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

SUBJECT: **NOTICE OF COMPLETION OF A DRAFT ENVIRONMENTAL ASSESSMENT**

PROJECT TITLE: **PROPOSED AMENDED RULE 1106 – MARINE COATING OPERATIONS AND RESCISSION OF RULE 1106.1 - PLEASURE CRAFT COATING OPERATIONS**

In accordance with the California Environmental Quality Act (CEQA), the South Coast Air Quality Management District (SCAQMD) is the Lead Agency and has prepared a Draft Environmental Assessment (EA) to analyze environmental impacts from the project identified above pursuant to its certified regulatory program (SCAQMD Rule 110). The Draft EA includes a project description and analysis of potential adverse environmental impacts that could be generated from the proposed project. The purpose of this letter and the attached Notice of Completion (NOC) is to allow public agencies and the public the opportunity to obtain, review and comment on the environmental analysis.

This letter, the attached NOC, and the Draft EA 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 issues relative to the environmental analysis for the proposed project will be accepted during a 30-day public review and comment period beginning August 19, 2015, and ending 5 p.m. on September 18, 2015. **Please send any comments to Mr. Jeff Inabinet (c/o Office of Planning, Rule Development, and Area Sources) at the address shown above**. Comments can also be sent via facsimile to (909) 396-3982 or e-mail at jinabinet@aqmd.gov. Mr. Inabinet can be reached by calling (909) 396-2453. Please include the name and phone number of the contact person for your agency. Questions regarding the proposed amended rule language should be directed to Mr. Don Hopps at (909) 396-2334 or by email at dhopps@aqmd.gov.

The Public Hearing for the proposed project is scheduled for October 2, 2015. (Note: This public meeting date is subject to change.)

Date: August 18, 2015

Signature: _____
Jillian Wong, Ph.D.
Title: Program Supervisor
Telephone: (909) 396-3176

Reference: California Code of Regulations, Title 14, §§15085(b), 15105, 15252, and 15372

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

NOTICE OF COMPLETION OF A DRAFT ENVIRONMENTAL ASSESSMENT

Project Title:
Draft Environmental Assessment (EA) for Proposed Amended Rule (PAR) 1106 – Marine Coating Operations and Rescission of Rule 1106.1 – Pleasure Craft Coating Operations

Project Location:
The SCAQMD has jurisdiction over all of Orange County, the urban portions of Los Angeles and San Bernardino counties southwest of the San Bernardino and San Gabriel mountains, and nearly all of Riverside county, with the exception of communities near the state border.

Description of Nature, Purpose, and Beneficiaries of Project:
PAR 1106 would subsume Rule 1106.1 (Pleasure Craft Coating Operations) within Rule 1106 (Marine Coating Operations), add a prohibition of possession and sale provision, add transfer efficiency requirements (similar to other SCAQMD coatings rules), and include administrative changes. Additionally, five new coating categories have been established, and the Volatile Organic Compound (VOC) limits for five specialty coatings categories are being lowered based on existing limits that several other air agencies already require (Ventura County Air Pollution Control District, San Diego Air Pollution Control District, and Bay Area Air Quality Management District) and to align limits with U.S. EPA Control Techniques Guidelines for Shipbuilding And Ship Repair Operations (Surface Coatings). Since affected facilities are already expected to be in compliance with the proposed requirements, no physical changes are expected to take place and no additional VOC reductions are expected because the lower VOC limits are already being met. The environmental analysis in the Draft EA concluded that this proposed project would not generate any significant adverse environmental impacts.

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

Draft EA and all supporting documentation are available at:	**or by calling:**	**Draft EA is available online by accessing the SCAQMD's website at:**
SCAQMD Headquarters 21865 Copley Drive Diamond Bar, CA 91765	(909) 396-2039	http://www.aqmd.gov/home/library/documents-support-material/lead-agency-scaqmd-projects/scaqmd-projects---year-2015

The Public Notice of Completion is provided through the following:
☑ Los Angeles Times (August 19, 2015) ☑ SCAQMD Website ☑ SCAQMD Mailing List

Draft EA Review Period (30-day):
August 19, 2015 – September 18, 2015

Scheduled Public Meeting Dates (subject to change):
SCAQMD Governing Board Hearing: October 2, 2015, 9:00 a.m.; SCAQMD Headquarters

Send CEQA Comments to:	**Phone:**	**Email:**	**Fax Number:**
Mr. Jeff Inabinet	(909) 396-2453	jinabinet@aqmd.gov	(909) 396-3982
Direct Questions on the Rule:	**Phone:**	**Email:**	**Fax Number:**
Mr. Don Hopps	(909) 396-2334	dhopps@aqmd.gov	(909) 396-3324

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Draft Environmental Assessment:

Proposed Amended Rule 1106 – Marine Coating Operations and Rescission of Rule 1106.1 – Pleasure Craft Coating Operations

August 2015

SCAQMD No. 150804JI

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SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

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INTRODUCTION

The California Legislature created the South Coast Air Quality Management District (SCAQMD) in 1977[1] as the agency responsible for developing and enforcing air pollution control rules and regulations in the South Coast Air Basin (Basin) and portions of the Salton Sea Air Basin and Mojave Desert Air Basin referred to herein as the District. By statute, the SCAQMD is required to adopt an Air Quality Management Plan (AQMP) demonstrating compliance with all federal and state ambient air quality standards for the District[2]. Furthermore, the SCAQMD must adopt rules and regulations that carry out the AQMP[3]. The Final 2012 AQMP concluded that reductions in emissions of particulate matter (PM), oxides of sulfur (SOx), oxides of nitrogen (NOx), and volatile organic compounds (VOC) are necessary to attain the current state and national ambient air quality standards for ozone, and particulate matter with an aerodynamic diameter of 2.5 microns or less (PM2.5). Ozone, a criteria pollutant that is formed when NOx and VOCs react in the atmosphere, has been shown to adversely affect human health.

The Basin is designated by the United States Environmental Protection Agency (U.S. EPA) as a non-attainment area for ozone and PM2.5 emissions because the federal ozone standard and the 2006 PM2.5 standard have been exceeded. For this reason, the SCAQMD is required to evaluate all feasible control measures in order to reduce direct ozone and PM2.5 emissions, including precursors, such as NOx and VOCs. The Final 2012 AQMP sets forth a comprehensive program for the Basin to comply with the federal 24-hour PM2.5 air quality standard, satisfy the planning requirements of the federal Clean Air Act, and provide an update to the Basin's commitments towards meeting the federal 8-hour ozone standard. In particular, the Final 2012 AQMP contains a multi-pollutant control strategy to achieve attainment with the federal 24-hour PM2.5 air quality standard. The 2012 AQMP also serves to satisfy the recent requirements promulgated by the EPA for a new attainment demonstration of the revoked 1-hour ozone standard, as well as to provide additional measures to partially fulfill long-term reduction obligations under the 2007 8-hour Ozone State Implementation Plan (SIP).

Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations of VOCs because of interference with oxygen uptake. In general, ambient VOC concentrations in the atmosphere are suspected to cause coughing, sneezing, headaches, weakness, laryngitis, and bronchitis, even at low concentrations. Some hydrocarbon compounds classified as VOC emissions are thought or known to be toxic air contaminants (TACs). With stationary and mobile sources being the major producers of VOCs, which contribute to ozone formation, reducing the quantity of VOCs in the district has been an on-going effort by the SCAQMD.

The California Clean Air Act (CCAA) requires districts to achieve and maintain state standards by the earliest practicable date and for extreme non-attainment areas, to include all feasible measures pursuant to Health and Safety Code §§40913, 40914, and 40920.5. The term "feasible" is defined in the Title 14 of the California Code of Regulations, §15364, as a measure

[1] The Lewis-Presley Air Quality Management Act, 1976 Cal. Stats., ch 324 (codified at Health and Safety Code, §§40400-40540).
[2] Health and Safety Code, §40460 (a).
[3] Health and Safety Code, §40440 (a).

"capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors."

AFFECTED FACILITIES

Rule 1106 (Marine Coating Operations) is applicable to all coating operations of boats, ships, and their appurtenances, and to buoys and oil drilling rigs intended for the marine environment. Currently, coating operations of vessels which are manufactured or operated primarily for recreational purposes are subject to the requirements of Rule 1106.1 (Pleasure Craft Coating Operations).

The current Rule 1106.1 is applicable to all coating operations of pleasure craft, as defined in paragraph (b)(10) of this rule, or their parts and components, for the purpose of refinishing, repairing, modification, or manufacturing such craft. This rule also applies to establishments engaged in activities described in the North American Industry Classification System (NAICS) codes 81149 – Other Personal and Household Goods Repair and Maintenance and 713930 - Marinas. Pleasure craft coating operations which are currently subject to the requirements of Rule 1106.1 are not subject to the requirements of Rule 1106. Descriptions of crafts utilizing the coatings affected by these rules as well as the types of paints can be found in the Project Background section.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

PAR 1106 is a discretionary action by a public agency, which has potential for resulting in direct or indirect changes to the environment and, therefore, is considered a "project" as defined by the California Environmental Quality Act (CEQA). SCAQMD is the lead agency for the proposed project and has prepared this draft environmental assessment (EA) with no significant adverse impacts pursuant to its Certified Regulatory Program and SCAQMD Rule 110. 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 or negative declaration once the Secretary of the Resources Agency has certified the regulatory program. SCAQMD's regulatory program was certified by the Secretary of the Resources Agency on March 1, 1989, and is codified as SCAQMD Rule 110.

CEQA and Rule 110 require that potential adverse environmental impacts of proposed projects be evaluated and that feasible methods to reduce or avoid significant adverse environmental impacts of these projects be identified. To fulfill the purpose and intent of CEQA, the SCAQMD has prepared this draft EA to address the potential adverse environmental impacts associated with the proposed project. The draft EA is a public disclosure document intended to: (a) provide the lead agency, responsible agencies, decision makers and the general public with information on the environmental effects of the proposed project; and, (b) be used as a tool by decision makers to facilitate decision making on the proposed project.

SCAQMD's review of the proposed project shows that the proposed project would not have a significant adverse effect on the environment. Therefore, pursuant to CEQA Guidelines §15252 and 15126.6(f), no alternatives are proposed to avoid or reduce any significant effects because there are no significant adverse impacts, and pursuant to CEQA Guidelines §15126.4(a)(3), mitigation measures are not required for effects not found to be significant. The analysis in the

form of the environmental checklist in Chapter 2 supports the conclusion of no significant adverse environmental impacts.

Comments received on the Draft EA during the public comment period and responses to comments will be prepared and included in the Final EA for the proposed project.

PROJECT LOCATION

The potentially affected facilities are located within the SCAQMD jurisdiction. 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) (Figure 1-1).

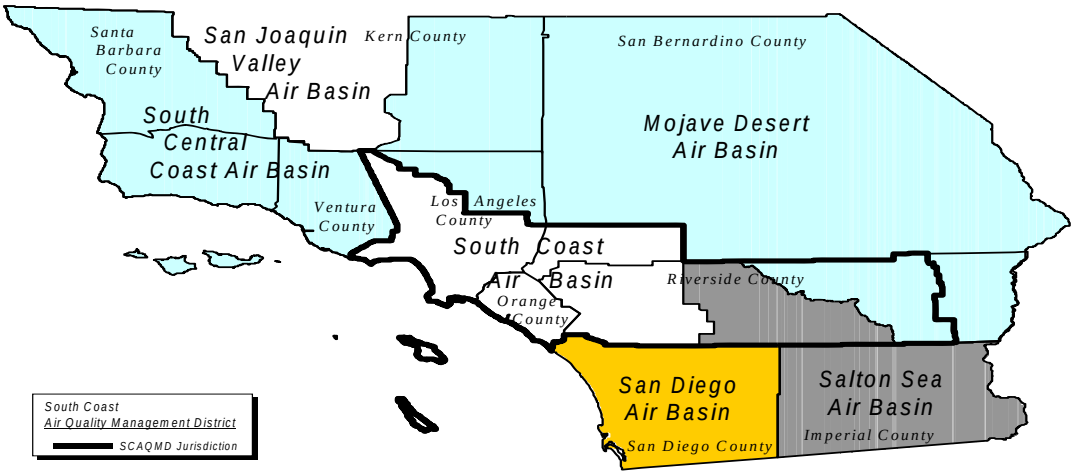

Figure 1-1
Boundaries of the South Coast Air Quality Management District

PROJECT OBJECTIVE

The specific objectives of PAR 1106 are to:

- Rescind Rule 1106.1 but maintain the requirements;
- revise VOC content limits for some coating categories in order to align limits with U.S. EPA Control Techniques Guidelines and other California APCD's/AQMD's;
- add new coating categories;
- add provisions for pollution prevention measures and enhanced enforceability,
- make minor revisions to the applicability subdivision and revise/add new definitions to the definitions subdivision; and
- include clarifications and editorial corrections.

PROJECT BACKGROUND / TECHNOLOGY OVERVIEW

Rule 1106 was adopted on November 4, 1988, and has been subsequently amended seven times. The most recent amendment was on January 13, 1995, which incorporated corrective action items in efforts to resolve deficiencies determined by U.S. EPA. The corrective action items in that amendment included an equation for control device equivalency, an applicability statement, test methods that were required to be specified, language regarding multiple test methods and the most recent test method added, an updated definition for aerosol coatings and exempt compounds, and a permanent exemption for aerosol containers was added to satisfy U.S. EPA requirements.

Rule 1106.1 was adopted on May 1, 1992, and has been subsequently amended three times. The most recent amendment was on February 12, 1999, which removed Pleasure Craft Coating Operations from existing Rule 1106 - Marine Coating Operations. Many of the existing coating categories in Rule 1106 at that time were not representative of the pleasure craft coating industry. Consequently, the SCAQMD adopted Rule 1106.1 with the intent of identifying the special categories of coatings applied on pleasure craft.

Coatings:

Ships, Yachts, Boats

Water going vessels, commonly referred to as ships, yachts, and boats have coatings specifically designed for the two main portions of a boat; top side and bottom side. The deciding factor is, with the boat at rest, anything above the water line is considered the top side and anything below the water line is considered bottom side.

Top Side

The top side of the ship, yacht or boat is the visual portion of the boat from the water-line up. These coatings not only have to perform well in protecting the substrate in a marine environment, but also have to look good as well. The substrates can include wood of many various types, fiberglass and composites, steel, stainless steel, aluminum, brass and bronze. These coatings can be applied by hand application, usually with a paint brush, or by atomized spray. There are several categories of top side coatings that are included in Rules 1106 and 1106.1, such as one-component, two-component, varnish, antenna coatings, pre-treatment wash primers etc.

Bottom Side

A boat that is docked or moored in both fresh water and sea water is susceptible to what the marine industry calls fouling. Fouling is typically broken down into hard growth, such as barnacles, mussels, or shipworms, and soft growth, such as marine plant growth like algae and grass which would if unabated, continue to grow and cause excessive drag on the boat during operation. Fouling could also cause severe damage to the hull substrate such as corrosion to steel and aluminum hulls and shipworms boring into wooden hulls. Fouling also poses a potential threat to the environment through transporting harmful marine organisms to other waterways. The solution to fouling comes by way of an antifoulant coating which is used to inhibit the growth of foulant from adhering to the bottom of the boat. There are two different types of antifoulant coatings- though there is aluminum substrate and "other", a hard bottom paint and an ablative bottom paint.

Hard Bottom Paint

Hard bottom paint is an epoxy type paint formulated with copper, oranotin (an organic compound with one or more tin atoms in its molecules) compounds and other biocides and pesticides to control marine growth from adhering to the hull. The copper is used for hard growth such as mussels and barnacles, and biocides and pesticides are used to control the soft growth such as algae and other marine organisms like ship worms. Hard bottom paints control marine growth by biocide and pesticide release which are released slowly from the pores of the paint while in water. Other types of hard bottom paint include Teflon and silicone which make the coating surface too slick for marine growth to adhere to. This type of coating is typically used for boats that spend long periods of time at rest in the water.

