

State of California
AIR RESOURCES BOARD

Resolution 79-27

May 10, 1979

A. WHEREAS, Section 39602 of the Health and Safety Code designates the Air Resources Board (ARB or Board) as the air pollution control agency for all purposes set forth in federal law and designates the ARB as the state agency responsible for the preparation of the State Implementation Plan (SIP) required by the Clean Air Act;

B. WHEREAS, the Clean Air Act as amended in 1977 mandates the revision of the SIP in designated nonattainment areas of the state in order to assure the attainment and maintenance of national ambient air quality standards by new specified deadlines;

C. WHEREAS, the South Coast Air Basin was designated non-attainment for oxidant, carbon monoxide, nitrogen dioxide, and total suspended particulates under provisions of Section 107(d) of the Clean Air Act;

D. WHEREAS, the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) were designated by the ARB on March 31, 1978 as the local lead agencies for the preparation of the 1979 nonattainment plan for the South Coast Air Basin;

E. WHEREAS, the South Coast Air Quality Management Plan (AQMP) was reviewed by the cities and counties of the region, other interested organizations, and the public;

F. WHEREAS, the South Coast Air Quality Management Plan was adopted by the SCAG on January 25, 1979, and by the South Coast Air Quality Management District (SCAQMD) on January 26, 1979, to meet the requirements of the Clean Air Act as amended in 1977 after noticed hearing;

G. WHEREAS, the SCAQMD transmitted the South Coast Air Basin AQMP to the ARB for approval as a revision to the State Implementation Plan;

H. WHEREAS, the Clean Air Act and SIP regulations promulgated by the Environmental Protection Agency (EPA) require that revisions to the SIP be adopted after a public hearing for which a 30-day notice to the public has been provided;

I. WHEREAS, a public hearing upon 30 days notice and other administrative proceedings have been held in accordance with the Clean Air Act and the provisions of the Administrative Procedures Act (California Government Code, Title 2, Division 3, Part 1, Chapter 4.5);

J. WHEREAS, the Board has received testimony that certain modifications to the South Coast Air Basin AQMP are needed to make the plan conform with requirements of Part D of the Clean Air Act, as amended;

K. WHEREAS, the SCAG Executive Committee has, by Resolution No. 79-162-1, concurred with the modification of certain portions of the plan and has specifically requested that a number of changes be made;

L. WHEREAS, the SCAQMD Board has, by Resolution No. 79-20, concurred with the modification of certain portions of the plan;

LEAD AGENCY DESIGNATION

1. NOW, THEREFORE BE IT RESOLVED, the Board recommends the continued designation of the SCAQMD and the SCAG as the local lead agencies for nonattainment area planning in the South Coast Air Basin in accordance with the legislative direction in Section 40460, Article 4 of Chapter 5.5, Part III of Division 26 of the Health and Safety Code, and subject to agreement between the SCAQMD, SCAG, and ARB upon a division of responsibilities for continued planning as required by Section 174 of the Clean Air Act. The Board further finds that the division of responsibilities should take the form of a detailed work program for air quality planning in the South Coast Air Basin and a Memorandum of Understanding (MOU) between ARB and the local lead agencies;

2. BE IT FURTHER RESOLVED, the Board recommends the SCAQMD and SCAG work with the counties and cities to further develop subregional plans;

REQUEST FOR MODIFICATION OF THE CLEAN AIR ACT REQUIREMENTS FOR NITROGEN DIOXIDE

3. BE IT FURTHER RESOLVED, the Board finds that the conclusion made in the AQMP that attainment of the federal annual average nitrogen dioxide (NO₂) standard is impossible by 1982, is premature and deletes this finding. The request for modification of the Clean Air Act to allow until 1987 to attain the NO₂ standard is also deleted from the plan. The Board finds that all currently reasonably available controls for NO_x are being implemented, and a number of additional controls have been identified for inclusion in the SIP for further study. The Board also finds that the method of analysis in the AQMP must be revised before an adequate assessment of the attainment date for the NO₂ standard can be made. The Board directs the Executive Officer to work with

SCAQMD and SCAG to develop a work program for this effort. The Board commits that a plan which contains the necessary analysis, rule implementation schedules, and commitments to achieve the NO₂ standard by December 31, 1982 will be submitted to EPA by December 31, 1981. The Board requests that EPA accept the present AQMP, along with the commitments to revise the NO₂ strategy as adequate for the 1979 SIP submission;

