Coel

Phone Number:

(909) 396-3143

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

INITIAL STUDY FOR THE DRAFT ENVIRONMENTAL ASSESSMENT FOR:

**PROPOSED RULE 1190 – CLEAN ON-ROAD VEHICLES FOR
GOVERNMENT AND AIRPORT OPERATIONS**

November 10, 1999

Executive Officer

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SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

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Orange County Representative

S. ROY WILSON
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VACANT
Governor's Appointee

EXECUTIVE OFFICER:

BARRY R. WALLERSTEIN, D.Env.

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CHAPTER 1

PROJECT DESCRIPTION

Introduction

Project Location

Background

Project Description

Projected Emission Reductions

Alternatives

Initial Environmental Impacts

INTRODUCTION

The SCAQMD is proposing a new rule, Rule 1190 – Clean On-Road Vehicles for Government and Airport Operations. The new rule would regulate public and airport vehicle fleets with 15 or more vehicles. The new rule would provide early emission reductions of toxic air contaminants (TACs) and to a certain extent criteria pollutants compared to current projections in the SCAQMD's 1997 Air Quality Management Plan (AQMP).

The proposed Rule (PR) 1190 is a "project" as defined by the California Environmental Quality Act (CEQA) §15378. California Public Resources Code §21080.5 allows public agencies with regulatory programs to prepare a plan or other written document in lieu of an environmental impact report once the Secretary of the Resources Agency has certified the regulatory program. The South Coast Air Quality Management District's (SCAQMD) regulatory program was certified by the Secretary of the Resources Agency on March 1, 1989, and is codified as SCAQMD Rule 110. Pursuant to Rule 110 (the rule which implements the SCAQMD's certified regulatory program), SCAQMD is preparing a Draft Environmental Assessment (EA) to evaluate potential adverse impacts from adopting PR 1190.

CEQA and Public Resources Code §21000 et seq., requires that the potential adverse environmental impacts of proposed projects be evaluated and that methods to reduce or avoid identified significant adverse environmental impacts of these projects be implemented if feasible. The purpose of the Draft EA is to inform the SCAQMD's Governing Board, public agencies, and interested parties of potentially significant adverse environmental impacts that could result from implementing the proposed project.

This Initial Study is intended to provide information about the proposed project to other public agencies and interested parties prior to the release of the Draft EA. According to CEQA Guidelines §15063(c), the purposes of an Initial Study are to (1) provide the lead agency with information to use as the basis of deciding whether to prepare an EIR or negative declaration, (2) enable an applicant or lead agency to modify a project, mitigating adverse environmental impacts before an EIR is prepared, thereby enabling the project to qualify for a negative declaration, and (3) assist in the preparation of an EIR. The Initial Study for PR 1190 is being released for a 30-day public review period. Written comments on the scope of the environmental analysis and possible project alternatives received by the SCAQMD during the 30-day public review period will be considered when preparing the Draft EA for PR 1190.

PROJECT LOCATION

PR 1190 would be implemented throughout the areas of the SCAQMD’s jurisdiction. The SCAQMD has jurisdiction over an area of approximately 10,743 square miles, consisting of the four-county South Coast Air Basin (Basin), which includes: 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 subarea 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).