Ablative Bottom Paint

Ablative bottom paint is specially formulated to be a sacrificial coating designed to be slowly worn away during boat operation. For the marine environment, ablation is simply a wear away type coating where the coating continuously wears off at a slow rate during boat operation, thus exposing a new layer with fresh antifoulant compounds. However, there have been environmental concerns with the use of copper in these bottom paints and the toxic effects it has on marine life. The Port of San Diego continues to investigate how much copper can be reduced from copper-based antifoulant coatings and Washington State passed a law which may phase in a ban on copper antifoulant coatings on recreational vessels beginning in January 2018. Some innovative bottom paints that do not rely on copper or tin have been developed in response to the increasing scrutiny that copper-based ablative bottom paints have received as environmental pollutants.

Application:

High Volume Low Pressure (HVLP)

HVLP spray guns are the staple of spray guns and were created to meet the transfer efficiency requirements of governmental agencies, including the SCAQMD. HVLP spray guns can meet the high transfer efficiency requirement and operate at less than 10 pounds per square inch (psi) at the air cap. HVLP spray guns are used in the South Coast Air Basin to spray coatings for a multitude of categories including automotive coatings, metal coatings, wood coatings, industrial coatings and marine coatings.

Low Volume Low Pressure (LVLP)

LVLP spray guns are a subset of non-conventional spray guns and may be used in the spraying of marine or pleasure craft coatings, provided they meet the transfer efficiency requirements as identified in Rule 1106 clause (d)(8)(A)(v). LVLP offers an alternative to HVLP because they have less air flow requirements and can be used with a smaller compressor. This makes LVLP appealing for mobile painters and applicators that use a small air compressor. Manufacturers of LVLP spray guns state that LVLP can operate at less than 10 psi at the air cap and achieve transfer efficiencies equivalent to HVLP application. The working speed of LVLP is not as fast as HVLP spray guns.

Low Volume Medium Pressure (LVMP)

LVMP spray guns are a subset of the non-conventional spray guns and may also be used in the spraying of marine or pleasure craft coatings, provided the requirements in Rule 1106 clause (d)(8)(A)(v) for transfer efficiency are met, including achieving equivalent or better transfer efficiency to HVLP using the test method protocols prescribed in Rule 1106 to determine transfer efficiency, and obtaining written approval from the Executive Officer prior to use.

Reduced Pressure (RP)

RP spray guns are a subset of non-conventional spray guns and may be used in the spraying of marine or pleasure craft coatings provided the requirements in Rule 1106 clause (d)(8)(A)(v) for transfer efficiency are met, including achieving equivalent or better transfer efficiency to HVLP using the test method protocols prescribed in Rule 1106 to determine transfer efficiency, and obtaining written approval from the Executive Officer prior to use. RP spray guns also use smaller air compressors because they need less air flow requirements than HVLP spray guns, which makes RP attractive for mobile painters. RP can be an alternative to HVLP and has a fast working speed comparable to HVLP guns.

Pressure Fed (PF)

PF spray guns are unique as compared to the other types of spray guns in that they are equipped with auxiliary containers used for holding larger quantities of coating product. PF spray guns can be used in the spraying of marine or pleasure craft coatings provided all the requirements in Rule 1106 clause (d)(8)(A)(v) for transfer efficiency are met, including achieving equivalent or better transfer efficiency to HVLP using the test method protocols prescribed in Rule 1106 to determine transfer efficiency, and obtaining written approval from the Executive Officer prior to use.

New Conventional (NC)

Staff has identified an additional subset of conventional spray guns being marketed as New Conventional (NC). Manufacturers of such spray guns claim the NC spray guns offer the same wide pattern (spray) as the old conventional spray guns, but have better transfer efficiency and have the ability to spray thick fluids. This technology could be used for spraying marine or pleasure craft coatings, but only if the spray gun meets all the requirements in Rule 1106 clause (d)(8)(A)(v) for transfer efficiency, including achieving equivalent or better transfer efficiency to HVLP using the test method protocols prescribed in Rule 1106 to determine transfer efficiency, and obtaining written approval from the Executive Officer prior to use.

Transfer Efficiency Requirements

PAR 1106 incorporates similar transfer efficiency requirements found in Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations, for applying a marine or pleasure craft coating. The transfer efficiency requirement for spray application is use of electrostatic, HVLP spray equipment, and other spray guns that meet the HVLP definition of definition of paragraph (b)(18) in design and use. Demonstration must be based on the manufacturer's published technical material on the design of the spray gun and by demonstration of the operation of the spray gun using an air pressure tip gauge from the manufacturer of the spray gun [See clause (d)(8)(A)(v)].

Brush and roller coating are applied directly from the paint brush bristles or the roller to the substrate and have a very high coating to substrate transfer efficiency. Dip coatings are simply a container filled with paint where an object is dipped into the coating, which also provides a very high coating to substrate transfer efficiency. Brush, roller and dip coating processes are proposed to be included as compliant transfer efficiency processes as specified in clause (d)(8)(A)(iii) of the transfer efficiency requirements in order to be to be consistent with the Coating Application Methods provision in the state Suggested Control Measure.

In addition, PAR 1106 provides two test methods for spray guns that do not meet the HVLP definition in design and use to determine if such spray guns can meet the transfer efficiency requirements: SCAQMD method "Spray Equipment Transfer Efficiency Test Procedure for Equipment User, May 24, 1989" and SCAQMD "Guidelines for Demonstrating Equivalency With District Approved Transfer Efficiency Spray Gun September 26, 2002" [See paragraph (h)(4) of PAR 1106 in Appendix A]. Any spray gun used in the SCAQMD jurisdiction must meet the criteria for these test methods to qualify as a compliant transfer efficient spray gun for use in the SCAQMD jurisdiction.

In addition to specifying the VOC limits for pleasure craft coating operations, the current Rule 1106.1 requires that coatings be applied either by hand or HVLP spray application equipment. HVLP spray equipment utilizes very low air pressure (i.e., less than 10 psi) to atomize the coating material and propel the atomized droplets at a low velocity and high volume to the surface being coated. The HVLP requirement in Rule 1106.1 affects only those coatings which are sprayed.

PROJECT DESCRIPTION

PAR 1106 subsumes Rule 1106.1 within Rule 1106, adds a prohibition of possession and sale provision, adds transfer efficiency requirements (similar to other SCAQMD coatings rules), and includes various clarifications and administrative changes. Additionally, five new coating categories have been established, and the VOC limits for the following five specialty coatings categories are being lowered based on existing limits that several other air agencies already require [Ventura County Air Pollution Control District (VCAPCD), San Diego Air Pollution Control District (SDAPCD), and Bay Area Air Quality Management District (BAAQMD)] and to align limits with U.S. EPA Control Techniques Guidelines.

Amendment	Action
Prohibition elements	Add sales and possession specifications
Five new coatings categories	1) aluminum substrate antifoulant- 560 g/L 2) mist coating- 340 g/L 3) nonskid coating- 340 g/L 4) marine deck sealant primer- 420 g/L 5) organic zinc coating- 340 g/L
Five VOC limit revisions	1) pre-treatment wash primer- from 780 to 420 g/L 2) solvent-based inorganic zinc- 650 to 340 g/L 3) special marking- 490 to 420 g/L 4) antenna coating- 530 to 340 g/L 5) repair and maintenance thermoplastic coating- 550 to 340 g/L

The specific amendments of PAR 1106 are the following:

- Rescind Rule 1106.1 and subsume the requirements of Rule 1106.1 into PAR 1106 (which would regulate both marine and pleasure craft operations under one rule);
- revise VOC content limits for pretreatment wash primers, antenna, repair and maintenance thermoplastic, inorganic zinc, and specialty marking coatings in order to align limits with U.S. EPA Control Techniques Guidelines and other California APCD's/AQMD's;
- add new categories for marine aluminum antifoulant, mist, nonskid and organic zinc coatings and marine deck primer sealant;
- add provisions for pollution prevention measures and enhanced enforceability,
- make minor revisions to the applicability subdivision and revise/add new definitions to the definitions subdivision;
- add two tables of standards that will contain VOC limits;
- include clarifications and editorial corrections to the entire rule as necessary.

The amendments to this rule are expected to provide enhanced compliance with the VOC limits through the proposed reporting, recordkeeping and the prohibition provisions requirements. The proposed amendment will include an Annual Quantity Emission Report (AQER) and a Manufacturer's Distribution List. The AQER will require manufacturers and distributors to report the VOC content limits and the volume of product for each marine and pleasure craft coating sold in the SCAQMD's jurisdiction. In addition, manufacturers will be required to submit to the SCAQMD an annual Manufacturer's Distribution List to show all distributors who

distribute these types of products into the SCAQMD jurisdiction. Since local affected operations are expected to already comply with the proposed requirements, the proposed amendments are not expected to achieve additional VOC reductions.

Since all of the affected facilities/operations are expected to already comply with the proposed requirements, the proposed amendments are not expected to achieve additional VOC reductions.

Copies of PAR 1106 and rescinded Rule 1106.1 is included in Appendix A.

CHAPTER 2 - ENVIRONMENTAL CHECKLIST

Introduction

General Information

Environmental Factors Potentially Affected

Determination

Environmental Checklist and Discussion

INTRODUCTION

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

GENERAL INFORMATION

Project Title:	Draft Environmental Assessment (EA) for Proposed Amended Rule (PAR) 1106 – Marine Coating Operations and Rescission of Rule 1106.1 – Pleasure Craft Coating Operations
Lead Agency Name:	South Coast Air Quality Management District
Lead Agency Address:	21865 Copley Drive Diamond Bar, CA 91765
CEQA Contact Person:	Mr. Jeff Inabinet (909) 396-2453
PAR 1106 Contact Person	Mr. Don Hopps (909) 396-2334
Project Sponsor's Name:	South Coast Air Quality Management District
Project Sponsor's Address:	21865 Copley Drive Diamond Bar, CA 91765
General Plan Designation:	Not applicable
Zoning:	Not applicable
Description of Project:	PAR 1106 would subsume Rule 1106.1 (pleasure craft coating operations) within Rule 1106 (marine coating operations), add a prohibition of possession and sale provision, add transfer efficiency requirements (similar to other SCAQMD coatings rules), and include administrative changes. Additionally, five new coating categories have been established, and the volatile organic compound (VOC) limits for five specialty coatings categories are being lowered based on existing limits that several other air agencies already require (Ventura County Air Pollution Control District, San Diego Air Pollution Control District, and Bay Area Air Quality Management District) and to align limits with U.S. EPA Control Techniques Guidelines. Since affected facilities are already expected to be in compliance with the proposed requirements, no physical changes are expected to take place and no additional VOC reductions are expected because the lower VOC limits are already being met.
Surrounding Land Uses and Setting:	Not applicable
Other Public Agencies Whose Approval is Required:	Not applicable

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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.

☐ Aesthetics	☐ Geology and Soils	☐ Population and Housing
☐ Agriculture and Forestry Resources	☐ Hazards and Hazardous Materials	☐ Public Services
☐ Air Quality and Greenhouse Gas Emissions	☐ Hydrology and Water Quality	☐ Recreation
☐ Biological Resources	☐ Land Use and Planning	☐ Solid/Hazardous Waste
☐ Cultural Resources	☐ Mineral Resources	☐ Transportation/Traffic
☐ Energy	☐ Noise	☐ Mandatory Findings of Significance

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 has been 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. An ENVIRONMENTAL ASSESSMENT with no significant impacts will be prepared.

☐ I find that the proposed project MAY have a significant effect(s) on the environment, and an ENVIRONMENTAL ASSESSMENT 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 ASSESSMENT 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 ENVIRONMENTAL ASSESSMENT pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL ASSESSMENT, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Date: August 18, 2015 Signature: _____

Jillian Wong, Ph.D.
Program Supervisor

ENVIRONMENTAL CHECKLIST AND DISCUSSION

As discussed in Chapter 1, the main focus of PAR 1106 is to bring VOC emission limits associated with marine and pleasure craft coating operations in line with other agencies and to collect usage data. The objectives of PAR 1106 are to:

- Rescind Rule 1106.1 and subsume the requirements of Rule 1106.1 into PAR 1106 (which would regulate both marine and pleasure craft operations under one rule);
- revise VOC content limits for pretreatment wash primers, antenna, repair and maintenance thermoplastic, inorganic zinc, and specialty marking coatings in order to align limits with U.S. EPA Control Techniques Guidelines and other California APCD's/AQMD's;
- add new categories for marine aluminum antifoulant, mist coating, nonskid and organic zinc coatings and marine deck primer sealant;
- add provisions for pollution prevention measures and enhanced enforceability,
- make minor revisions to the applicability subdivision and revise/add new definitions to the definitions subdivision;
- add three tables of standards that will contain VOC limits; and
- include clarifications and editorial corrections to the entire rule as necessary.

The proposed amendments to this rule are expected to provide enhanced compliance with the VOC limits through the proposed reporting, recordkeeping and the prohibition provisions requirements. The proposed amendments will include an Annual Quantity Emission Report (AQER) and a Manufacturer's Distribution List. The AQER will require manufacturers and distributors to report the VOC content limits and the volume of product for of each marine and pleasure craft coating sold in the SCAQMD's jurisdiction. In addition, manufacturers will be required to submit to the SCAQMD, an annual Manufacturer's Distribution List to show all distributors who distribute these types of products into the SCAQMD jurisdiction.

Since all of the affected facilities/operations are expected to already comply with the proposed requirements, the proposed amendments are not expected to achieve additional VOC reductions. Potential impacts from the proposed project are evaluated below in the appropriate environmental topic area.

Amendment	Action	Environmental Analysis
Prohibition elements	Add sales and possession specifications	Clarification of existing prohibition requirements; will result in benefit from eliminating VOC emissions from non-compliant usage.
Five new coatings categories	1) aluminum substrate antifoulant- 560 g/L 2) mist coating- 340 g/L 3) nonskid coating- 340 g/L 4) marine deck sealant primer- 420 g/L 5) organic zinc coating- 340 g/L	VOC limits set at current general or "other" limits; no change from current requirements.

Amendment	Action	Environmental Analysis
Five VOC limit revisions	1) pre-treatment wash primer- from 780 to 420 g/L 2) solvent-based inorganic zinc- 650 to 340 g/L 3) special marking- 490 to 420 g/L 4) antenna coating- 530 to 340 g/L 5) repair and maintenance thermoplastic coating- 550 to 340 g/L	Coatings are already formulated and available with lower VOC limits and are currently being used. Thus, no new coating reformulation is expected to be necessary to comply with amendments.

		Potentially Significant Impact	Less Than Significant With Mitigation	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?	☐	☐	☐	☑

Significance Criteria

The proposed project impacts on aesthetics will be considered significant if:

- The project will block views from a scenic highway or corridor.
- The project will adversely affect the visual continuity of the surrounding area.
- The impacts on light and glare will be considered significant if the project adds lighting which would add glare to residential areas or sensitive receptors.

Discussion

I. a), b), c) & d) Adoption of PAR 1106 would subsume Rule 1106.1 within Rule 1106, add a prohibition of possession, specification and sale provision, add transfer efficiency requirements (similar to other SCAQMD coatings rules), and include various clarifications and administrative changes. Additionally, the VOC limits for five specialty coatings categories are being lowered based on existing limits that several other agencies already require (VCAPCD, SDAPCD, and BAAQMD) and to align limits with U.S. EPA Control Techniques Guidelines. The proposed amendments are expected to provide enhanced compliance with the VOC limits through monitoring. Since local affected operations are expected to already comply with the proposed requirements, no physical changes are expected at affected facilities and no additional VOC

reductions are expected since the VOC limits are already being met. The proposed project is expected to affect facilities at existing locations. The proposed project does not require construction of new buildings or potential equipment replacement. Therefore, adoption of PAR 1106 would not require the construction of new buildings or other structures that would obstruct scenic resources or degrade the existing visual character of a site, including but not limited to, trees, rock outcroppings, or historic buildings. Further, PAR 1106 would not involve the demolition of any existing buildings or facilities, require any subsurface activities, require the acquisition of any new land or the surrendering of existing land, or the modification of any existing land use designations or zoning ordinances. Thus, the proposed project is not expected to degrade the visual character of any site where a facility is located or its surroundings, affect any scenic vista or damage scenic resources. By reducing VOC emissions, the aesthetic environment benefits from the reduction in environmental degradation. Since the proposed project does not require existing facilities to operate at night, it is not expected to create any new source of substantial light or glare.

