



South Coast Air Quality Management District

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FAXED: AUGUST 12, 2005

August 12, 2005

Mr. Kevin Ryan, Senior Planner
City of Fontana
Planning Department
8353 Sierra Avenue
Fontana, CA 92335

Dear Mr. Ryan:

**Revised Draft Program Environmental Impact Report (Revised Draft PEIR) for the
Fontana Auto Center Overlay District**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are meant as guidance for the Lead Agency and should be incorporated in the Final Program Environmental Impact Report.

On February 4, 2005, the SCAQMD submitted comments to the lead agency for the Draft Focused Program Environmental Impact Report (Draft Focused EIR) released to the public in December 2004. The SCAQMD incorporates the February 4, 2005 comments herein by reference. Pursuant to Public Resources Code Section 21092.5, please provide the SCAQMD with responses to all comments referenced herein prior to the certification of the Revised Final Program Environmental Impact Report.

The SCAQMD staff would be happy to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Gordon Mize, Air Quality Specialist – CEQA Section, at (909) 396-3302 if you have any questions regarding these comments.

Mr. Kevin Ryan,
Senior Planner

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August 12, 2005

Sincerely

Steve Smith, Ph.D.,
Program Supervisor – CEQA Section
Planning, Rule Development & Area Sources

Attachment

SS:GM

Control Number
SBC050621-11

Mr. Kevin Ryan,
Senior Planner

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August 12, 2005

**Revised Draft Program Environmental Impact Report (Revised Draft PEIR) for the
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- On page 44 of the Revised Draft PEIR, the lead agency qualitatively dismisses potential health risks from diesel particulates stating, “However, the total amount of diesel trucks will be small in comparison to other types of sources that typical [sic] have the potential for generating problems.” Given that the proposed overlay district is expected to generate 23,204 trips per day, even if a small percentage of this total is comprised of heavy-duty diesel trucks, a substantial number of diesel truck trips could be generated per day. As a result, a mobile source health risk assessment should be prepared pursuant to the SCAQMD’s guidance document cited on page 44 of the Draft PEIR.