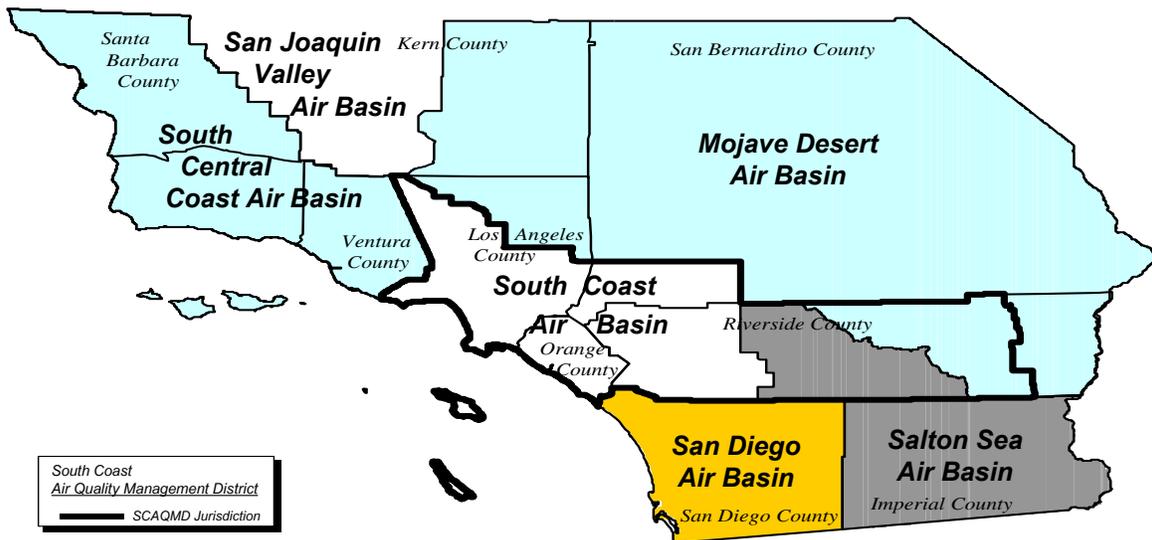


FIGURE 1-1
Boundaries of the South Coast Air Quality Management District

BACKGROUND

Diesel engines represent a significant proportion of the AQMP inventory for oxides of nitrogen (NO_x) and PM_{2.5} (a subset of PM₁₀) emissions. Approximately one-third of the year 2010 AQMP NO_x inventory is attributable to diesel engine emissions. To attain and maintain with a margin of safety the state and national ambient air quality standards for ozone and PM₁₀, NO_x and PM₁₀ controls represent a critical component of the overall attainment strategy. Reducing diesel emissions, which is one component of PR 1190, contribute to the SCAQMD's strategy of reducing NO_x and PM₁₀ emissions.

On October 10, 1997, the SCAQMD Governing Board adopted ten Environmental Justice (EJ) Initiatives. EJ Initiative #7 is intended to incentivize the early clean up or removal of diesel engines in the district. In addition to contributing to criteria pollutant emissions, the recently completed Multiple Air Toxics Exposure Study (MATES II) (SCAQMD, 1999) demonstrated that diesel engine emissions contribute approximately 70 percent to the total regional cancer risk. Further, the contribution to the overall cancer risk in the district is dominated by mobile sources (e.g., cars, trucks, trains, ships, aircraft, etc.). Many fleets, especially fleets of heavy-duty vehicles, are comprised primarily of diesel vehicles.

In addition to EJ Initiative #7, EJ Initiative #2 included conducting a program of ambient monitoring for toxic hotspots. EJ Initiative #2 highlighted the need for a more comprehensive approach to reducing air toxics. Data from the draft final MATES II report illustrate this point. This extensive study includes ambient monitoring, emission inventory, modeling and risk assessment elements to estimate exposures to air toxics in the SCAQMD's jurisdiction. Preliminary data from this study were reported to the SCAQMD's Governing Board (Board) on March 12, 1999, and a draft final report was submitted to the Board on November 5, 1999. Estimated cancer risk levels in the SCAQMD's jurisdiction from ambient monitoring data are approximately 400 in a million without consideration of diesel or other mobile emissions. Air toxics monitoring data indicate that diesel emissions significantly increase the overall average cancer risk to approximately 1,400 in one million, becoming the single largest contributor to the overall risk in the in the SCAQMD's jurisdiction. Approximately 70 percent of the cancer risk is driven by mobile sources. Current risk levels, however, are substantially reduced compared to levels measured 10 years ago.

Based on the above information, staff concluded that reducing air toxic emissions from stationary sources alone would not be sufficient to address cumulative or localized toxic impacts. As a result, SCAQMD staff worked with industry, environmental groups, local government, other agencies and the public to design and conduct a systematic and integrated approach, similar to that conducted for criteria pollutants (e.g., ozone or particulates) that addresses emissions at multiple levels. The MATES II results indicate that ambient air toxic concentrations in southern California can be further reduced to

protect public health. Further, mobile sources, especially diesel exhaust, contribute more to the ambient cancer risk than stationary sources.

On September 10, 1999, the SCAQMD Governing Board approved the concept of a comprehensive overall strategy to control air toxics in the district.. One component of the discussion included direction to staff to investigate the SCAQMD's authority under state law to regulate mobile sources and to develop a rule based on that authority. PR 1190 is being promulgated in response to this Board directive. Implementing PR 1190 is expected to contribute to implementing EJ Initiative #7 and to contribute to the SCAQMD's overall strategy of reducing TACs within the SCAQMD's jurisdiction by targeting mobile sources.