Based upon these considerations, significant adverse aesthetics impacts are not anticipated and will not be further analyzed in this Draft EA. Since no significant adverse aesthetics impacts were identified, no mitigation measures are necessary or required.

		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
II.	**AGRICULTURE AND FORESTRY 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)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104 (g))?	☐	☐	☐	☑
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑

Significance Criteria

Project-related impacts on agriculture and forestry resources will be considered significant if any of the following conditions are met:

- The proposed project conflicts with existing zoning or agricultural use or Williamson Act contracts.
- The proposed project will convert prime farmland, unique farmland or farmland of statewide importance as shown on the maps prepared pursuant to the farmland mapping and monitoring program of the California Resources Agency, to non-agricultural use.
- The proposed project conflicts with existing zoning for, or causes rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined in Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code § 51104 (g)).
- The proposed project would involve changes in the existing environment, which due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

Discussion

II. a), b), c) & d) The existing commercial businesses that may be affected by the adoption of PAR 1106 are primarily located within urbanized port areas that are typically designated as industrial or commercial and are not designed for agricultural purposes or where forests are located. The proposed project would not result in any new construction of buildings or other structures that would convert farmland to non-agricultural use or conflict with zoning for agricultural use or a Williamson Act contract. The proposed project would not require converting farmland to non-agricultural uses because the affected marine and pleasure craft coating operations are expected to occur completely within the confines of existing affected commercial and industrial facilities. For the same reasons, PAR 1106 would not result in the loss of forest land or conversion of forest land to non-forest use.

Based upon these considerations, significant adverse agricultural and forestry resource impacts are not anticipated and will not be further analyzed in this Draft EA. Since no significant agriculture and forestry resource impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
III. AIR QUALITY AND GREENHOUSE GAS EMISSIONS. 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?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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)?	☐	☐	☐	☑
g) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☑
h) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☑

Air Quality Significance Criteria

To determine whether or not air quality impacts from adopting and implementing PAR 1106 are significant, impacts will be evaluated and compared to the criteria in Table 2-1. The project will be considered to have significant adverse air quality impacts if any one of the thresholds in Table 2-1 are equaled or exceeded.

To determine whether or not greenhouse gas emissions from the proposed project may be significant, impacts will be evaluated and compared to the 10,000 MT CO2eq./year threshold for industrial projects.

TABLE 2-1
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds [a]		
Pollutant	**Construction [b]**	**Operation [c]**
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs), Odor, and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 MT/yr CO2eq for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants [d]		
NO2 1-hour average annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM10 24-hour average annual average	10.4 $\mu g/m^3$ (construction)[e] & 2.5 $\mu g/m^3$ (operation) 1.0 $\mu g/m^3$	
PM2.5 24-hour average	10.4 $\mu g/m^3$ (construction)[e] & 2.5 $\mu g/m^3$ (operation)	
SO2 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 $\mu g/m^3$ (state)	
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day Average Rolling 3-month average	1.5 $\mu g/m^3$ (state) 0.15 $\mu g/m^3$ (federal)	

[a] Source: SCAQMD CEQA Handbook (SCAQMD, 1993)
[b] Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).
[c] For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.
[d] Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.
[e] Ambient air quality threshold based on SCAQMD Rule 403.

KEY: lbs/day = pounds per day ppm = parts per million $\mu g/m^3$ = microgram per cubic meter ≥ = greater than or equal to
MT/yr CO2eq = metric tons per year of CO2 equivalents > = greater than

III. a) The 2012 AQMP Control Measure CTS-02 – Further Emission Reductions from Miscellaneous Coatings, Adhesives, Solvents and Lubricants and the Reasonably Available Control Measures (RACM) Demonstration (Appendix VI of 2012 AQMP), contains unspecified emission reduction goals for VOCs that apply to a variety of emission sources. This control measure seeks to reduce VOC emissions from miscellaneous coating, adhesive, solvent and lubricant categories by further limiting the allowable VOC content in formulations. Examples of the miscellaneous categories to be considered include, but are not limited to, coatings used in aerospace and marine applications; adhesives used in a variety of sealing applications; fountain solutions; solvents for graffiti abatement activities; and lubricants used as metalworking fluids to reduce heat and friction to prolong the life of the tool, improve product quality, and carry away debris. Based on the general emission reduction goals in the 2012 AQMP, PAR 1106 would partially implement Control Measure CTS-02. PAR 1106 would affect marine and pleasure craft coating operations. Since affected facilities/operations are anticipated to already comply with the proposed requirements, the proposed amendments are not expected to achieve additional VOC reductions to be credited toward CTS-02.

Implementing PAR 1106 is not expected to conflict with or obstruct implementation of the applicable air quality control plan because the 2012 AQMP demonstrates that the effects of all existing rules, in combination with implementing all AQMP control measures (including "black box" measures not specifically described in the 2012 AQMP) would bring the District into attainment with all applicable national and state ambient air quality standards. Further, PAR 1106 is not expected to significantly conflict or obstruct implementation of the applicable air quality plan, but instead, would contribute to attaining and maintaining the ozone and PM standards by achieving VOC reductions.

For these reasons, implementation of all other SCAQMD VOC rules along with AQMP control measures, when considered together, is expected to reduce VOC emissions throughout the region overall by 2023. Therefore, implementing the proposed project will not conflict or obstruct implementation of the 2012 AQMP. Accordingly, this impact issue will not be further analyzed.

III. b) For a discussion of these items, refer to the following analysis:

Rule Objective and Facility Applicability
The objectives of PAR 1106 include the following:

- Rescind Rule 1106.1 but maintain the requirements;
- revise VOC content limits for some coating categories in order to align limits with U.S. EPA Control Techniques Guidelines and other California APCD's/AQMD's;
- add new coating categories;
- add provisions for pollution prevention measures and enhanced enforceability,
- make minor revisions to the applicability subdivision and revise/add new definitions to the definitions subdivision;
- include clarifications and editorial corrections.

Currently, Rule 1106 is applicable to all coating operations of boats, ships, and their appurtenances, and to buoys and oil drilling rigs intended for the marine environment, and Rule 1106.1 is applicable to all coating operations of pleasure craft, as defined in paragraph (b)(10) of

this rule, or their parts and components, for the purpose of refinishing, repairing, modification, or manufacturing such craft. Staff believes the proposed project will provide enhanced compliance with the VOC limits through the proposed reporting, recordkeeping and the prohibition provisions requirements. The proposed amendments will include an Annual Quantity Emission Report (AQER) and a Manufacturer's Distribution List. The AQER will require manufacturers and distributors to report the VOC content limits and the volume of product for of each marine and pleasure craft coating sold in the SCAQMD's jurisdiction. In addition, manufacturers will be required to submit to the SCAQMD, an annual Manufacturer's Distribution List to show all distributors who distribute these types of products into the SCAQMD jurisdiction.

Construction Impacts

The proposed project is not expected to require any new construction activities since the affected industry are not expected to require any physical changes to comply with the proposed amendments, and operate their equipment subject to PAR 1106 in a similar manner to the current rules (Rules 1106 and 1106.1). Staff believes the proposed project will provide enhanced compliance with the VOC limits through monitoring. Therefore, no existing facilities are expected to be required to install any new equipment or new emission control devices. Additionally, the proposed project would not require any construction activities associated with the reformulation of any marine or pleasure craft coating products or any changes to the current usage of marine or pleasure craft coatings at the existing affected facilities.

As a result, there would be no significant adverse construction air quality impacts resulting from the proposed project for criteria pollutants.

Operational Impacts- Criteria Pollutants

PAR 1106 is expected to have a direct and beneficial reduction of VOC emissions. No other criteria pollutants are expected to be directly affected by PAR 1106 because of the narrow regulatory focus of Rules 1106 and 1106.1. Based on SCAQMD staff research, the affected coatings facilities should already use materials that are compliant with the proposed amendments. Therefore, there would be no change in operational emissions from the existing affected facilities. The proposed project is not expected to result in any significant adverse operational air quality impacts from the existing affected facilities.

Operational Impacts- Toxic Air Contaminants

In assessing potential impacts from the adoption of proposed rules and amendments, SCAQMD staff not only evaluates the potential air quality impacts, but also determines potential health risks associated with implementation of the proposed amendments.

As stated previously, the proposed project will provide enhanced compliance with VOC limits through monitoring lower VOC limits, and wording clarifications. The proposed amendments do not generate any additional toxic emissions at any of the affected facilities. Based on SCAQMD staff research, no changes are necessary in current marine and pleasure craft coating formulations that currently comply with the new lower VOC limits. Therefore, no changes in toxicity are expected. As a result, there will be no increase in toxic air contaminant emissions from the affected facilities due to the proposed rule amendments.

III. c) As Lead Agency, the SCAQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment

or EIR. Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant[4].

This approach was upheld by the Court in *Citizens for Responsible Equitable Environmental Development v. City of Chula Vista* (2011) 197 Cal. App. 4th 327, 334. The Court determined that where it can be found that a project did not exceed the SDAPCD's established air quality significance thresholds, the City of Chula Vista properly concluded that the project would not cause a significant environmental effect, nor result in a cumulatively considerable increase in these pollutants. The court found this determination to be consistent with CEQA Guidelines §15064.7, stating, "The lead agency may rely on a threshold of significance standard to determine whether a project will cause a significant environmental effect." The court found that, "Although the project will contribute additional air pollutants to an existing nonattainment area, these increases are below the significance criteria…" "Thus, we conclude that no fair argument exists that the Project will cause a significant unavoidable cumulative contribution to an air quality impact." As in *Chula Vista*, here the District has demonstrated, when using accurate and appropriate data and assumptions, that the project will not exceed the established SCAQMD significance thresholds. See also, *Rialto Citizens for Responsible Growth v. City of Rialto* (2012) 208 Cal. App. 4th 899. Here again the court upheld the lead agency's approach to utilizing the established air quality significance thresholds to determine whether the impacts of a project would be cumulatively considerable. Thus, it may be concluded that the Project will not cause a significant unavoidable cumulative contribution to an air quality impact.

Based on the foregoing analysis, project-specific air quality impacts from implementing the proposed project would not exceed air quality significance thresholds (Table 2-1); therefore, based on the above discussion, cumulative impacts are not expected to be significant for air quality. Therefore, potential adverse impacts from the proposed project would not be "cumulatively considerable" as defined by CEQA Guidelines §15064(h)(1) for air quality impacts. Per CEQA Guidelines §15064(h)(4), the mere existing of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulative considerable.

III. d) Affected facilities are also not expected to increase exposure by sensitive receptors to substantial pollutant concentrations from the implementation of PAR 1106 for the following reasons: 1) the affected facilities are existing facilities located primarily in port commercial/industrial areas; 2) no construction and operational emission increases are associated with the proposed project. Therefore, no significant adverse air quality impacts to sensitive receptors are expected from implementing PAR 1106.

III. e) Odor problems depend on individual circumstances, materials involved, and individual odor sensitivities. For example, individuals can differ quite markedly from the population average in their sensitivity to odor due to any variety of innate, chronic or acute physiological

[4] SCAQMD Cumulative Impacts Working Group White Paper on Potential Control Strategies to Address Cumulative Impacts From Air Pollution, August 2003, Appendix D, Cumulative Impact Analysis Requirements Pursuant to CEQA, at D-3, http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf?sfvrsn=4.

conditions. This includes olfactory adaptation or smell fatigue (i.e., continuing exposure to an odor usually results in a gradual diminution or even disappearance of the smell sensation).

As already noted, the proposed project does not result in the use of construction equipment. As a result, no odor impacts associated with diesel exhaust from either on-road or off-road mobile sources are expected to occur. No change in marine and pleasure craft coating formulations currently utilized at the affected facilities is expected to occur. It is expected that the proposed amendments would improve air quality, visibility, and reduce odors from reducing VOC emissions. Therefore, the proposed project is not expected to create new significant adverse objectionable odors.

III. f) The affected facilities would continue to be required to comply with all applicable SCAQMD, CARB, and U.S. EPA rules and regulations. The proposed project is not in conflict or expected to diminish an existing air quality rule or future compliance requirements. Further, adopting and implementing the proposed project enhances existing air pollution control rules that are expected to assist the SCAQMD in its efforts to attain and maintain with a margin of safety the state and federal ambient air quality standards for ozone and PM2.5 because VOCs are considered to be precursor pollutants that contribute to the formation of ozone and PM2.5. Accordingly the proposed project would not diminish any air quality rules or regulations.

III. g) & h) Changes in global climate patterns have been associated with global warming, an average increase in the temperature of the atmosphere near the Earth's surface, recently attributed to accumulation of GHG emissions in the atmosphere. GHGs trap heat in the atmosphere, which in turn heats the surface of the Earth. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities. The emission of GHGs through the combustion of fossil fuels (i.e., fuels containing carbon) in conjunction with other human activities, appears to be closely associated with global warming.[5] State law defines GHG to include the following: carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6) (HSC §38505(g)). The most common GHG that results from human activity is CO2, followed by CH4 and N2O.

GHGs and other global warming pollutants are perceived as solely global in their impacts and that increasing emissions anywhere in the world contributes to climate change anywhere in the world. A study conducted on the health impacts of CO2 "domes" that form over urban areas cause increases in local temperatures and local criteria pollutants, which have adverse health effects.[6]

The analysis of GHGs is a much different analysis than the analysis of criteria pollutants for the following reasons. For criteria pollutants, the significance thresholds are based on daily emissions because attainment or non-attainment is primarily based on daily exceedances of

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5 Solomon, S., D. Qin, M. Manning, Z. Chen, M. Marquis, K.B. Averyt, M. Tignor and H.L. Miller (eds.). 2007. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change, 2007. Cambridge University Press. http://www.ipcc.ch/publications_and_data/ar4/wg1/en/contents.html

6 Jacobsen, Mark Z. "Enhancement of Local Air Pollution by Urban CO2 Domes," Environmental Science and Technology, as describe in Stanford University press release on March 16, 2010 available at: http://news.stanford.edu/news/2010/march/urban-carbon-domes-031610.html.

applicable ambient air quality standards. Further, several ambient air quality standards are based on relatively short-term exposure effects on human health (e.g., one-hour and eight-hour standards). Since the half-life of CO2 is approximately 100 years, for example, the effects of GHGs occur over a longer term which means they affect the global climate over a relatively long time frame. As a result, the SCAQMD's current position is to evaluate the effects of GHGs over a longer timeframe than a single day (e.g., annual emissions). GHG emissions are typically considered to be cumulative impacts because they contribute to global climate effects.

On December 5, 2008, the SCAQMD adopted an interim CEQA GHG Significance Threshold for projects where SCAQMD is the lead agency (SCAQMD, 2008). This interim threshold is set at 10,000 metric tons of CO2 equivalent emissions (MTCO2eq) per year. Projects with incremental increases below this threshold will not be cumulatively considerable.

The Program EIR for the 2012 AQMP concluded that implementing the control measures in the 2012 AQMP would provide a comprehensive ongoing regulatory program that would have the co-benefit of reducing overall GHGs emissions in the District. Specifically, PAR 1106 adds a prohibition of possession and sale provision, adds transfer efficiency requirements (similar to other SCAQMD coatings rules), and includes various clarifications and administrative changes. Additionally, five new coating categories have been established, and the VOC limits for five specialty coatings categories are being lowered based on existing limits that several other air agencies already require (VCAPCD, SDAPCD, and BAAQMD) and to align limits with U.S. EPA Control Techniques Guidelines. Thus, the proposed project does not introduce the need to emit GHG emissions, but rather reduce VOC emissions. Therefore, PAR 1106 is not expected to create significant cumulative adverse GHG emission impacts or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

Conclusion

Based on the preceding evaluation of potential air quality impacts from PAR 1106, SCAQMD staff has concluded that PAR 1106 does not have the potential to generate significant adverse air quality impacts. Since no significant adverse air quality and greenhouse gases impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	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?	☐	☐	☐	☑

		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑
e)	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?	☐	☐	☐	☑

Significance Criteria

Impacts on biological resources will be considered significant if any of the following criteria apply:

- The project results in a loss of plant communities or animal habitat considered to be rare, threatened or endangered by federal, state or local agencies.
- The project interferes substantially with the movement of any resident or migratory wildlife species.
- The project adversely affects aquatic communities through construction or operation of the project.