REQUEST FOR REDEFINITION OF THE FEDERAL TSP STANDARD

4. BE IT FURTHER RESOLVED, the Board deletes from the AQMP the request for exemption from the federal Total Suspended Particulate (TSP) standards. The Board finds that all currently reasonably available controls to reduce ambient TSP levels have been implemented, additional controls for study have been identified, and additional time for strategy development is necessary. The Board requests the EPA to expedite its work on the redefinition of the current TSP standard to one based on inhalable particulates, and requests that a new standard be established by December 1980. The Board commits that a plan which contains the necessary analysis, implementation schedules, and commitments to attain the TSP standards by December 31, 1982 will be submitted by December 31, 1981. The Board requests that EPA accept the present plan, along with the commitments to revise the TSP strategy, as adequate for the 1979 SIP submission;

INCLUSION OF EPA CONTROL TECHNOLOGY GUIDANCE I (CTG) AND ARB CATEGORY I REASONABLY AVAILABLE CONTROL MEASURES

5. BE IT FURTHER RESOLVED, the Executive Officer is directed to continue working with the Department of Interior and other federal agencies to resolve jurisdictional questions regarding the regulation of emissions from marine lightering and to work with the SCAQMD and other California coastal districts to recommend to the Board revisions to the ARB model rules for lightering as necessary to make the model rule consistent with the federal requirements. The Executive Officer is further directed to work with the SCAQMD to effect the adoption of a rule which is as effective as this model rule. The Board further directs the Executive Officer to forward such rule to the EPA as a SIP revision if he finds the rule to be consistent with the ARB model rule;

6. BE IT FURTHER RESOLVED, the Board finds the emission credits claimed for application of Control Measure N-8 (controls on small and medium utility boilers) are already provided for through the implementation of SCAQMD Rule 475.1, and these credits have been assumed in the baseline emission projections. Therefore, inclusion of additional emission credits for this measure is not appropriate, and such credits are deleted from the AQMP;

7. BE IT FURTHER RESOLVED, the Board finds that SCAQMD rules which implement measures in the plan for the control of emissions from gasoline bulk plants (measure H-29), petroleum coke calcining (measure S-1), metal cleaning operations (measure H-42), metal can and coil coating (measure H-39), fabric and paper products coating (measure H-21), metal parts and products coating (measure H-49), process turnaround at refineries and other facilities (measure H-30), and refinery vacuum producing equipment (measure H-30) are not as effective as the appropriate EPA CTG I and/or ARB Category I RACMs and, therefore, may not reduce emissions by the amount indicated in the AQMP. The Board requests that the SCAQMD amend these rules to make them as effective as possible. The Board recognizes that additional information which may be presented by the SCAQMD could require modification of the model rules in the future. The Board commits to amend the District rules to make them as effective as the ARB model rules should the SCAQMD fail to make the necessary changes. The Board further directs the Executive Officer, following action by the SCAQMD, to forward to the EPA as a revision to the SIP those amendments that he finds to be consistent with the appropriate EPA CTG I and ARB Category I RACMs;

NEW SOURCES REVIEW

8. BE IT FURTHER RESOLVED, the Board finds that the existing New Source Review (NSR) rules of the SCAQMD do not comply with Section 173 of the Clean Air Act, and requests that the SCAQMD amend the District's NSR rules to make them as effective as the ARB model NSR rules I, II, and IV. The Board directs the Executive Officer to work with the SCAQMD to effect the adoption of such amendments and to report back to the Board by June 30, 1979, on the progress of the District in adopting adequate NSR rules. If the SCAQMD adopts the necessary amendments, the Executive Officer is directed to forward them to the EPA as a SIP revision. If the District does not adopt NSR rules as effective as the model NSR rules, the ARB commits to adopt rules as effective as the ARB model rules;

9. BE IT FURTHER RESOLVED, the Board finds that for the purpose of demonstrating Reasonable Further Progress through 1982, the Board accepts the estimates of NSR emission reductions in the AQMP, but because the emission credits assumed for NSR application have not been fully supported the Board directs ARB staff to work with the SCAQMD to develop a documented estimate of NSR credits and to monitor and account for the credits gained from NSR application. Once estimated credits are adequately documented, appropriate modifications of the credits claimed in the AQMP will be made. Estimating the emissions reductions associated with this measure for the year 1987 is deferred until further study is completed;

AIR QUALITY ANALYSES

10. BE IT FURTHER RESOLVED, the Board finds that, based on new information, the ozone modeling in the South Coast Air Basin AQMP underestimated the hydrocarbon reductions necessary to attain the federal air quality standard for ozone. The Board includes in the SIP for the South Coast Air Basin an estimate that attainment of the federal ozone air quality standard will require approximately a 75% reduction in emissions of reactive organic gases (ROG). The Board commits to work with the SCAQMD and SCAG to refine and study not later than December 1981 the additional ROG measures needed to attain and maintain the standards and to include those measures shown to be reasonable in the 1982 revision to the plan. The Board recognizes that the emissions reduction goal may be modified as improved regional or photochemical oxidant modeling becomes available. Furthermore, the Board recognizes the need to deliberate and set policy in conjunction with the SCAQMD and SCAG, on any conflicts which may arise between the ozone and NO₂ control strategies;