PROJECT DESCRIPTION

As a short-term strategy for reducing TACs and, to a certain extent, criteria pollutants from mobile sources, the SCAQMD is proposing to implement PR 1190. The SCAQMD obtains its authority to regulate public (and commercial) fleets in Health and Safety Code (H&S) §40447.5, which states in part,

”Notwithstanding any other provision of law, the south coast district board may adopt regulations that do all of the following: (a) Require operators of public and commercial fleet vehicles, consisting of 15 or more vehicles under a single owner or lessee and operating substantially in the south coast district, when adding vehicles to or replacing vehicles in an existing fleet or purchasing vehicles to form a new fleet, to purchase vehicles which are capable of operating on clean burning fuels as defined in PR 1190 and to require that these vehicles be operated, to the maximum extent feasible, on the alternative fuel when operating in the south coast district. Notwithstanding [H&S] §39021, as used in this subdivision, the term ‘commercial fleet vehicles’ is not limited to vehicles that are operated for hire, compensation, or profit. No regulation adopted pursuant to this paragraph shall apply to emergency vehicles operated by local law enforcement agencies, fire departments, or to paramedic and rescue vehicles until the south coast district board finds and determines that the alternative fuel is available at sufficient locations so that the emergency response capabilities of those vehicles is not impaired.”

The main components of PR 1190 are summarized in the following bullet points. For a complete version of PR 1190, the reader is referred to Appendix A.

- PR 1190 applies to fleet operators of 15 or more vehicles, and specifically applies to all government agencies located in the district, including federal, state, county, and city departments or agencies, etc. PR 1190 also applies to private fleets of 15 or more under contract to the above government agencies. Finally, PR 1190 applies specifically to fleets of 15 or more either under contract with airports to conduct

airport operations or other private fleets that transport passengers and/or cargo to and from airports located in the district.

- Vehicle categories affected by this rule include passenger cars, light-duty trucks, medium-duty vehicles, and heavy-duty vehicles, including urban transit buses.
- Within four months subsequent to adoption of PR 1190 and annually thereafter, affected fleet operators must register with the SCAQMD fleet-specific information such as principal vehicle location, manufacturer, model-year, model, weight, etc.
- PR 1190 would require government agency and airport operators of vehicle fleets with 15 or more vehicles operating in the SCAQMD's jurisdiction to acquire clean burning vehicles as defined in PR 1190 when adding or replacing fleet vehicles, according to the following compliance schedule:
 - Fleet operators of public transit urban bus fleets of 15 or more buses would be subject to the rule upon adoption;
 - Other government agency fleets greater than or equal to 100 vehicles, including airport fleet vehicles, would be subject to the proposed rule beginning January 1, 2001; and
 - And fleets less than 100 vehicles, but greater than or equal to 15 vehicles, including airport fleet vehicles, would be subject to the rule beginning January 1, 2002.
- The provisions of PR 1190 would not apply to the following types of fleets:
 - Fleets consisting of evaluation/test vehicles, operated by a vehicle manufacturer for testing or evaluation exclusively;
 - Fleet vehicles used by emergency service providers such as police and fire departments, ambulances, hospital or paramedical fleets, etc.;
 - Fleets consisting of vehicles not garaged, housed, parked, stored, or operated within district for more than 30 days in any 12-month period.
- PR 1190 also contains recordkeeping requirements to demonstrate compliance with PR 1190 provisions.

PROJECTED EMISSIONS REDUCTIONS

Based on the number of fleet vehicles potentially affect by PR 1190 will, it is clear that this rule will provide early emission reductions of TACs and to a certain extent criteria pollutants from mobile sources compared to current projections in the SCAQMD's 1997

AQMP. However, at this early stage of this rulemaking effort, the extent of the air quality benefits (e.g., TAC and criteria pollutant emission reductions) has not been firmly established. As this rulemaking for PR 1990 progresses, the air quality benefits achievable from the implementation of PAR 1190 will be made available.

ALTERNATIVES

The Draft EA will discuss and compare alternatives to the proposed project as required by CEQA Guidelines §15126.6. Alternatives must include realistic strategies 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, 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 project. 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." Project alternatives may also be based on suggested alternatives received during the 30-day public comment period for this NOP/IS.