Discussion

IV. a), b), c), & d) PAR 1106 would not require any new construction or require any major modifications to buildings or other structures to comply with the new requirements for marine and pleasure craft coating operations, thus, no grading activities or disruption of soil or plant life. As a result, PAR 1106 would not directly or indirectly affect any species identified as a candidate, sensitive or special status species, riparian habitat, federally protected wetlands, or migratory corridors. For this same reason, PAR 1106 is not expected to adversely affect special status plants, animals, or natural communities.

IV. e) & f) PAR 1106 would not conflict with local policies or ordinances protecting biological resources or local, regional, or state conservation plans because it would not cause new development. Additionally, PAR 1106 would not conflict with any Habitat Conservation Plan, Natural Community Conservation Plan, or any other relevant habitat conservation plan for the same reason identified in Item IV. a), b), c), and d) above. Likewise, the proposed project would not in any way impact wildlife or wildlife habitat.

Based upon these considerations, significant adverse biological resources impacts are not anticipated and will not be further analyzed in this Draft EA. Since no significant adverse biological resources impacts were identified, no mitigation measures are necessary or required.

		Potentially Significant Impact	Less Than Significant With Mitigation	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, site, or feature?	☐	☐	☐	☑
d)	Disturb any human remains, including those interred outside formal cemeteries?	☐	☐	☐	☑
e)	Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code §21074?	☐	☐	☐	☑

Significance Criteria

Impacts to cultural resources will be considered significant if:

- The project results in the disturbance of a significant prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group.
- Unique paleontological resources are present that could be disturbed by construction of the proposed project.
- The project would disturb human remains.

Discussion

V. a), b), c), & d) PAR 1106 does not require construction of new facilities, increasing the floor space of existing facilities, or any other construction activities that would require disturbing soil that may contain cultural resources. Since no construction-related activities requiring soil disturbance would be associated with the implementation of PAR 1106, no impacts to historical or cultural resources are anticipated to occur. Further, PAR 1106 is not expected to require any physical changes to the environment, which may disturb paleontological or archaeological resources or disturb human remains interred outside of formal cemeteries.

V. e) The proposed project is not expected to require physical changes to a site, feature, place, cultural landscape, sacred place or object with cultural value to a California Native American Tribe. Furthermore, the proposed project is not expected to result in a physical change to a resource determined to be eligible for inclusion or listed in the California Register of Historical Resources or included in a local register of historical resources. For these reasons, the proposed project is not expected to cause any substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code §21074.

It is important to note that as part of releasing this CEQA document for public review and comment, the SCAQMD also provided a formal notice of the proposed project to all California Native American Tribes (Tribes) that requested to be on the Native American Heritage Commission's (NAHC) notification list per Public Resources Code §21080.3.1 (b)(1). The NAHC notification list provides a 30-day period during which a Tribe may respond to the formal notice, in writing, requesting consultation on the proposed project.

In the event that a Tribe submits a written request for consultation during this 30-day period, the SCAQMD will initiate a consultation with the Tribe within 30 days of receiving the request in accordance with Public Resources Code §21080.3.1 (b). Consultation ends when either: 1) both parties agree to measures to avoid or mitigate a significant effect on a Tribal Cultural Resource and agreed upon mitigation measures shall be recommended for inclusion in the environmental document [see Public Resources Code §21082.3 (a)]; or, 2) either party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached [see Public Resources Code §21080.3.2 (b)(1)-(2) and §21080.3.1 (b)(1)].

Based upon these considerations, significant adverse cultural resources impacts are not expected from implementing the proposed project and will not be further assessed in this Draft EA. Since no significant cultural resources impacts were identified, no mitigation measures are necessary or required.

		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VI.	**ENERGY.** Would the project:				
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?	☐	☐	☐	☑

Significance Criteria

Impacts to energy and mineral resources will be considered significant if any of the following criteria are met:

- The project conflicts with adopted energy conservation plans or standards.
- The project results in substantial depletion of existing energy resource supplies.
- An increase in demand for utilities impacts the current capacities of the electric and natural gas utilities.
- The project uses non-renewable resources in a wasteful and/or inefficient manner.

Discussion

VI. a) & e) Adoption of PAR 1106 would subsume Rule 1106.1 within Rule 1106, add a prohibition of possession and sale provision, add transfer efficiency requirements (similar to other SCAQMD coatings rules), and include various clarifications and administrative changes. Additionally, five new coating categories have been established, and the VOC limits for five specialty coatings categories are being lowered based on existing limits that several other air agencies already require (VCAPCD, SDAPCD, and BAAQMD) and to align limits with U.S. EPA Control Techniques Guidelines. The proposed amendments are expected to provide enhanced compliance with the VOC limits through monitoring. The proposed amendments are not expected to create any additional demand for energy at any of the affected facilities. Since it is unlikely that the affected facilities would require new equipment or modifications at existing facilities, current energy demand requirements would not change. As a result, PAR 1106 would not conflict with energy conservation plans, use non-renewable resources in a wasteful manner, or result in the need for new or substantially altered power or natural gas systems. Since PAR 1106 would affect primarily existing facilities, it will not conflict with adopted energy conservation plans because existing facilities would be expected to continue implementing any existing energy conservation plans. Additionally, operators of affected facilities are expected to

implement existing energy conservation plans or comply with energy standards to minimize operating costs. Accordingly these impact issues will not be further analyzed in the draft EA.

VI. b), c) & d) The proposed amendments are not expected to increase any electricity or natural gas demand in any way and would not create any significant effects on peak and base period demands for electricity and other forms of energy because no new physical changes to the affected facilities is anticipated. The adoption of PAR 1106 will not create any significant effects on local or regional energy supplies, create any significant effects on peak and base period demands for electricity and other forms of energy, or result in the need for new or substantially altered power or natural gas utility systems since the affected industry will be able to continue business as usual and operate their equipment subject to PAR 1106 in a similar manner to existing practices.

PAR 1106 is not expected to generate significant adverse energy resources impacts and will not be discussed further in this Draft EA. Since no significant energy impacts were identified, no mitigation measures are necessary or required.

		Potentially Significant Impact	**Less Than Significant With Mitigation**	**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?	☐	☐	☐	☑
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?	☐	☐	☐	☑

		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☑

Significance Criteria

Impacts on the geological environment will be considered significant if any of the following criteria apply:

- Topographic alterations would result in significant changes, disruptions, displacement, excavation, compaction or over covering of large amounts of soil.
- Unique geological resources (paleontological resources or unique outcrops) are present that could be disturbed by the construction of the proposed project.
- Exposure of people or structures to major geologic hazards such as earthquake surface rupture, ground shaking, liquefaction or landslides.
- Secondary seismic effects could occur which could damage facility structures, e.g., liquefaction.
- Other geological hazards exist which could adversely affect the facility, e.g., landslides, mudslides.

Discussion

VII. a) Southern California is an area of known seismic activity. Structures must be designed to comply with the Uniform Building Code Zone 4 requirements if they are located in a seismically active area. The local city or county is responsible for assuring that a proposed project complies 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 represent the foundation conditions at the site. Accordingly, buildings and equipment at existing affected facilities are likely to

conform with the Uniform Building Code and all other applicable state codes in effect at the time they were constructed.

No new buildings or structures are expected to be constructed in response to the proposed project, so no change in geological existing setting is expected. Additionally, no modification to existing equipment would be necessary. Therefore, PAR 1106 is not expected to affect a facility's ability to continue to comply with any applicable Uniform Building Code requirements. Consequently, PAR 1106 is not expected to expose persons or property to geological hazards such as earthquakes, landslides, mudslides, ground failure, or other natural hazards. As a result, substantial exposure of people or structure to the risk of loss, injury, or death involving seismic-related activities is not anticipated and will not be further analyzed in this draft EA.

VII. b), c), d) & e) Since PAR 1106 would affect primarily existing facilities, it is expected that the soil types present at the affected facilities that are susceptible to expansion or liquefaction would be considered part of the existing setting. New subsidence impacts are not anticipated since no excavation, grading, or fill activities will occur at affected facilities. Further, the proposed project does not involve drilling or removal of underground products (e.g., water, crude oil, et cetera) that could produce new, or make worse existing subsidence effects. Additionally, the affected areas are not envisioned to be prone to new risks from landslides or have unique geologic features, since the affected facilities are primarily located in ports or marinas in industrial or commercial areas where such features have already been altered or removed. Finally, since adoption of PAR 1106 would be expected to affect operations at primarily existing facilities, the proposed project is not expected to alter or make worse any existing potential for subsidence, liquefaction, etc.

Based on the above discussion, the proposed project is not expected to have an adverse impact on geology or soils. Since no significant adverse impacts are anticipated, this environmental topic will not be further analyzed in the draft EA. No mitigation measures are necessary or required.

		Potentially Significant Impact	Less Than Significant With Mitigation	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 conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☑

		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 use airport or a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
g)	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?	☐	☐	☐	☑
h)	Significantly increased fire hazard in areas with flammable materials?	☐	☐	☐	☑

Significance Criteria

Impacts associated with hazards will be considered significant if any of the following occur:

- Non-compliance with any applicable design code or regulation.
- Non-conformance to National Fire Protection Association standards.
- Non-conformance to regulations or generally accepted industry practices related to operating policy and procedures concerning the design, construction, security, leak detection, spill containment or fire protection.
- Exposure to hazardous chemicals in concentrations equal to or greater than the Emergency Response Planning Guideline (ERPG) 2 levels.

Discussion

VIII. a, b) & c) The proposed project will not create a significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials, due to the fact that the proposed amendments do not require the transport, use, and disposal of hazardous materials beyond current operations. Based on the fact that the proposed rules do not require the transport, use and disposal of hazardous materials, PAR 1106 will not create a significant hazard to the public or environment through a reasonably foreseeable release of these materials into the environment.

No additional formulation is anticipated, thus, there is little likelihood that affected facilities will emit new hazardous emissions or handle hazardous materials, substances or waste within one-quarter mile of an existing or proposed school as a result of implementing the proposed project. The affected facilities are typically located in port/marina areas, but the proposed project does not introduce any hazardous materials, so the existing setting does not change. Further, PAR 1106 is intended to ensure the reduction of overall VOC emissions in the District. It is expected that the proposed amendments would improve air quality, visibility and reduce odors surrounding existing facilities and, would do likewise for any existing or proposed schools within one-quarter mile of affected facilities.

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. For any facilities affected by the proposed project that are on the Government Code §65962.5 list, it is anticipated that they would continue to manage any and all hazardous materials and hazardous waste, in accordance with federal, state and local regulations.

VIII. e) Since PAR 1106 would incorporate new requirements for marine and pleasure craft coating operations, implementation of PAR 1106 is not expected to increase or create any new hazardous emissions in general, which could adversely affect public/private airports located in close proximity to the affected sites. Implementation of PAR 1106 is not expected to create any additional safety hazards for people residing or working in the project area.

VIII. f) The proposed project will not impair implementation of, or physically interfere with any adopted emergency response plan or emergency evacuation plan. Any existing facilities affected by the proposed project will typically have their own emergency response plans. Any new facilities will be required to prepare emergency response and evacuation plans as part of the land use permit review and approval process conducted by local jurisdictions for new development. 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 (surrounding local communities), but the facility employees as well. Since the proposed project does not involve the change in current uses of any hazardous materials, or generate any new hazardous waste, no changes to emergency response plans are anticipated.

Health and Safety Code §25506 specifically requires all businesses handling hazardous materials to submit a business emergency response plan to assist local administering agencies in the emergency release or threatened release of a hazardous material. Business emergency response plans generally require the following:

1. Identification of individuals who are responsible for various actions, including reporting, assisting emergency response personnel and establishing an emergency response team;
2. Procedures to notify the administering agency, the appropriate local emergency rescue personnel, and the California Office of Emergency Services;
3. Procedures to mitigate a release or threatened release to minimize any potential harm or damage to persons, property or the environment;
4. Procedures to notify the necessary persons who can respond to an emergency within the facility;
5. Details of evacuation plans and procedures;
6. Descriptions of the emergency equipment available in the facility;
7. Identification of local emergency medical assistance; and
8. Training (initial and refresher) programs for employees in:
    a. The safe handling of hazardous materials used by the business;
    b. Methods of working with the local public emergency response agencies;
    c. The use of emergency response resources under control of the handler; and
    d. Other procedures and resources that will increase public safety and prevent or mitigate a release of hazardous materials.

In general, every county or city and all facilities using a minimum amount of hazardous materials are required to formulate detailed contingency plans to eliminate, or at least minimize, the possibility and effect of fires, explosion, or spills. In conjunction with the California Office of Emergency Services, local jurisdictions have enacted ordinances that set standards for area and business emergency response plans. These requirements include immediate notification, mitigation of an actual or threatened release of a hazardous material, and evacuation of the emergency area. Adopting PAR 1106 is not expected to hinder in any way with the above business emergency response plan requirements.

VIII. g) Since the affected facilities are primarily located in port/marina areas where wildlands are typically not prevalent, risk of loss or injury associated with wildland fires is not expected as a result of implementing PAR 1106.

VIII. h) Affected marine and pleasure craft coating facilities must comply with all local and county requirements for fire prevention and safety. The proposed project does not require any activities which would be in conflict with fire prevention and safety requirements, and thus would not create or increase fire hazards at these existing facilities.

PAR 1106 is intended to ensure the reduction of VOC emissions at marine and pleasure craft coating facilities. Typically, these facilities use and store flammable materials. Pursuant to local and county fire prevention and safety requirements, facilities are required to maintain appropriate site management practices to prevent fire hazards. PAR 1106 will not interfere with fire prevention practices.

In conclusion, potentially significant adverse hazard or hazardous material impacts resulting from adopting and implementing PAR 1106 are not expected and will not be considered further. No mitigation measures are necessary or required.

		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IX.	**HYDROLOGY AND WATER QUALITY.** Would the project:				
a)	Violate any water quality standards, waste discharge requirements, exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, or otherwise substantially degrade water quality?	☐	☐	☐	☑
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, or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion or siltation on- or off-site or flooding on- or off-site?	☐	☐	☐	☑

		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☑
e)	Place housing or other structures 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, which would impede or redirect flood flows?	☐	☐	☐	☑
f)	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, or inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☑
g)	Require or result in the construction of new water or wastewater treatment facilities or new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☑
h)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☑
i)	Result 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?	☐	☐	☐	☑

Significance Criteria

Potential impacts on water resources will be considered significant if any of the following criteria apply:

Water Demand:

- The existing water supply does not have the capacity to meet the increased demands of the project, or the project would use more than 262,820 gallons per day of potable water.
- The project increases demand for total water by more than five million gallons per day.

Water Quality:

- The project will cause degradation or depletion of ground water resources substantially affecting current or future uses.
- The project will cause the degradation of surface water substantially affecting current or future uses.
- The project will result in a violation of National Pollutant Discharge Elimination System (NPDES) permit requirements.
- The capacities of existing or proposed wastewater treatment facilities and the sanitary sewer system are not sufficient to meet the needs of the project.
- The project results in substantial increases in the area of impervious surfaces, such that interference with groundwater recharge efforts occurs.
- The project results in alterations to the course or flow of floodwaters.

Discussion

IX. a), b), c), d) & g) Adoption of PAR 1106 would subsume Rule 1106.1 within Rule 1106, add a prohibition of possession and sale provision, add transfer efficiency requirements (similar to other SCAQMD coatings rules), and include various clarifications and administrative changes. Additionally, five new coating categories have been established, and the VOC limits for five specialty coatings categories are being lowered based on existing limits that several other air agencies already require (VCAPCD, SDAPCD, and BAAQMD) and to align limits with U.S. EPA Control Techniques Guidelines. The proposed amendments are expected to provide enhanced compliance with the VOC limits through monitoring. The proposed amendments would not result in increased water usage because no new reformulations are anticipated to comply with the lower VOC content limit for the five specialty coatings categories, as these coating categories already meet the proposed lower VOC limits. Additional water usage will not result from the proposed project.

No additional wastewater generation is expected to result from the proposed project. Further, PAR 1106 has no provision that would require the construction of additional water resource facilities, increase the need for new or expanded water entitlements, or alter existing drainage patterns. The proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. PAR 1106 would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Further, the adoption of PAR 1106 would not create a change in the current volume of existing wastewater streams from the affected facilities. In addition, the proposed project is not expected to require additional wastewater disposal capacity, violate any water quality standard or wastewater discharge requirements, or otherwise substantially degrade water quality.