SCAQMD Rule 110 (the rule that implements the SCAQMD's certified regulatory program) does not impose any greater requirements for a discussion of project alternatives in an environmental assessment than is required for an EIR under CEQA. Written suggestions on potential project alternatives received during the comment period for the Initial Study may be considered when preparing the Draft EA if warranted.

INITIAL ENVIRONMENTAL EVALUATION

Chapter 2 of this Initial Study contains an environmental checklist that was used to identify potentially significant adverse environmental impacts and the scope of the analysis of the Draft EA. Items checked as having a "Potentially Significant Impact" will be analyzed further in the Draft EA.

CHAPTER 2

ENVIRONMENTAL CHECKLIST

Introduction

General Information

Potentially Significant Impact Areas

Environmental Checklist and Discussions

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 SCAQMD Rule 1190 – Clean On-Road Vehicle Fleets.

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: Darren W. Stroud (909) 396-2526
 Rule Contact Person: David Coel (909) 396-3143
 Name of Project: Proposed Rule 1190 – Clean On-Road Vehicle Fleets

POTENTIALLY SIGNIFICANT IMPACT AREAS

The following environmental impact areas have been assessed to determine their potential to be affected by the proposed project. As indicated by the checklist on the following pages, environmental topics marked with an "✓" may be adversely affected by the proposed project. An explanation relative to the determination of impacts can be found following the checklist for each area.

- | | | |
|---|--|---|
| <input type="checkbox"/> Land Use and Planning | <input checked="" type="checkbox"/> Transp./Circ. | <input checked="" type="checkbox"/> Public Services |
| <input type="checkbox"/> Pop./Housing | <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Solid/Hazardous Waste |
| <input type="checkbox"/> Geophysical | <input checked="" type="checkbox"/> Energy/Mineral Resources | <input type="checkbox"/> Aesthetics |
| <input checked="" type="checkbox"/> Water Resources | <input checked="" type="checkbox"/> Hazards | <input type="checkbox"/> Cultural Resources |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Noise | <input type="checkbox"/> Recreation |
| | | <input checked="" type="checkbox"/> Mandatory Findings |

DETERMINATION

On the basis of this initial evaluation:

- I find the proposed project, in accordance with those findings made pursuant to CEQA Guideline § 15252, could NOT have a significant effect on the environment, and that an ENVIRONMENTAL ASSESSMENT with no significant impacts 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 the mitigation measures described on an attached sheet have been added to the project. An ENVIRONMENTAL ASSESSMENT with no significant impacts will be prepared.
- I find that the project MAY have a significant effect(s) on the environment, and an ENVIRONMENTAL ASSESSMENT will be prepared.

Date November 12, 1999

Signature Steve Smith

Steve Smith, Ph.D.
Program Supervisor

ENVIRONMENTAL CHECKLIST AND DISCUSSION

Proposed Rule (PR) 1190 would reduce toxic air contaminants (TACs) as well as other criteria pollutants from fleet vehicles operated in the district. Compliance with PR 1190 would generally be accomplished by requiring fleet vehicle operators to acquire clean burning vehicles as defined in PR 1190 (e.g., electricity or natural gas) when purchasing or replacing existing fleet vehicles.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
I. LAND USE AND PLANNING. <i>Would the proposal:</i>			
a) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable habitat conservation or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Physically divide an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Present or planned land uses in the jurisdiction of the SCAQMD will not be affected as a result of implementing PR 1190. There are no provisions in PR 1190 that would affect land use plans, policies, regulations, or require changes to zoning ordinances, or general plans. Land use and other planning considerations are determined by local governments and no land use or planning requirements will be altered by PR 1190. Therefore, present or planned land uses in the district will not be affected as a result of PR 1190.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
II. POPULATION AND HOUSING. <i>Would the proposal:</i>			
a) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Human population within the jurisdiction of the SCAQMD is anticipated to grow regardless of implementing PR 1190. Further, the proposed project is not expected to result in the creation of any industry that would affect population growth, or directly or indirectly induce the construction of single- or multiple-family units because the PR 1190 regulates air toxics and to a certain extent criteria pollutants emitted from fleet vehicles.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
III. GEOPHYSICAL. <i>Would the proposal:</i>			
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, strong seismic ground shaking, seismic-related ground failure, or landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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?