Adoption of PAR 1106 could affect future operations at existing facilities that are typically located in industrial or commercial areas that are already paved and have drainage infrastructures in place. However, due to the fact that current operations already comply with the proposed lower VOC limits, no new major construction is anticipated. Based on the current affected facility inventory in the District, implementation of PAR 1106 is not expected to involve major construction activities including site preparation, grading, etc., so no changes to storm water runoff, drainage patterns, groundwater characteristics, or flow are expected. Therefore, these impact areas are not expected to be affected by PAR 1106.

PAR 1106 is not expected to have significant adverse water demand or water quality impacts for the following reasons:

- The proposed project does not increase demand for water by more than 5,000,000 gallons per day.
- The proposed project does not require construction of new water conveyance infrastructure.
- The proposed project does not create a substantial increase in mass inflow of effluents to public wastewater treatment facilities.
- The proposed project does not result in a substantial degradation of surface water or groundwater quality.
- The proposed project does not result in substantial increases in the area of impervious surfaces, such that interference with groundwater recharge efforts occurs.
- The proposed project does not result in alterations to the course or flow of floodwaters.

IX. i) The proposed project is not expected to change existing operations at affected facilities, nor would it result in the generation of increased volumes of wastewater, because no increased water usage is expected due to the proposed project. As a result, there are no potential changes in wastewater volume expected from facilities as a result of the adoption of PAR 1106. It is expected that facilities and operations will continue to handle wastewater generated in a similar manner and with the same equipment as the wastewater that is currently generated. Further, PAR 1106 is not expected to cause affected facilities to violate any water quality standard or wastewater discharge requirements since there would be no additional wastewater volumes generated as a result of adopting PAR 1106.

IX. e), f) & h) The proposed project would incorporate new requirements for marine and pleasure craft coating operations. As a result, PAR 1106 would not require construction of new housing, contribute to the construction of new building structures, or require major modifications or changes to existing structures. Further, PAR 1106 is not expected to require additional workers at affected facilities because the proposed project does not affect how equipment is operated. Therefore, PAR 1106 is not expected to generate construction of any new structures in 100-year flood areas as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood delineation map. As a result, PAR 1106 is not expected to expose people or

structures to significant new flooding risks, or make worse any existing flooding risks. Because PAR 1106 would not require construction of new structures or the addition of new employees, the proposed project will not affect in any way any potential flood hazards inundation by seiche, tsunami, or mud flow that may already exist relative to existing facilities or create new hazards at existing facilities. Additionally, since PAR 1106 does not require additional water usage or demand, sufficient water supplies are expected to be available to serve the project from existing entitlements and resources, and no new or expanded entitlements would be needed.

Based upon these considerations, significant hydrology and water quality impacts are not expected from the adoption of PAR 1106 and will not be further analyzed in this draft EA. Since no significant hydrology and water quality impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	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?	☐	☐	☐	☑

Significance Criteria

Land use and planning impacts will be considered significant if the project conflicts with the land use and zoning designations established by local jurisdictions.

Discussion

X. a) PAR 1106 would not require any new construction or require major modifications to buildings or other structures to comply with the new requirements for marine and pleasure craft coating operations at any of the currently existing facilities. Therefore, PAR 1106 does not include any components that would require physically dividing an established community.

X. b) There are no provisions in PAR 1106 that would affect land use plans, policies, or regulations beyond what is currently required from affected sources, such as prohibition of use. Land use and other planning considerations are determined by local governments and no land use or planning requirements would be altered by the new requirements for marine and pleasure craft coating operations. Therefore, as already noted in the discussion under "Biological Resources,"

PAR 1106 would not affect in any habitat conservation or natural community conservation plans, agricultural resources or operations, and would not create divisions in any existing communities. Present or planned land uses in the region would not be significantly adversely affected as a result of implementing the proposed project.

Based upon these considerations, significant adverse land use and planning impacts are not expected from the implementation of PAR 1106 and will not be further analyzed in this Draft EA. Since no significant land use and planning impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	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?	☐	☐	☐	☑

Significance Criteria

Project-related impacts on mineral resources will be considered significant if any of the following conditions are met:

- The project would 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.
- The proposed project results 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.

Discussion

XI. a) & b) There are no provisions in PAR 1106 that would 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. Some examples of mineral resources are gravel, asphalt, bauxite, and gypsum, which are commonly used for construction activities or industrial processes. Since the proposed project only affects coating formulations at marine and pleasure craft coating operations, PAR 1106 does not require and would not have any effects on the use of important minerals, such as those described above. Therefore, no new demand for mineral resources is expected to occur and significant adverse mineral resources impacts from implementing PAR 1106 are not anticipated.

Based upon these aforementioned considerations, significant mineral resources impacts are not expected from the implementation of PAR 1106. Since no significant mineral resources impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XII. NOISE. Would the project result in:				
a) Exposure of persons to or generation of permanent 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 temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☑
d) 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 use airport or private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑

Significance Criteria

Noise impact will be considered significant if:

- Construction noise levels exceed the local noise ordinances or, if the noise threshold is currently exceeded, project noise sources increase ambient noise levels by more than three decibels (dBA) at the site boundary. Construction noise levels will be considered significant if they exceed federal Occupational Safety and Health Administration (OSHA) noise standards for workers.
- The proposed project operational noise levels exceed any of the local noise ordinances at the site boundary or, if the noise threshold is currently exceeded, project noise sources increase ambient noise levels by more than three dBA at the site boundary.

Discussion

XII. a) PAR 1106 would incorporate new requirements and VOC content limits for marine and pleasure craft coating operations that do not generate noise. PAR 1106 would not require any

new construction or require major modifications to buildings or other structures to comply with the proposed amended rule at any of the currently existing facilities. All of the affected activities occur within existing facilities. Compliance with the new requirements for marine and pleasure craft coating operations are not expected to adversely affect operations at affected facilities because the existing facilities are expected to already meet the currently proposed requirements. Thus, the proposed project is not expected to expose persons to the generation of excessive noise levels above current facility levels because no change in current operations is expected to occur as a result of the proposed project. It is expected that any facility affected by PAR 1106 would continue complying with all existing local noise control laws or ordinances.

In commercial environments, Occupational Safety and Health Administration (OSHA) and California-OSHA have established noise standards to protect worker health. It is expected that operators at affected facilities will continue complying with applicable OSHA or Cal/OSHA noise standards, which would limit noise impacts to workers, patrons and neighbors.

XII. b) PAR 1106 is not anticipated to expose people to, or generate excessive groundborne vibration or groundborne noise levels since complying with PAR 1106 is not expected to alter operations at affected facilities. Therefore, any existing noise or vibration levels at affected facilities are not expected to change as a result of implementing PAR 1106. Since existing operations are not expected to generate excessive groundborne vibration or noise levels, and PAR 1106 is not expected to alter physical operations, no groundborne vibrations or noise levels are expected from the proposed project.

XII. c) No increase in periodic or temporary ambient noise levels in the vicinity of affected facilities above levels existing prior to implementing PAR 1106 is anticipated because the proposed project would not require heavy-duty diesel-fueled construction-related activities nor would it change the existing activities currently performed by marine and pleasure craft coating operations. See also the response to items XII.a) and XII.b).

XII. d) Even if an affected facility is located near a public/private airport, there are no new noise impacts expected from any of the existing facilities as a result of complying with the proposed project. Similarly, any existing noise levels at affected facilities are not expected to increase appreciably. Thus, PAR 1106 is not expected to expose people residing or working in the vicinities of public airports to excessive noise levels.

Based upon these considerations, significant adverse noise impacts are not expected from the implementation of PAR 1106 and are not further evaluated in this Draft EA. Since no significant noise impacts were identified, no mitigation measures are necessary or required.

		Potentially Significant Impact	Less Than Significant With Mitigation	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 people or existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

Significance Criteria

Impacts of the proposed project on population and housing will be considered significant if the following criteria are exceeded:

- The demand for temporary or permanent housing exceeds the existing supply.
- The proposed project produces additional population, housing or employment inconsistent with adopted plans either in terms of overall amount or location.

Discussion

XIII. a) The proposed project is not anticipated to generate any significant adverse effects, either direct or indirect, on the district's population or population distribution as no additional workers are anticipated to be required for affected facilities to comply with the proposed amendments. Human population within the jurisdiction of the SCAQMD is anticipated to grow regardless of implementing PAR 1106. As such, PAR 1106 would not result in changes in population densities or induce significant growth in population.

XIII. b) Because the proposed project affects marine and pleasure craft coating facilities but does not require additional employees, PAR 1106 is not expected to result in the creation of any new industry that would affect population growth, directly or indirectly, induce the construction of single- or multiple-family units, or require the displacement of people elsewhere. Since the proposed project does not require any construction activities or any additional employees, it would not warrant any new or replacement housing.

Based upon these considerations, significant adverse population and housing impacts are not expected from the implementation of PAR 1106 and are not further evaluated in this Draft EA. Since no significant population and housing impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	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?	☐	☐	☐	☑

Significance Criteria

Impacts on public services will be considered significant if the project results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 time or other performance objectives.

Discussion

XIV. a) & b) PAR 1106 would incorporate new requirements and VOC content limits for marine and pleasure craft coating operations that would have no effect on public services, as no new physical changes at affected facilities are expected. The proposed project does not require any action which would alter and, thereby, adversely affect existing public services, or require an increase in governmental facilities or services to support the affected existing facilities. Current fire, police and emergency services are adequate to serve existing facilities, and the proposed project will 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 because no change in operations is expected to occur at affected facilities.

Because the proposed project does not require or involve the use of new hazardous materials or generate new hazardous waste, it will not generate an emergency situation that would require additional fire or police protection, or impact acceptable service ratios or response times.

XIV. c) & d) As indicated in discussion under item XIII. Population and Housing, implementing PAR 1106 would not induce population growth or dispersion because no

additional workers are expected to be needed at the existing affected facilities. Therefore, with no increase in local population anticipated as a result of adopting and implementing PAR 1106, additional demand for new or expanded schools or parks is also not anticipated. As a result, no significant adverse impacts are expected to local schools or parks.

Based upon these considerations, significant adverse public services impacts are not expected from the implementation of PAR 1106 and are not further evaluated in this Draft EA. Since no significant public services impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	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 or recreational services?	☐	☐	☐	☑

Significance Criteria

Impacts to recreation will be considered significant if:

- The project results in an increased demand for neighborhood or regional parks or other recreational facilities.
- The project adversely affects existing recreational opportunities.

Discussion

XV. a) & b) As discussed under "Land Use and Planning" above, there are no provisions in PAR 1106 that would affect land use plans, policies, or regulations. Land use and other planning considerations are determined by local governments. No land use or planning requirements would be altered by the adoption of PAR 1106, which only affect marine and pleasure craft coating operations. Further, PAR 1106 would not affect in any way district population growth or distribution (see Section XIII), in ways that could increase the demand for or use of existing neighborhood and regional parks or other recreational facilities, or require the construction of new or expansion of existing recreational facilities that might have an adverse physical effect on the environment because it would not directly or indirectly increase or redistribute population.

Based upon these considerations, significant recreation impacts are not expected from the implementation of PAR 1106. Since no significant recreation impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	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?	☐	☐	☐	☑

Significance Criteria

The proposed project impacts on solid/hazardous waste will be considered significant if the following occurs:

- The generation and disposal of hazardous and non-hazardous waste exceeds the capacity of designated landfills.

Discussion

XVI. a) & b) Adoption of PAR 1106 would subsume Rule 1106.1 within Rule 1106, add a prohibition of possession and sale provision, add transfer efficiency requirements (similar to other SCAQMD coatings rules), and include various clarifications and administrative changes. Additionally, five new coating categories have been established, and the VOC limits for five specialty coatings categories are being lowered based on existing limits that several other air agencies already require (VCAPCD, SDAPCD, and BAAQMD) and to align limits with U.S. EPA Control Techniques Guidelines. The proposed amendments are expected to provide enhanced compliance with the VOC limits through monitoring.

PAR 1106 is not expected to require the replacement of equipment at affected facilities, and therefore, no new solid or hazardous waste impacts specifically associated with PAR 1106 are expected. The affected facilities are expected to be currently in compliance with the proposed amendments, and as a result, no substantial change in the amount of solid or hazardous waste streams is expected to occur. The character of solid or hazardous waste streams are not expected to occur as a result of the adoption of PAR 1106, as no physical change at affected facilities are expected. PAR 1106 is not expected to increase the volume of solid or hazardous wastes from affected facilities, require additional waste disposal capacity, or generate waste that does not meet applicable local, state, or federal regulations. With regard to potential wastewater impacts, please see the discussion under item IX., "Hydrology and Water Quality."

Based upon these considerations, PAR 1106 is not expected to increase the volume of solid or hazardous wastes that cannot be handled by existing municipal or hazardous waste disposal facilities, or require additional waste disposal capacity. Further, adopting PAR 1106 is not expected to interfere with any affected facility's ability to comply with applicable local, state, or federal waste disposal regulations. Since no solid/hazardous waste impacts were identified, no mitigation measures are necessary or required.

		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION/TRAFFIC. Would the project:					
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☑
b)	Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards 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?	☐	☐	☐	☑

		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☑

Significance Criteria

Impacts on transportation/traffic will be considered significant if any of the following criteria apply:

- Peak period levels on major arterials are disrupted to a point where level of service (LOS) is reduced to D, E or F for more than one month.
- An intersection's volume to capacity ratio increase by 0.02 (two percent) or more when the LOS is already D, E or F.
- A major roadway is closed to all through traffic, and no alternate route is available.
- The project conflicts with applicable policies, plans or programs establishing measures of effectiveness, thereby decreasing the performance or safety of any mode of transportation.
- There is an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system.
- The demand for parking facilities is substantially increased.
- Water borne, rail car or air traffic is substantially altered.
- Traffic hazards to motor vehicles, bicyclists or pedestrians are substantially increased.
- The need for more than 350 employees
- An increase in heavy-duty transport truck traffic to and/or from the facility by more than 350 truck round trips per day
- Increase customer traffic by more than 700 visits per day.

Discussion

XVII. a) & b) Adoption of PAR 1106 would subsume Rule 1106.1 within Rule 1106, add a prohibition of possession and sale provision, add transfer efficiency requirements (similar to other SCAQMD coatings rules), and include various clarifications and administrative changes. Additionally, five new coating categories have been established, and the VOC limits for five specialty coatings categories are being lowered based on existing limits that several other air agencies already require (VCAPCD, SDAPCD, and BAAQMD) and to align limits with U.S. EPA Control Techniques Guidelines. The proposed amendments are expected to provide enhanced compliance with the VOC limits through monitoring. The adoption of PAR 1106 would not change or cause additional transportation demands or services because no physical change in operations at affected facilities is expected to occur. Therefore, the proposed project would not increase traffic or adversely impact the existing traffic load and capacity of the street system, as the amount of product to be delivered is not anticipated to change nor generate additional services to affect transportation demand. Because the current existing marine and pleasure craft coating facilities are expected to be in compliance with the proposed amendments, no increase in material delivery trips is expected as a result of the proposed project.

Since no construction-related trips and no additional operational-related trips per facility are anticipated, the adoption of PAR 1106 is not expected to significantly adversely affect circulation patterns on local roadways or the level of service at intersections near affected facilities. Since no construction is required, no significant construction traffic impacts are anticipated.

XVII. c) PAR 1106 will not require operators of existing facilities to construct buildings or other structures or change the height and appearance of the existing structures, such that they could interfere with flight patterns. Therefore, adoption of PAR 1106 is not expected to adversely affect air traffic patterns. Further, PAR 1106 will not affect in any way air traffic in the region because it will not require transport of any PAR 1106 materials by air.

XVII. d) No physical modifications are expected to occur by adopting PAR 1106 at the affected facilities. Additionally, no offsite modifications to roadways are anticipated for the proposed project that would result in an additional design hazard or incompatible uses.

XVII. e) Equipment replacements or retrofits associated with adopting PAR 1106 are not expected to occur at the potentially affected existing facilities. Therefore, no changes to emergency access at or in the vicinity of the affected facilities would be expected. As a result, PAR 1106 is not expected to adversely impact emergency access.

XVII. f) No changes to the parking capacity at or in the vicinity of the affected facilities are expected with adopting PAR 1106. Adoption of PAR 1106 does not change existing operations, so no new workers at affected facilities or area sources are expected to be necessary to comply with the proposed amendments. Since adoption of PAR 1106 is not expected to require additional workers, no traffic impacts are expected to occur and additional parking capacity will not be required. Therefore, PAR 1106 is not expected to adversely impact on- or off-site parking capacity. PAR 1106 has no provisions that would conflict with alternative transportation, such as bus turnouts, bicycle racks, et cetera.

Based upon these considerations, PAR 1106 is not expected to generate significant adverse project-specific or cumulative transportation/traffic impacts and, therefore, this topic will not be considered further. Since no significant transportation/traffic impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	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) As discussed in the "Biological Resources" section, PAR 1106 is not expected to significantly adversely affect plant or animal species or the habitat on which they rely because PAR 1106 implements new requirements for marine and pleasure craft coating operations, which will primarily be conducted at existing affected facilities. All of the currently affected facilities are located at sites that have already been greatly disturbed and that currently do not support such habitats. PAR 1106 is not expected to induce construction of any new land use projects that could affect biological resources.

XVIII. b) Based on the foregoing analyses, cumulative impacts in conjunction with other projects that may occur concurrently with or subsequent to the proposed project are not expected to adversely impact any environmental topic. Related projects to the currently proposed project include existing and proposed amended rules and regulations, as well as AQMP control

measures, which produce emission reductions from most industrial and commercial sectors. Furthermore, because PAR 1106 does not generate project-specific impacts, cumulative impacts are not considered to be "cumulatively considerable" as defined by CEQA guidelines §15065(a)(3). For example, the environmental topics checked 'No Impact' (e.g., aesthetics, agriculture resources, air quality, biological resources, cultural resources energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, solid/hazardous waste and transportation and traffic) would not be expected to make any contribution to potential cumulative impacts. Also, in the case of air quality impacts, the net effect of implementing the proposed project with other proposed amended rules and regulations, and AQMP control measures is an overall reduction in District-wide emissions, thus, contributing to the attainment of state and national ambient air quality standards. Therefore, it is concluded that PAR 1106 has no potential for significant cumulative or cumulatively considerable impacts in any environmental areas.

XVIII. c) Based on the foregoing analyses, PAR 1106 is not expected to cause significant adverse effects to human beings. Significant adverse air quality impacts are not expected from the implementation of PAR 1106. Based on the preceding analyses, no significant adverse impacts to aesthetics, agriculture resources, biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, solid/hazardous waste and transportation and traffic are expected as a result of the implementation of PAR 1106.

As discussed in items I through XVIII above, the proposed project would have no potential to cause significant adverse environmental effects.

APPENDIX A

PROPOSED AMENDED RULE 1106 AND PROPOSED RESCINDED RULE 1106.1

(Adopted November 4, 1988)(Amended May 5, 1989)(Amended June 2, 1989)
(Amended March 2, 1990)(Amended November 2, 1990)(Amended December 7, 1990)
(Amended August 2, 1991)(Amended January 13, 1995)
(Proposed Amended Rule August 2015)

PROPOSED AMENDED RULE 1106. MARINE AND PLEASURE CRAFT COATING OPERATIONS

(a) Purpose

The purpose of this rule is to reduce emissions of volatile organic compounds (VOC) and stratospheric ozone depleting and global warming compounds from Marine and Pleasure Craft Coating Operations.

(~~a~~b) Applicability

This rule applies to:

(1) MARINE COATING OPERATIONS:

~~This rule applies to~~Which means all coating operations of boats, ships, and vessels, and their appurtenances, including but not limited to structures, such as piers, docks ~~and, to~~buoys and oil drilling rigs, intended for ~~the~~exposure to either a marine or fresh water environment.~~Coating operations of vessels which are manufactured or operated primarily for recreational purposes are subject to the requirements of Rule 1106.1 - Pleasure Craft Coating Operations.~~

(2) PLEASURE CRAFT COATING OPERATIONS:

Which means all coating operations for purposes of refinishing, repairing, modifying, or manufacturing of pleasure craft as defined in paragraph (c)(29) of this rule, and to their parts and components.

(~~b~~c) Definitions

For the purpose of this rule the following definitions shall apply:

(1) AEROSOL COATING PRODUCT ~~is~~ means a pressurized coating product containing pigments, ~~ or~~ resins, and/or other coating solids that ~~is dispensed~~dispenses product ingredients by means of a propellant, and is packaged in a disposable aerosol container~~can~~ for hand-held application, or for use in specialized equipment for ground marking and traffic ~~/~~marking applications.

(2) AIR DRIED COATING is any coating that is formulated by the manufacturer to be cured at a temperature below 90 °~~o~~C (194 °~~o~~F).

(3) ANTENNA COATING is any coating applied to equipment and associated structural appurtenances which are used to receive or transmit electromagnetic signals.

(4) ~~ANTIFOULING~~ ANTIFOULANT COATING is any coating applied to the underwater portion of ~~a~~ boats, ships, vessels, ~~vessel~~ or pleasure craft to prevent or reduce the attachment of biological organisms~~. An antifouling coating~~ and shall be registered with the ~~Environmental Protection Agency (EPA) as a pesticide~~United States Environmental Protection Agency ("U.S. EPA") as a pesticide under the Federal Insecticide, Fungicide, and Rodenticide Act (7 United States Code Section 136).

(5) BAKED COATING is any coating that is formulated by the manufacturer to be cured at a temperature at or above 90 °~~o~~C (194 °~~o~~F).

(6) CLEAR WOOD COATINGS are clear and semi-transparent topcoats applied to wood substrates to provide a transparent or translucent film.

(7) DISTRIBUTOR means any person to whom a consumer product is sold or supplied for the purposes of resale or distribution in commerce, except that manufacturers, retailers, and consumers are not distributors.

(~~6~~8) ELASTOMERIC ADHESIVE is any adhesive containing natural or synthetic rubber.

(~~7~~9) EXEMPT COMPOUNDS ~~are any of the following compounds:~~(See Rule 102 - Definition of Terms).

~~(A) Group I (General)~~

~~trifluoromethane (HFC-23)~~

~~pentafluoroethane (HFC-125)~~

~~1,1,2,2-tetrafluoroethane (HFC-134)~~

~~tetrafluoroethane (HFC-134a)~~

~~1,1,1-trifluoroethane (HFC-143a)~~

~~1,1-difluoroethane (HFC-152a)~~

~~chlorodifluoromethane (HCFC-22)~~

~~dichlorotrifluoroethane (HCFC-123)~~

~~2-chloro-1,1,1,2-tetrafluoroethane (HCFC-124)~~

~~dichlorofluoroethane (HCFC-141b)~~

~~chlorodifluoroethane (HCFC-142b)~~

~~cyclic, branched, or linear, completely fluorinated alkanes~~

~~cyclic, branched, or linear, completely fluorinated ethers with no unsaturations~~

~~cyclic, branched, or linear, completely fluorinated tertiary amines with no unsaturations~~

~~sulfur-containing perfluorocarbons with no unsaturations and with sulfur bonds only to carbon and fluorine~~

~~(B) Group II~~

~~methylene chloride~~

~~1,1,1-trichloroethane (methyl chloroform)~~

~~trichlorotrifluoroethane (CFC-113)~~

~~dichlorodifluoromethane (CFC-12)~~

~~trichlorofluoromethane (CFC-11)~~

~~dichlorotetrafluoroethane (CFC-114)~~

~~chloropentafluoroethane (CFC-115)~~

~~The use of Group II compounds and/or carbon tetrachloride may be restricted in the future because they are toxic, potentially toxic, upper-atmosphere ozone depleters, or cause other environmental impacts. By January 1, 1996, production of chlorofluorocarbons (CFC), 1,1,1,-trichloroethane (methyl chloroform), and carbon tetrachloride will be phased out in accordance with the Code of Federal Regulation Title 40, Part 82 (December 10, 1993).~~

(~~8~~10) EXTREME HIGH GLOSS COATING is any coating which achieves at least 95 percent reflectance on a 60°~~e~~ meter when tested by ASTM Method D-523-14 - Standard Test Method for Specular Gloss.

(11) FINISH PRIMER/SURFACER is any coating applied with a wet film thickness of less than 10 mils (one mil = 0.001 of an inch) and is applied prior to the application of a Marine or Pleasure Craft Coating for the purpose of providing corrosion resistance, adhesion for subsequent coatings, a moisture barrier, and promotes a uniform surface necessary for filling in surface imperfections.

(~~9~~12) GRAMS OF VOC PER LITER OF COATING, LESS WATER AND LESS EXEMPT COMPOUNDS, OR REGULATORY VOC, is the weight of VOC per combined volume of VOC and coating solids and can be calculated by the following equation:

$$\text{Grams of VOC per Liter of Coating, Less Water and Less Exempt Compounds} = \frac{W_s - W_w - W_{es}}{V_m - V_w - V_{es}}$$

Where: W_s = weight of volatile compounds in grams
W_w = weight of water in grams
W_{es} = weight of exempt compounds in grams
V_m = volume of material in liters
V_w = volume of water in liters
V_{es} = volume of exempt compounds in liters

(13) GRAMS OF VOC PER LITER OF MATERIAL, OR ACTUAL VOC, is the weight of VOC per volume of material and shall be calculated by the following equation:

$$\text{Grams of VOC per Liter of Material} = \frac{W_s - W_w - W_{es}}{V_m}$$

Where: W_s = weight of volatile compounds in grams
W_w = weight of water in grams
W_{es} = weight of exempt compounds in grams
V_m = volume of material in liters

(~~10~~14) HEAT RESISTANT COATING is any coating which during normal use must withstand temperatures of at least 204 °~~o~~C (400 °~~o~~F).

(~~11~~15) HIGH GLOSS COATING is any coating which achieves at least 85 percent reflectance on a 60°~~o~~ meter when tested by ASTM Method D-523-14 - Standard Test Method for Specular Gloss.

(~~12~~16) HIGH TEMPERATURE COATING is any coating that during normal use ~~which~~ must withstand temperatures of at least 426 °~~o~~C (800 °~~o~~F).

(17) HIGH BUILD PRIMER/SURFACER is any coating applied with a wet film thickness of 10 mils or more (one mil = 0.001 of an inch) prior to the application of a topcoat for purposes of providing corrosion resistance, adhesion of subsequent coatings, a moisture barrier, or promoting a uniform surface necessary for filling in surface imperfections.

(18) HIGH-VOLUME, LOW-PRESSURE (HVLP) means spray application equipment designed to atomize 100 percent by air pressure only and is operated between 0.1 and 10 pounds per square inch, gauge, (psig) air atomizing pressure measured dynamically at the center of the air cap and at the air horns.

(19) INORGANIC ZINC COATING is a coating that contains 960 grams per liter or more elemental zinc incorporated into an inorganic silicate binder that is applied to steel to provide galvanic corrosion resistance.

(~~13~~20) LOW ACTIVATION INTERIOR COATING is any coating used on interior surfaces aboard ~~ships~~ boats, ships, and vessels, to minimize the activation of pigments on painted surfaces within a radiation environment.

(21) LOW-SOLIDS COATINGS are coatings containing one pound or less of solids per gallon of material.

(~~14~~22) MARINE COATING is any coating, except unsaturated polyester resin (fiberglass) coatings, containing volatile organic materials and applied by any means to ~~ships,~~ boats, ships, and vessels, and their appurtenances, structures such as piers and docks intended for exposure to a marine environment, and also to buoys and oil drilling rigs intended for the marine environment.

(23) MARINE DECK SEALANT PRIMER is any sealant primer intended by the manufacturer to be applied to wooden marine decks. A sealant primer is any product intended by the manufacturer to be applied to a substrate, prior to the application of a sealant, to enhance the bonding surface.

(~~15~~24) METALLIC HEAT RESISTANT COATING is any coating which contains more than 5 grams of metal particles per liter of coating as applied and which must withstand temperatures over 80 °~~o~~C (~~175~~176 °~~o~~F).

(25) MIST COATING is any low viscosity, thin film, epoxy coating applied to an inorganic zinc primer that penetrates the porous zinc primer and allows the occluded air to escape through the film prior to curing.

(~~16~~26) NAVIGATIONAL AIDS COATING is any coating that is applied to ~~are~~ buoys or other Coast Guard waterway markers that are recoated aboard ship at their usage site and immediately returned to the water.

(27) NONSKID COATING means any coating applied to the horizontal surface of a marine vessel for the specific purpose of providing slip resistance for personnel.

(28) ORGANIC ZINC COATING is a coating that contains 960 grams per liter or more elemental zinc incorporated into an organic silicate binder that is applied to steel to provide galvanic corrosion resistance.

~~(17) PRETREATMENT WASH PRIMER is any coating which contains at least 1/2 percent acids, by weight, to provide surface etching and is applied directly to metal surfaces to provide corrosion resistance, adhesion, and ease of stripping.~~

(29) PLEASURE CRAFT are marine or fresh water vessels that are less than 20 meters in length and are manufactured or operated primarily for recreational purposes, or are leased, rented, or chartered to a person or business for recreational purposes. The owner or operator of such vessels shall be responsible for certifying that the intended use is for recreational purposes.

(30) PLEASURE CRAFT COATING is any marine coating, except unsaturated polyester resin (fiberglass) coatings, applied by brush, spray, roller, or other means to a pleasure craft. A pleasure craft coating that is sold, offered for sale, or solicited for use within the South Coast Air Quality Management District (SCAQMD) jurisdiction must be designated by the manufacturer as a pleasure craft coating by any sticker or label affixed on the container, or where it is indicated in any sales or advertising literature, that the coating may be used as, or is suitable for use as, a pleasure craft coating.

(31) PRETREATMENT WASH PRIMER are coatings which contain a minimum of 1/2 percent acid, by weight, applied directly to bare metal surfaces to provide necessary surface etching.

(~~18~~32) REPAIR AND MAINTENANCE THERMOPLASTIC COATING is any resin-bearing coating, such as vinyl, chlorinated rubber, or bituminous coatings, in which the resin becomes pliable with the application of heat, and is used to recoat portions of a previously coated substrate which has sustained damage to the coating following normal coating operations.

(~~19~~33) SEALANT FOR WIRE-SPRAYED ALUMINUM is any coating of up to one mil ~~(0.001 inch)~~ in thickness of an epoxy material which is reduced for application with an equal part of an appropriate solvent (naphtha, or ethylene glycol monoethyl ether).

(34) SEALER is a coating applied to bare wood to seal surface pores to prevent subsequent coatings from being absorbed into the wood.

(~~20~~35) SOLVENT CLEANING OPERATION is ~~the removal of loosely held uncured adhesives, uncured inks, uncured coatings, and contaminants from parts, products, tools, machinery, equipment, and general work areas. Contaminants include, but are not limited to, dirt, soil, and grease. In a cleaning process which consists of a series of cleaning methods, each distinct method shall constitute a separate solvent cleaning operation~~as defined in Rule 1171 - Solvent Cleaning Operations.

(~~21~~36) SPECIAL MARKING COATING is any coating used for items such as flight decks, ~~ships'~~ vessel identification numbers~~,~~ and other demarcations for safety~~/~~ or identification~~applications~~.

(~~22~~37) TACK COAT is an epoxy coating of up to two mils ~~(0.002 inch)~~ thick applied to an existing epoxy coating. The existing epoxy coating must have aged beyond the time limit specified by the manufacturer for application of the next coat.

(38) TEAK PRIMER is a coating applied to teak wood or previously oiled teak wood decks in order to improve the adhesion of a seam sealer.

(39) TOPCOAT is any final coating applied to the interior or exterior of a marine or pleasure craft.

(~~23~~40) TOUCH-UP COATING is any coating operation incidental to the main coating process but necessary ~~used~~ to cover minor imperfections ~~prior to shipment appearing after the main coating operation~~or minor mechanical damage incurred prior to intended use.

(41) TRANSFER EFFICIENCY means the amount of coating solids adhering to the object being coated divided by the total amount of coating solids sprayed; expressed as a percentage.