The installation of methanol storage tanks, electric vehicle (EV) charging stations, and natural gas (NG) compressor stations may require, in some cases, construction activities (e.g., excavation, grading or filling) that have a potential to impact the existing geophysical conditions. In general, however, soil disruption impacts are expected to be negligible because construction will be limited to industrial areas where previous soil disruption has occurred and there is some form of overcovering (e.g., pavement of concrete) already in place. Therefore, since the proposed project would result in only minor modifications to equipment at existing facilities or minor construction activities in industrial and commercial settings, little or no site preparation is anticipated that could adversely affect geophysical conditions in the jurisdiction of the SCAQMD.

Furthermore, PR 1190 has no potential to result in changes in topography or surface relief features, the erosion of beach sand, or a change in existing siltation rates. PR 1190 merely involves the reduction of TACs and to a certain extent criteria pollutants from fleet vehicles operated in the jurisdiction of the SCAQMD.

Lastly, PR 1190 will not expose people or property to geological hazards such as earthquakes, landslides, mudslides, ground failure, or other natural hazards. As stated earlier, PR 1190 provides air quality benefits to the citizens that reside in the SCAQMD's jurisdiction by reducing TACs and to a certain extent criteria pollutants from fleet vehicles.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
IV. WATER RESOURCES. <i>Would the proposal:</i>			
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 erosion or flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- | | | | |
|---|--------------------------|--------------------------|-------------------------------------|
| g) Require or result in the construction of new water, wastewater treatment facilities, stormwater drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Result in a determination by the wastewater treatment provider that serves or may serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

PR 1190 simply requires fleet vehicle operators with 15 or more vehicles to acquire clean burning vehicles as defined in PR 1190 when purchasing or replacing existing fleet vehicles. To accommodate the incremental increase in clean-fueled fleet vehicles operated in the SCAQMD's jurisdiction, additional infrastructure must be put into place. However, the infrastructure changes such as the installation and/or expansion of methanol storage tanks and EV charging and NG compressor stations have no potential to adversely effect existing or new water supplies/entitlements, wastewater treatment facilities, stormwater drainage facilities.

Additionally, the installation and/or expansion of existing EV charging and NG compressor stations is not expected to alter drainage patterns, courses of streams or rivers, or substantially increase the rate or amount of surface runoff in a manner that would result in erosion or flooding. Furthermore, PR 1190 is not anticipated to result in an increase in wastewater such that it would violate any water quality standards or waste discharge requirements either through infrastructure changes or the incremental increase in the operation of clean-fueled fleet vehicles.

However, the implementation of PR 1190 could result in adverse water quality impacts from the disposal of EV spent battery packs. Since some battery packs may contain toxic materials, water quality impacts are possible if they are disposed of in an unsafe manner, such as by illegal dumping or by disposal in an unlined landfill. The toxic materials from these spent battery packs could leach out of an unlined landfill and contaminate sources of groundwater. This potential water quality impacts will be further evaluated in the Draft EA.

The implementation of PR 1190 may also increase the use of methanol in the SCAQMD's jurisdiction. As a result, contamination of groundwater or surface water could occur from the storage, handling, and transporting of methanol. This potential water quality impacts will be further evaluated in the Draft EA.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
V. AIR QUALITY. <i>Would the proposal:</i>			
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose off-site receptors to significant concentrations of hazardous air pollutants?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Diminish an existing air quality rule or future compliance requirement resulting in a significant increase in air pollutant(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The objective of PR 1190 is to improve air quality by reducing TACs and to a certain extent criteria pollutant emissions from fleet vehicles operating within the SCAQMD's jurisdiction. Reducing TAC emissions is expected to result in substantial human health benefits by reducing cancer and other health risks associated with exposure to TACs. Further, since some TACs are composed of hydrocarbons and, therefore, contribute to ozone formation, while other TACs consist of PM₁₀ precursors, reducing TAC emissions from fleet vehicles is also expected to contribute to attaining state and federal ambient air quality standards for ozone and PM₁₀.

To accomplish PR 1190's objective, fleet vehicle operators will be required to acquire clean burning vehicles as defined in PR 1190 when purchasing or replacing existing fleet vehicles. As a result of the incremental increase in the use of cleaned-fuel vehicles, infrastructure changes such as the installation and modification methanol storage tanks, EV charging stations, and NG compressor stations will be necessary. Therefore, the Draft EA for PR 1190 will analyze whether emissions generated during construction activities (e.g., operation of construction equipment, on-site worker activities, worker commute trips, and construction material transport trips) associated with infrastructure changes will contribute to a significant secondary adverse air quality impacts.

Indirect emissions associated with the electricity requirements for the infrastructure improvements (e.g., ancillary power for pumps and motors) are not included in the air quality analysis and are not considered significant. Emissions associated with power generation are strictly regulated and accounted for at the source. Utilities generating power in the district are subject to the requirements of one of the following SCAQMD rules or regulations: Rule 1135 - Emission of Oxides of Nitrogen From Electric Power Generating Systems and Regulation XIII - New Source Review, or Regulation XX - Regional Clean Air Markets (RECLAIM). These rules and regulations include requirements for BACT, emission offsets, emission rates, and emissions caps.

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VI. TRANSPORTATION/CIRCULATION.

Would the proposal:

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|--|-------------------------------------|--------------------------|-------------------------------------|
| 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)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in inadequate emergency access or? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Hazards or barriers for pedestrians or bicyclists? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

In order to comply with PR 1190, infrastructure changes will be required to accommodate the incremental increase in the use of cleaned-fuel vehicles. The installation or modification of methanol storage tanks, EV charging stations, and NG compressor stations will entail construction-related trips (e.g., worker and construction material transport) which could adversely affect traffic patterns in the areas surrounding the affected facilities. The Draft EA will analyze the transportation impacts associated with PR 1190 construction activities only.

Operationally, PR 1190 simply involves replacing conventional-fueled fleet vehicles when they would normally be replaced with clean burning vehicles as defined in PR 1190. As a result, PR 1190 does not increase the number of vehicles on the road or contribute to traffic congestion. There may, however, be an increase in vehicle miles traveled (VMT) if vehicles must travel farther than would otherwise have to travel to fueling stations. This will be evaluated in the Draft EA.

Additionally, no transportation impacts are anticipated from PR 1190 for operational activities because the installation or modification of modification of methanol storage tanks, EV charging stations, and NG compressor stations is not expected to require additional employees or increase the number of overall basin trips associated with their operation. Since PR 1190 is not expected to induce population growth in the vicinity of the methanol storage tanks or EV charging and NG compressor stations, there will be no significant adverse transportation impacts on parking capacity, pedestrian hazards, local traffic congestion, traffic or traffic patterns. Therefore, PR 1190 is not expected to generate significant adverse transportation/circulation impacts during the operational phase.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
VII. BIOLOGICAL RESOURCES. <i>Would the proposal:</i>			
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | |
|--|--------------------------|--------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by § 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflicting with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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.? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No direct or indirect impacts from the proposed rule were identified that could adversely affect plant or animal species or the habitats on which they rely in the jurisdiction of the SCAQMD. The net effect of implementing PR 1190 will be improved air quality resulting from reducing TACs and to a certain extent criteria pollutant emissions, which is expected to be beneficial for both plant and animal life. A conclusion of the 1997 AQMP EIR was that population growth in the region would have greater adverse effects on plant species and wildlife dispersal or migration corridors in the district than any air quality control measures. The current and expected future land use development to accommodate population growth is primarily due to economic considerations or local government planning decisions.

The proposed rule will not affect population growth or land use development. The objective of PR 1190 is to improve air quality by requiring fleet vehicle operators to purchase clean-fueled vehicle fleets. As a result, PR 1190 is not expected to directly or indirectly adversely affect biological resources.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
VIII. ENERGY / MINERAL RESOURCES.			
<i>Would the proposal:</i>			
a) Conflict with adopted energy conservation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Use non-renewable resources in a wasteful and inefficient manner?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the need for new or substantially altered power or natural gas utility systems?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Electricity

Electricity demand associated with ancillary equipment (e.g., new electric motors, pumps, and compressors) used to power EV charging and NG compressor stations will not be analyzed in the Draft EA for because almost 75 percent of the electricity used in the district is imported from out-of-state power plants. Any additional electricity needed to ancillary equipment would most likely be provided by out-of-state power plants.