(~~24~~42) UNDERSEA WEAPONS SYSTEM COATING is any coating applied to any or all components of a weapons system intended for exposure to a marine environment and~~that is~~ intended to be launched or fired ~~underwater~~undersea.

(43) VARNISHES are clear or pigmented wood topcoats formulated with various resins to dry by chemical reaction ~~on exposure to air~~.

(~~25~~44) VOLATILE ORGANIC COMPOUND (VOC) is ~~any volatile compound of carbon, excluding methane, carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, ammonium carbonate, and exempt compounds~~as defined in Rule 102 - Definition of Terms.

(~~26~~45) WIRE-SPRAYED ALUMINUM is any molten multi-aluminum coating applied to a steel substrate using oxygen fueled combustion spray ~~methods~~equipment.

(~~c~~d) Requirements

(1) VOC Content of Marine Coatings

Except as otherwise provided in this rule, a person shall not apply a marine coating within the SCAQMD jurisdiction with a VOC content in

excess of the following limits shown in the Table of Standards I, expressed as grams of VOC per liter of coating as applied, less water and less exempt solvents:

	~~Baked~~	~~Air Dried~~
~~General Coating~~	~~275 g/L~~	~~340 g/L~~
~~Specialty Coating~~		
~~Heat Resistant~~	~~360~~	~~420~~
~~Metallic Heat Resistant~~		~~530~~
~~High Temperature~~		~~500~~
~~Pre-Treatment Wash Primer~~	~~780~~	~~780~~
~~Underwater Weapons Systems~~	~~275~~	~~340~~
~~Elastomeric Adhesives with 15%, by Weight, Natural or Synthetic Rubber~~		~~730~~
~~Solvent-Based Inorganic Zinc~~		~~650~~
~~Navigational Aids~~		~~340~~
~~Sealant for Wire-Sprayed Aluminum~~		~~610~~
~~Special Marking~~		~~490~~
~~Tack Coat~~		~~610~~
~~Low Activation Interior Coating~~		~~420~~
~~Repair and Maintenance Thermoplastic~~		~~550~~
~~Extreme High-Gloss Coating~~	~~420~~	~~490~~
~~Antenna Coating~~		~~530~~
~~Antifoulant~~		~~400~~
~~High Gloss~~	~~275~~	~~340~~

TABLE OF STANDARDS I

MARINE COATING CATEGORY	VOC LIMITS Less water and exempt compounds Grams per Liter (g/L)	
	BAKED	AIR DRIED
	CURRENT LIMIT	CURRENT LIMIT
Antenna Coating		340
Antifoulant Coatings:		

Aluminum Substrates		560
Other Substrates		400
Elastomeric Adhesives (with 15%, by Weight, Natural or Synthetic Rubber)		730
Inorganic Zinc Coating		340
Low Activation Interior Coating		420
Mist Coating		340
Navigational Aids Coating		340
Nonskid Coating		340
Organic Zinc Coating		340
Pre-Treatment Wash Primer	420	420
Repair and Maintenance Thermoplastic Coating		340
Sealant for Wire-Sprayed Aluminum		610
Special Marking Coating		420
Specialty Coatings:		
Heat Resistant Coating	360	420
Metallic Heat Resistant Coating		530
High Temperature Coating		500
Tack Coating		610
Topcoats:		
Extreme High-Gloss Coating	420	490
High Gloss Coating	275	340
Underwater Weapons Systems Coating	275	340
Any Other Coating Type	275	340

(2) VOC Content of Pleasure Craft Coatings

Except as otherwise provided in this rule, a person shall not apply a pleasure craft coating within the SCAQMD jurisdiction with a VOC content in excess of the following limits shown in the Table of Standards II, expressed as grams of VOC per liter of coating as applied, less water and less exempt solvents:

TABLE OF STANDARDS II

VOC LIMITS Less water and exempt compounds Grams per Liter (g/L)	
PLEASURE CRAFT COATING CATEGORY	CURRENT LIMIT
Antifoulant Coatings:	
Aluminum Substrate	560
Other Substrate	330
Clear Wood Coatings:	

Sealers	550
Varnishes	490
Primer Coatings:	
Pretreatment Wash Primer	780
Finish Primer/Surfacer	420
High Build Primer/Surfacer	340
Teak Primer	775
Marine Deck Sealant Primer	420
Topcoats:	
Extreme High Gloss Coating	490
High Gloss Coating	420
Any Other Coating Type	420

(3) VOC Content of Low-Solids Coatings

Except as otherwise provided in this rule, a person shall not apply a marine coating or a pleasure craft coating within the SCAQMD jurisdiction with a VOC content in excess of the following limit shown in the Table of Standards III, expressed as grams of VOC per material of coating as applied:

TABLE OF STANDARDS III

VOC LIMIT – MARINE & PLEASURE CRAFT COATINGS Grams per liter of material VOC	
COATING CATEGORY	CURRENT LIMIT
Low-Solids Coating	120

(4) Most Restrictive VOC Limit

If any representation or information on the container of any coating subject to this rule, or any label or sticker affixed to the container, or in any sales, advertising, or technical literature that indicates that the coating meets the definition of or is recommended for use for more than one of the marine coating categories listed in subparagraph (d)(1) or the pleasure craft coating categories listed in subparagraph (d)(2), or the low-solids coating category listed in subparagraph (d)(3), then the lowest VOC content limit shall apply.

~~anywhere on the container of any coating listed in either Table of Standards or label theretoor literatureany representation is made that the coating may be used~~

~~as, or is suitable for use as, a for which a lower standard is specified in the table or in paragraph(d)(1) or (d)(2), standard~~

(~~2~~5) ~~Approved Emission Control System~~Alternative Compliance

~~(A) Approved Emission Control System~~

~~Owners and/or operators may comply with the provisions of paragraph (c)(1) by using an emission control system, which has been approved in writing by the Executive Officer, for reducing VOC emissions. The control system must achieve a minimum capture efficiency using USEPA, ARB, and District methods specified in subparagraph (e)(4)(A) and a destruction efficiency of at least 85 percent by weight, and.~~

~~(B) The approved system shall reduce the VOC emissions, when using non-compliant coatings, to an equivalent or greater level that would be achieved by the provisions in paragraph (c)(1)~~A person may comply with the provisions of paragraphs (d)(1), (d)(2)or (d)(3), by using an approved emission control system, consisting of a collection and control devices, provided such emission control system is approved pursuant to Rule 203 - Permit to Operate, in writing, by the Executive Officer for reducing emissions off VOC. The Executive Officer shall approve such emission control system only if the VOC emissions resulting from the use of non-compliant coatings will be reduced to a level equivalent to or lower than the limits specified in paragraphs (d)(1), (d)(2) or (d)(3), as applicable. The required efficiency of an emission control system at which an equivalent or greater level of VOC reduction will be achieved shall be calculated by the following equation:

$$C.E. = \left[1 - \left\{ \frac{(VOC_{LWc})}{(VOC_{LWn,Max})} \times \frac{1 - (VOC_{LWn,Max}/D_{n,Max})}{1 - (VOC_{LWc}/D_c)} \right\} \right] \times 100\%$$

Where: C. E. = Control Efficiency, percent

VOC_{LWc} = VOC Limit of Rule 1106, less water and less exempt compounds, pursuant to subdivision (c).

$VOC_{LWn,Max}$ = Maximum VOC content of non-compliant coating used in conjunction with a control

device, less water and less exempt compounds.

$D_{n,Max}$ = Density of solvent, reducer, or thinner contained in the non-compliant coating, containing the maximum VOC content of the multi-component coating.

D_c = Density of corresponding solvent, reducer, or thinner used in the compliant coating system = 880 g/L.

(~~3~~6) Alternative Emission Control Plan

~~Owners and/or operators may achieve compliance with the requirements~~A person may comply with the provisions of paragraphs (d)(1) and (d)(2)~~paragraph (c)(1)~~ by means of an Alternative Emission Control Plan, pursuant to Rule 108 - Alternative Emissions Control Plans.

(7) Exempt Compounds

A person shall not manufacture, sell, offer for sale, distribute for use in the SCAQMD jurisdiction, or apply any marine or pleasure craft coating which contains any Group II Exempt Compounds listed in Rule 102 in quantities greater than 0.1 percent by weight. This provision does not apply to cyclic, branched, or linear, completely methylated siloxanes (VMS).

(8) Carcinogenic Materials

A person shall not manufacture, sell, offer for sale, distribute for use in the SCAQMD jurisdiction, or apply any marine or pleasure craft coating which contains cadmium, nickel, lead or hexavalent chromium was introduced as a pigment or as an agent to impart any property or characteristic to the marine or pleasure craft coatings during manufacturing, distribution, or use of the applicable marine or pleasure craft coatings.

(9) Transfer Efficiency

(A) Effective April 1st, 2016, a person shall not apply any marine coating or pleasure craft coating unless one of the following methods of coating transfer is used:

(i) electrostatic application, or

(ii) high-volume, low-pressure (HVLP) spray, or

(iii) brush, dip, or roller, or

(iv) Spray gun application, provided the owner or operator demonstrates that the spray gun meets the HVLP definition in paragraph (c)(18) in design and use. A satisfactory demonstration must be based on the manufacturer's published technical material on the design of the spray gun and by a demonstration of the operation of the spray gun using an air pressure tip gauge from the manufacturer of the spray gun.

(v) Any such other marine coating or pleasure craft coating application methods as demonstrated, in accordance with the provisions of paragraph (h)(4), to be capable of achieving equivalent or better transfer efficiency than the marine coating or pleasure craft coating application method listed in clause (d)(9)(A)(ii), provided written approval is obtained from the Executive Officer prior to use.

(B) A person shall not apply any marine coating or pleasure craft coating by any of the methods listed in subparagraph (d)(9)(A) unless such coating is applied with properly operating equipment, operated according to procedures recommended by the manufacturer and in compliance with applicable permit conditions, if any.

(4<u>10</u>) Solvent Cleaning ~~Operations;~~ Storage and Disposal of VOC-containing Materials

~~All solvent~~Solvent cleaning ~~operations~~ of application equipment, parts, products, tools, machinery, equipment, general work areas, and the storage and disposal of VOC-containing materials used in solvent cleaning operations shall be carried out pursuant to SCAQMD Rule 1171 - Solvent Cleaning Operations.

~~(5) RecordkeepNotwithstanding the provisions of subdivision (g), records shall be maintained pursuant to Rule 109.~~

~~(d) Prohibition of Specification~~

~~(1) A person shall not solicit or require any other person to use, in the district, any coating or combination of coatings to be applied to any marine vessel or marine component subject to the provisions of this rule that does not meet the limits requirements of this rule or of an Alternative Emission~~

~~Control Plan approved pursuant to the provisions of paragraph (c)(3) of this rule.~~

~~(2) The requirements of paragraph (d)(1) shall apply to all written or oral agreements executed or entered into after November 4, 1988.~~

(e) Prohibition of Possession, Specification and Sale

(1) For the purpose of this rule, no person shall supply, sell, offer for sale, market, manufacture, blend, repackage, apply, store at a worksite, or solicit the application of any marine coating or pleasure craft coating within the SCAQMD jurisdiction that is not in compliance with requirements of Table of Standards I, Table of Standards II or Table of Standards III of paragraphs (d)(1), (d)(2), and (d)(3) unless one or more of the following conditions apply:

(A) The marine or pleasure craft coating is for use at a facility that utilizes an approved emission control device pursuant to subparagraph (d)(4) and the coating meets the limits specified in permit conditions.

(B) The marine or pleasure craft coating is for use at a facility that operates in compliance with an approved Alternative Emissions Control Plan pursuant to subparagraph (d)(5), and the marine or pleasure craft coating is specified in the plan.

(2) For the purpose of this rule, no person shall solicit from, specify, or require any other person to use in the SCAQMD jurisdiction any marine or pleasure craft coating which, does not meet the:

(A) Applicable VOC limits required by paragraph (d)(1), (d)(2) or (d)(3) for the specific application unless:

(i) The marine or pleasure craft coating is located at a facility that utilizes an approved emission control device pursuant to paragraph (d)(4), and the marine or pleasure craft coating meets the limits specified in permit conditions; or,

(ii) The marine or pleasure craft coating is located at a facility that operates in compliance with an approved Alternative Emissions Control Plan pursuant to paragraph (d)(5), and the marine or pleasure craft coating is specified in the plan.

(B) The requirements of paragraphs (d)(6) and (d)(7).

(3) For the purpose of this rule, no person shall supply, sell, offer for sale, market, blend, package, repackage or distribute any marine or pleasure craft coating for use within the SCAQMD jurisdiction subject to the provisions in this rule which, does not meet the:

(A) Applicable VOC limits required by paragraphs (d)(1), (d)(2) and (d)(3) for the specific application, unless:

(i) The marine or pleasure craft coating is for use at a facility that utilizes an approved emission control device pursuant to paragraph (d)(4), and the coating meets the limits specified in permit conditions; or,

(ii) The marine or pleasure craft coating is for use at a facility that operates in accordance with an approved Alternative Emissions Control Plan pursuant to paragraph (d)(5), and the marine or pleasure craft coating is specified in the plan; and,

(iii) The person that supplies, sells, offers for sale, markets, blends, packages, repackages or distributes the marine or pleasure craft coating keeps the following records for at least five years and makes them available to the Executive Officer upon request:

(I) Marine or pleasure craft coating name and manufacturer;

(II) VOC content of the marine or pleasure craft coating;

(III) Documentation such as manufacturer specification sheets, material safety data sheets, technical data sheets, or any other air quality data sheets that demonstrate that the material is intended for use as a marine or pleasure craft coating;

(B) The requirements of paragraphs (d)(6) and (d)(7).

(4) For the purpose of this rule, no person shall solicit from, specify, require, offer for sale, sell, or distribute to any other person for use in the SCAQMD jurisdiction any marine or pleasure craft coating application equipment which does not meet the requirements of subparagraph (d)(9)(A).

(5) For the purpose of this rule, no person shall offer for sale, sell, supply, market, offer for sale or distribute an HVLP spray gun for use within the SCAQMD unless the person offering for sale, selling, marketing or distributing the HVLP spray gun for use within the SCAQMD provides accurate information to the spray gun recipient on the maximum inlet air pressure to the spray gun which would result in a maximum air pressure of 10 pounds per square inch gauge (psig) air pressure measured dynamically at the center of the air cap and at the air horns based on the manufacturer's published technical material on the design of the spray application equipment and by a demonstration of the operation of the spray application equipment using an air pressure tip gauge from the manufacturer of the gun. The information shall either be permanently marked on the gun, or provided on the company's letterhead or in the form of technical literature which clearly identifies the spray gun manufacturer, the seller, or the distributor.

(6) Paragraphs (d)(1), (d)(2) and (d)(3) shall not apply to marine coatings or pleasure craft coatings that are sold, offered for sale, or solicited, for shipment or use outside of the SCAQMD jurisdiction, or for shipment to other manufacturers for repackaging provided such coatings are sold, offered for sale, or solicited, for shipment or use outside the SCAQMD jurisdiction.

(f) Recordkeeping Requirements

(1) Recordkeeping for VOC Emissions

Records of marine coating usage and pleasure craft coating usage, as applicable, shall be maintained pursuant to SCAQMD Rule 109 - Recordkeeping for Volatile Organic Compound Emissions, and shall be made available to the Executive Officer upon request and shall at a minimum include the following information:

(A) Material name and manufacturer;

(B) Application method;

(C) Marine coating and pleasure craft coating categories, as applicable, and mix ratio specific to the coating;

(D) Regulatory VOC, for the marine coating and pleasure craft coating, as applicable;

(E) Documentation such as manufacturer specification sheets, material safety data sheets, technical data sheets, or any other air quality data sheets that indicate the material is intended for use as a marine coating, pleasure craft coating or solvent, as applicable;

(F) Current manufacturer specification sheets, material safety data sheets, technical data sheets, or air quality data sheets, which list the actual VOC and regulatory VOC, for each marine and pleasure craft coating, as applicable; and,

(2) Recordkeeping Requirements for Emission Control System

Any person using an emission control system shall maintain daily records of key system operating parameters which will demonstrate continuous operation and compliance of the emission control system during periods of VOC emission producing activities. "Key system operating parameters" are those parameters necessary to ensure or document compliance with subparagraph (h)(5)(A), including, but not limited to, temperatures, pressure drops, and air flow rates. These records shall be made available to the Executive Officer upon request.