Natural Gas (NG)

The consumption of NG is not expected to increase during construction activities. Fossil fuels such as diesel and/or gasoline are the primary fuels used to power construction equipment. Consequently, NG energy impacts from PR 1190 construction activities are not considered to be significant

However, NG use and demand during the operational phase of PR 1190 will incrementally increase. Under PR 1190, NG is considered a qualifying alternative clean fuel. It is envisioned that more NG vehicles will be purchased to comply with PR 1190. Therefore, the Draft EA for PR 1190 will analyze the additional NG demands associated with the implementation of PR 1190.

Fossil Fuels

The SCAQMD does not anticipate that additional fossil fuel will be used in in-district power plants to meet the electricity demand associated with the operation of ancillary equipment used to power EV charging and NG compressor stations. In the event that additional fuel is needed to meet electrical demands associated with implementing PR 1190, the consumption of fuel would be for the purpose of complying with PR 1190. The consumption of fuel to comply with air quality regulations is not considered a wasteful use of energy. Therefore, fuel consumed in in-district power plants to generate additional electricity for ancillary equipment used to comply with PR 1190 will not result in significant adverse energy impacts. Furthermore, the small amount of additional fuel that may be used to generate electricity would be negligible compared to existing supplies, and, thus, would not substantially deplete existing energy resources.

PR 1190 has the potential to increase energy consumption from non-renewable resources (e.g., crude oil - diesel and gasoline) above current usage during construction activities associated with the installation and modification of methanol storage tanks and EV charging and NG compressor stations. Construction equipment (e.g., heavy-duty equipment or portable engines), worker vehicles, and material transport vehicles could consume significant quantities of diesel or gasoline fuels during the construction phase. The Draft EA will analyze the fossil fuel energy impacts associated with PR 1190.

During the operational phase of PR 1190, demand for conventional fossil fuels, primarily diesel, is expected to decline as clean-burning vehicles replace conventional fleet vehicles. This will result in a net reduction of diesel fuel usage throughout the SCAQMD's jurisdiction. Thus, this trend would not be considered to result in significant adverse energy impacts.

Methanol

PR 1190 has the potential to increase methanol consumption above current usage during construction activities, since this fuel is considered a clean fuel under 1190. The Draft EA will analyze the methanol energy impacts associated with PR 1190.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
IX. HAZARDS. <i>Would the proposal:</i>			
a) Create a significant hazard to the public or the environment through the routine transport, use, disposal, or other handling of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Significantly increased fire hazard in areas with flammable materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The implementation of PR 1190 will result in the incremental increase in the use of methanol and NG since they qualify as clean fuels. As a result, the possibility of explosion or fire associated with the storage, handling, and transport of these fuels may increase. Accordingly, the Draft EA will analyze the hazards impacts associated with methanol and NG storage, handling, and transport activities from PR 1190.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
X. NOISE. <i>Would the proposal result in:</i>			
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The potential noise impacts from construction activities are not considered significant because: 1) construction equipment would be required to comply with local city or county noise ordinances; and 2) the duration of the noise would not exceed the local city or county ordinance requirements. Therefore, no significant adverse noise impacts are expected from the construction phase of PR 1190.

Additionally, under PR 1190 it is envisioned that clean-burning vehicles with the same performance characteristics (e.g., horsepower, load capacity, size, make, model, etc.) will replace conventional-fueled fleet vehicles. As a result, no noticeable change in noise levels is expected in industrial, commercial, institutional, or residential settings. In fact, noise levels associated with some clean-burning vehicles such as EVs and NG vehicles are less than conventional-fueled fleet vehicles. Therefore, no significant adverse noise impacts are expected from the operational phase of PR 1190.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
XI. PUBLIC SERVICES. <i>Would the proposal result in substantial adverse physical impacts to:</i>			
a) Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

In the event of an explosion associated with the storage, handling, or transport of methanol or NG, local fire departments are generally responsible for emergency response and clean up procedures. The potential impacts to local fire departments in responding to these types of emergencies will be analyzed in the Draft EA.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
XII. SOLID/HAZARDOUS WASTE. <i>Would the proposal:</i>			
a) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid and/or hazardous waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Comply with federal, state, and local statutes and regulations related to solid and hazardous waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