(g) Administrative Requirements for Marine Coating Manufacturers

(1) Compliance Statement Requirement

Effective April 1st, 2016, for each individual marine coating and pleasure craft coating, marine coating and pleasure craft coating component, and ready to spray mixture (based on the manufacturers stated mix ratio) sold, offered for sale, for shipment or use within the SCAQMD jurisdiction, the manufacturer shall include the following information on a product data sheet, or an equivalent medium:

(A) The actual VOC and regulatory VOC for marine coating and pleasure craft coating, as applicable; and

(B) The weight percentage of volatiles, water, and exempt compounds; and,

(C) The density of the material (in grams per liter).

(2) Labeling Requirements

(A) The manufacturer of marine coatings and pleasure craft coatings or marine coating and pleasure craft coating components shall include on all containers the regulatory VOC content, as supplied (in

grams of VOC per liter of coating less water and exempt compounds).

(3) Reporting Requirements

(A) Effective April 1st, 2016 and thereafter, for each calendar year (January 1 through December 31) beginning with 2015 and continuing with each subsequent calendar year until 2018, a marine coating or pleasure craft coating manufacturer or distributor shall submit to the SCAQMD by April 1st of the following calendar year, an annual quantity and emissions report for products subject to the rule that were sold or distributed for sale within the SCAQMD jurisdiction. The report format shall be approved by the Executive Officer, and shall include the annual sales or distribution volume and the regulatory VOC content of marine coating and pleasure craft coatings sold or distributed within the SCAQMD jurisdiction.

(B) Effective April 1st, 2016 and thereafter, for each calendar year (January 1 through December 31) beginning with 2015 and continuing with each subsequent calendar year until 2018, each manufacturer or distributor of a marine coating or pleasure craft coating that were sold or distributed for sale within the SCAQMD jurisdiction, shall submit to the SCAQMD by April 1 a list of all U.S. distributors to whom they supply products that are subject to this rule, including but not limited to, private label marine coating or pleasure craft coatings, and toll manufactured marine coating or pleasure craft coatings. The report format shall be approved by the Executive Officer and shall include the distributor's name, address, contact person and telephone number.

(~~e~~h) Test Methods

(1) Determination of VOC Content:

The VOC content of coatings, subject to the provisions of this rule shall be determined by the following methods:

(A) ~~United States Environmental Protection Agency (~~U.S. EPA~~)~~ Reference Test Method 24 (Determination of Volatile Matter Content, Water Content, Volume Solids and Weight Solids of Surface Coatings, Code of Federal Regulations, Title 40, Part 60,

Appendix A~~,~~). The exempt compounds' content shall be determined by South Coast Air Quality Management District (SCAQMD) Laboratory Test Method 303 (Determination of Exempt Compounds) contained in the SCAQMD "Laboratory Methods of Analysis for Enforcement Samples" manual; or,

(B) SCAQMD Method 304 [Determination of Volatile Organic Compounds (VOCs) in Various Materials] contained in the SCAQMD "Laboratory Methods of Analysis for Enforcement Samples" manual~~.~~, or

(C) SCAQMD Method 313 [Determination of Volatile Organic Compounds VOC by Gas Chromatography-Mass Spectrometry] in the SCAQMD's "Laboratory Methods of Analysis for Enforcement Samples" manual.

(~~B~~D) VOC content determined to exceed the limits established by this rule through the use of any of the above-referenced test methods shall constitute a violation of this rule.

(~~C~~E) Exempt Perfluorocarbon Compounds

The following classes of compounds:

cyclic, branched, or linear, completely fluorinated alkanes;

cyclic, branched, or linear, completely fluorinated ethers with no unsaturations;

cyclic, branched, or linear, completely fluorinated tertiary amines with no unsaturations; and

sulfur-containing perfluorocarbons with no unsaturations and with sulfur bonds only to carbon and fluorine,

~~will~~ shall be analyzed as exempt compounds for compliance with subdivision (~~c~~d), only ~~when~~ at such time as manufacturers specify which individual compounds are used in the ~~coating~~ formulation of the coatings subject to this rule and identify the test methods, which have been approved by the ~~. In addition, the manufacturers shall identify the~~ U.S. EPA, California Air Resources Board (CARB), and the SCAQMD ~~approved test methods~~ prior to such analysis, that can be used to quantify the amount of each exempt compound.

(2) Determination of ~~Metal Content~~Iridescent Particles in Metallic/Iridescent Coatings

The metal and silicon content in metallic/iridescent coatings subject to the provisions of this rule shall be determined by the SCAQMD Method 311 (Determination~~Analysis~~ of Percent Metal in Metallic Coatings by Spectrographic Method) contained in the SCAQMD "Laboratory Methods of Analysis for Enforcement Samples" manual.

(3) Determination of Acid Content in marine and pleasure craft coatings

The acid content of any coating subject to the provisions of this rule shall be determined by ASTM D 1613~~-85~~ 06 (2012) (Acidity in Volatile Solvents and Chemical Intermediates Used in Paint~~.~~, Varnish, Lacquer, and Related Products)~~ contained in the SCAQMD "Laboratory Methods of Analysis for Enforcement Samples" manual~~.

(4) Transfer Efficiency

The transfer efficiency of alternative marine coating and pleasure craft coating application methods, as defined by clause (d)(9)(A)(v), shall be determined in accordance with the SCAQMD method "Spray Equipment Transfer Efficiency Test Procedure for Equipment User, May 24, 1989," and SCAQMD "Guidelines for Demonstrating Equivalency With SCAQMD Approved Transfer Efficiency Spray Gun September 26, 2002."

(45) Determination of Efficiency of Emission Control System

(A) The efficiency of the collection device of the emission control system as specified in paragraph ~~(c)(2)~~(d)(4) shall be determined by the ~~USEPA~~ methods specified ~~cited in 55 Federal Register 26865 (June 29, 1990), or any other method approved by the USEPA, the California Air Resources Board, and the SCAQMD~~below~~.~~:

(i) U.S. EPA method cited in 55 Federal Register (FR) 26865, June 29, 1990; or

(ii) SCAQMD's "Protocol for Determination of Volatile Organic Compounds (VOC) Capture Efficiency"; or

(iii) Any other method approved by the U.S. EPA, CARB, and the SCAQMD Executive Officer.

(B) The efficiency of the control device of the emission control system as specified in paragraph (~~c~~d)(~~2~~4) and the VOC content in the control device exhaust gases, measured and calculated as carbon, shall be determined by U.S. EPA Test Methods 25, 25A, or SCAQMD Method 25.1 (Determination of Total Gaseous Non-Methane Organic Emissions as Carbon) as applicable. U.S. EPA Test Method 18, or CARB Method 422 shall be used to determine emissions of exempt compounds.

(~~5~~6) Multiple Test Methods

When more than one test method or set of test methods are specified for any testing, a violation of any requirement of this rule established by any one of the specified test methods or set of test methods shall constitute a violation of the rule.

(~~6~~7) All test methods referenced in this section shall be the most recently approved version.

(~~h~~i) Rule 442 Applicability

Any ~~marine~~ Marine ~~coating~~ Coating ~~operation~~ Operation or Pleasure Craft Coating Operation or any facility which is exempt pursuant to subdivision (exemptions) from all or a portion of the VOC limits of subdivision (d) ~~this rule~~ shall comply with the provisions of Rule 442 - Usage of Solvents.

(~~i~~j) Exemptions

The provisions of this rule shall not apply to:

(1) ~~marine~~Marine coatings applied to interior surfaces of potable water containers.

(2) ~~touch~~Touch-up coatings, as defined by paragraph (c)(40) of this rule.

~~(3) marine coatings purchased before January 1, l992, in containers of one quart or less and applied to pleasure craft.~~

~~(4) antifoulant coatings applied to aluminum hulls.~~

(~~5~~3) Any aerosol coating product~~s~~.

(Adopted May 1, 1992)(Amended March 8, 1996)
(Amended June 13, 1997)(Amended February 12, 1999)
PRR1106.1 August 2015

Proposed Rescinded Rule 1106.1. PLEASURE CRAFT COATING OPERATIONS

~~(a) Applicability~~

~~This rule is applicable to all coating operations of pleasure craft, as defined in paragraph (b)(10) of this rule, or their parts and components, for the purpose of refinishing, repairing, modification, or manufacturing such craft. This rule shall also apply to establishments engaged in activities described in the United States Office of Management and Budget's 1987 Standard Industrial Classification Manual, under Standard Industrial Classification (SIC) codes 3732 - Boat Building and Repairing and 4493 - Marinas. Pleasure craft coating operations which are subject to the requirements of this rule shall not be subject to the requirements of Rule 1106 - Marine Coating Operations.~~

~~(b) Definitions~~

~~For purposes of this rule, the following definitions shall apply:~~

~~(1) AEROSOL COATING PRODUCT is a pressurized coating product containing pigments or resins that dispenses product ingredients by means of a propellant, and is packaged in a disposable can for hand-held application, or for use in specialized equipment for ground traffic/marking applications.~~

~~(2) ANTIFOULANT COATING is any coating applied to the underwater portion of a pleasure craft to prevent or reduce the attachment of biological organisms, and registered with the United States Environmental Protection Agency (EPA) as a pesticide under the Federal Insecticide, Fungicide, and Rodenticide Act (7 United States Code Section 136).~~

~~(3) CLEAR WOOD FINISHES are clear and semi-transparent topcoats applied to wood substrates to provide a transparent or translucent film.~~

~~(4) EXEMPT COMPOUNDS (See Rule 102 Definition of Terms).~~

~~(5) EXTREME HIGH GLOSS COATING is any coating which achieves at least 95 percent reflectance on a 60o meter when tested by ASTM Method D 523-89.~~

~~(6) FINISH PRIMER/SURFACER is a coating applied with a wet film thickness of less then 10 mils prior to the application of a topcoat for~~

purposes of providing corrosion resistance, adhesion of subsequent coatings, a moisture barrier, or promotion of a uniform surface necessary for filling in surface imperfections.

(7) GRAMS OF VOC PER LITER OF COATING, LESS WATER AND LESS EXEMPT COMPOUNDS is the weight of VOC per combined volume of VOC and coating solids and which is calculated by the following equation:

$$\text{Grams of VOC per Liter of Coating, Less Water and Less Exempt Compounds} = \frac{Ws - Ww - Wes}{Vm - Vw - Ves}$$

Where:

W_s = weight of volatile compounds in grams
W_w = weight of water in grams
W_{es} = weight of exempt compounds in grams
V_m = volume of material in liters
V_w = volume of water in liters
V_{es} = volume of exempt compounds in liters

(8) HIGH BUILD PRIMER/SURFACER is a coating applied with a wet film thickness of 10 mils or more prior to the application of a topcoat for purposes of providing corrosion resistance, adhesion of subsequent coatings, or a moisture barrier, or promoting a uniform surface necessary for filling in surface imperfections.

(9) HIGH GLOSS COATING is any coating which achieves at least 85 percent reflectance on a 60o meter when tested by ASTM D 523-89.

(10) PLEASURE CRAFT are vessels which are manufactured or operated primarily for recreational purposes, or leased, rented, or chartered to a person or business for recreational purposes. The owner or operator of such vessels shall be responsible for certifying that the intended use is for recreational purposes.

(11) PLEASURE CRAFT COATING is any marine coating, except unsaturated polyester resin (fiberglass) coatings, applied by brush, spray, roller, or other means to a pleasure craft.

(12) PRETREATMENT WASH PRIMER is a coating which contains no more than 12 percent solids, by weight, and at least 1/2 percent acids, by weight;

is used to provide surface etching; and is applied directly to fiberglass and metal surfaces to provide corrosion resistance and adhesion of subsequent coatings.

(13) SEALER is a low viscosity coating applied to bare wood to seal surface pores to prevent subsequent coatings from being absorbed into the wood.

(14) TEAK PRIMER is a coating applied to teak or previously oiled decks in order to improve the adhesion of a seam sealer to wood.

(15) TOPCOAT is any final coating applied to the interior or exterior of a pleasure craft.

(16) VARNISHES are clear wood topcoats formulated with various resins to dry by chemical reaction on exposure to air.

(17) VOLATILE ORGANIC COMPOUND (VOC) is any volatile compound which contains the element carbon, excluding methane, carbon dioxide, carbon monoxide, carbonic acid, metallic carbides or carbonates, ammonium carbonate, and exempt compounds.

(c) Requirements

(1) VOC Content

(A) Within the District, a person shall not sell, offer for sale, solicit, apply, or require any other person to use in the District any pleasure craft coating with a VOC content in excess of the following limits, expressed as grams of VOC per liter of coating applied, less water and exempt solvents:

COATING	VOC LIMIT		
	On or After 7/1/94	On or After 2/12/99	On or After 1/1/2001
Topcoats			
Extreme High Gloss	490	650	490
High Gloss	420	420	420
Pretreatment Wash Primers	780	780	780
Finish Primer/Surfacer	420	600	420
High Build Primer Surfacer	340	340	340
Teak Primer	775	775	775

COATING	VOC LIMIT		
	On or After 7/1/94	On or After 2/12/99	On or After 1/1/2001
Antifoulant Coatings			
Aluminum Substrate	560	560	560
Other Substrates	150	400	330
Clear Wood Finishes			
Sealers	550	550	550
Varnishes	490	490	490
Others	420	420	420

In the case of any coating sold, offered for sale, or solicited for use, this prohibition shall only apply where it is designated anywhere on the container by any sticker or label affixed thereto, or where it is indicated in any sales or advertising literature, that the coating may be used as, or is suitable for use as, a pleasure craft coating.

(B) This section shall not apply to pleasure craft coatings sold, offered for sale, or solicited, for shipment or use outside of this District or for shipment to other manufacturers for repackaging.

(2) Solvent cleaning of coating application equipment, parts, products, tools, machinery, equipment, and general work areas, and the storage and disposal of VOC containing materials used in solvent cleaning operations, shall be carried out in accordance with Rule 1171 (Solvent Cleaning Operations).

(3) A person shall not apply pleasure craft coatings subject to the requirements of this rule with a coating containing carbon tetrachloride or any of the Group II exempt compounds as defined in paragraph (b)(4) except for: methylene chloride; perchloroethylene; cyclic, branched, or linear, completely methylated siloxanes (VMS); or parachlorobenzotrifluoride (PCBTF).

(d) Recordkeeping Requirement

Records shall be maintained in accordance with Rule 109.

(e) Compliance Test Methods

For purposes of this rule, the following test methods shall be used:

(1) VOC Content

(A) The VOC content of coatings shall be determined by:

(i) EPA Reference Method 24, (40 Code of Federal Regulations, Part 60, Appendix A). The exempt solvent content shall be determined by SCAQMD Method 302 and 303 (SCAQMD "Laboratory Method of Analysis for Enforcement Samples" manual); or

(ii) SCAQMD Methods 304 - Determination of Volatile Organic Compounds (VOC) in Various Materials, 303 - Determination of Exempt Compounds, and 302 - Distillation of Solvents from Paints, Coatings and Inks (SCAQMD "Laboratory Method of Analysis for Enforcement Samples" manual).

(B) VOC content determined to exceed the limits established by this rule through the use of any of the above referenced test methods shall constitute a violation of this rule.

(2) Acid Content in Coatings

The percent acid by weight of pretreatment wash primers shall be determined by ASTM D 1613-85 - Acidity in Volatile Solvents and Chemical Intermediates Used in Paints, Varnishes, Lacquers, and Related Products.

(3) The following classes of compounds: cyclic branched, or linear completely fluorinated alkanes; cyclic, branched, or linear, completely fluorinated ethers with no unsaturations; cyclic, branched, or linear, completely fluorinated tertiary amines with no unsaturations; and sulfur-containing perfluorocarbons with no unsaturations and with sulfur bonds only to carbon and fluorine, will be analyzed as exempt compounds for compliance with subdivision (c), only at such time as manufacturers specify which individual compounds are used in the coating formulations and identify the test methods, which prior to such analysis, have been approved by the USEPA and the SCAQMD, that can be used to quantify the amounts of each exempt compound.

(f) Exemptions

The provisions of this rule shall not apply to aerosol coating products.