To comply with PR 1190, some fleet vehicle operators may replace existing fleet vehicles with EVs. Once the battery packs in the EVs reach the end of their useful lives, they will be replaced with new battery packs. The spent battery packs will either be recycled at battery recycling facilities or disposed of either as solid waste, hazardous waste, or both depending on their constituents. Accordingly, PR 1190 could potentially affect solid and hazardous waste landfills and disposal facilities. The Draft EA will analyze the potential solid/hazardous waste impacts associated with the implementation of PR 1190.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
XIII. AESTHETICS. <i>Would the proposal:</i>			
a) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Create a new source of light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Construction activities associated with the installation or modification of methanol storage tanks and EV charging and NG compressor stations could include the use of construction barriers, the presence of heavy-duty construction equipment and material, and the stockpiling of construction materials. However, views of these activities would be comparable to views from other industrial or commercial activities in the general area, and would be short-term. Therefore, PR 1190 is not expected to create significant aesthetic impacts.

Additionally, PAR 1190 is not expected to adversely affect or change existing land use designations in the SCAQMD's jurisdiction. Any structures erected (e.g. methanol storage tanks and EV charging and NG compressor stations) to comply with PR 1190 would be visually compatible with the surrounding structures that are currently allowed in the general industrialized or commercial area. Therefore, no

significant impacts adversely affecting existing visual resources such as scenic views or vistas, etc., are anticipated to occur.

Lastly, PR 1190 would not result in any new construction of buildings or other structures that would obstruct scenic resources or degrade the existing visual character of a site. Likewise, additional light or glare would not be created which would adversely affect day or nighttime views in the area since no light generating equipment would be required for the project's implementation.

	Potentially Significant Impact	Less Than Significant Impact	No Impact
XIV. CULTURAL RESOURCES. <i>Would the proposal:</i>			
a) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in CEQA Guidelines §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside a formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

It is expected that the implementation of PR 1190 in the context of making infrastructure changes will occur at existing fleet vehicle facilities or existing fuel dispensing facilities. As a result, significant impacts to cultural resources are not expected because PR 1190 will not require the destruction of existing buildings or sites with prehistoric, historic, archaeological, religious, or ethnic significance. PAR 1190 is, therefore, not anticipated to result in any activities or promote any programs that could have a significant adverse impact on cultural resources within the SCAQMD's jurisdiction.

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XV. RECREATION.

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| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No significant adverse impacts to recreational facilities are expected, for the same reasons outlined in item I - Land Use, XIII - Aesthetics, and XIV - Cultural Resources.

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XVI. MANDATORY FINDINGS OF SIGNIFICANCE.

- | | | | |
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| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|

- 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?

As a result of the possible adverse effects on water resources, air quality, transportation/circulation, energy and mineral resources, hazards, public services, and solid/hazardous waste, the proposed project has the potential to degrade the quality of the environment. The water resources, air quality, transportation/circulation, energy and mineral resources, hazards, public services, and solid/hazardous waste impacts are individually limited, but could be cumulatively significant when considered in conjunction with other federal, state, and SCAQMD regulations. These potential adverse impacts will be evaluated in detailed in the Draft EA.

XVII. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to provisions of CEQA (e.g., tiering, program EIR, etc.), one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case a discussion should identify: a) the earlier analyses used, b) the impacts which were adequately addresses, and c) mitigation measures.

Proposed Rule 1190 is a new rule and, as such, no previous CEQA documents have been prepared.

APPENDIX A

PROPOSED RULE 1190 – CLEAN ON-ROAD VEHICLES FOR GOVERNMENT AND AIRPORT OPERATIONS

Based upon input from the public and further evaluation of fleets in the district, proposed Rule 1190 has been disaggregated into the following rules:

Proposed Rule 1191 – Light- and Medium-duty Public Fleet Vehicles

Proposed Rule 1192 – Clean On-road Transit Buses

Proposed Rule 1193 – Clean On-road Residential and Commercial Refuse Collection Vehicles

Proposed Rule 1194 – Commercial Airport Operations Ground Access Vehicles

Proposed Rule 1195 – Clean On-road School Buses

Proposed Rule 1196 – Clean On-road Heavy-duty Public Fleets

Proposed Rule 1186.1 – Alternative Fuel Sweepers

Proposed amended Rule 431.2 – Sulfur Content of Liquid Fuels, has also been added as part of the proposed project. Since proposed Rule 1190 no longer exists, it has not been included as part of this Appendix.