11. BE IT FURTHER RESOLVED, the Board finds that the methods of analyses used in the AQMP to estimate the impact on ambient air quality of control strategies for ozone, nitrogen dioxide, carbon monoxide, and total suspended particulates must be improved as part of the effort to develop revised strategies which demonstrate attainment and maintenance of these standards. The Board directs the ARB staff to participate with SCAQMD and SCAG staff in the development of a work program by August 31, 1979 for utilizing appropriate modeling techniques for the 1982 submission for ozone and carbon monoxide and for further revisions of the nitrogen dioxide and total suspended particulate strategies. The Board further commits to utilizing a regional photochemical airshed model in cooperation with the SCAQMD and SCAG to analyze the effectiveness of the control strategies and determine the degree of emission control required to attain the ozone and NO₂ standards;

12. BE IT FURTHER RESOLVED, the Board finds that the inventory contained in the AQMP for the 1979 NAP submission must be substantially improved in the development of a 1982 nonattainment plan. The Board requests the SCAQMD and SCAG, in cooperation with ARB staff, to develop by August 31, 1979, a work program to prepare and utilize an acceptable inventory in the preparation of the 1982 plan;

TRANSPORTATION CONTROL MEASURES

13. BE IT FURTHER RESOLVED, the Board finds that the Transportation Control Measures (TCMs) listed in Attachment 1 of this resolution are appropriate for inclusion in the SIP. For those measures designated as "pre-1982" measures, the Board accepts the local commitment to implement these measures. Measures designated "post-1982"

are accepted for inclusion in the plan as measures for further study. The Wilshire Rail Line and the following High Occupancy Vehicle lanes should be implemented as expeditiously as practicable after 1982:

- o Route 5 - Union Station to Orange County line,
- o Route 11 - Route 105 to Convention Center,
- o Route 105- Portions not included in current transportation plan (TIP)

14. BE IT FURTHER RESOLVED, the Board finds that the Clean Air Act requires enforceable commitments which assure implementation of measures by the legally responsible agencies and requests SCAG to submit, by August 31, 1979, resolutions which demonstrate commitment by the major implementing agencies to the individual transportation control measures (TCMs) included in the plan for "pre-1982" implementation. These resolutions should reflect a policy level commitment to implement measures which achieve the emission reductions assigned in the plan, should identify financial and personnel resources needed to achieve that goal, and should provide schedules which delineate the major milestones and actions needed to implement the measures. The Board further requests SCAG to develop, by August 31, 1979, work programs which provide for timely and effective implementation and evaluation of the adopted transportation control measures;

15. BE IT FURTHER RESOLVED, the Board finds that the inclusion in the AQMP of the assumption and finding that all of the highway and freeway projects included in the baseline RTP and Regional Transportation Improvement Program (RTIP) are consistent with the attainment and maintenance of the NAAQS is not supportable. The Board finds at this time the projects indicated in Attachment 5 are acceptable for inclusion in the AQMP transportation baseline. The inclusion of the above projects in the AQMP baseline by the Board is not meant to preclude or prejudice the process established by state law by which the California transportation Commission (CTC) must make the final determination of which projects are appropriate for inclusion in the Region's Transportation Improvement Plan (TIP). Therefore, the Board recognizes that changes in the AQMP baseline may be appropriate and invites SCAG, after final decisions by the CTC, to periodically request such changes. Recommendations for inclusion of projects in the AQMP baseline should be accompanied by analyses which demonstrate that adverse air quality impacts of the project have been mitigated to the degree necessary to comply with federal consistency requirements.

The ARB further requests SCAG to develop, in cooperation with the ARB and CALTRANS staff, acceptable criteria and procedures for determining consistency of transportation plans, programs, and projects with the SIP;

16. BE IT FURTHER RESOLVED, the Board finds that the policies adopted by the SCAG Executive Committee on May 3, 1979 related to funding and priority of transportation measures which benefit air quality are appropriate for inclusion in the SIP. The Board includes these policies in the SIP and requests that SCAG, the County Transportation Commissions, and Caltrans develop by August 31, 1979 a program that will be used to implement these policies. This program should establish the baseline funding affected by this policy, provide for reprogramming funding allocations to the extent necessary to achieve the targeted funding split, provide for development of criteria for determining which projects are appropriate for use as measures which improve air quality, and include a mechanism by which air quality will be given a defined higher priority in the selection of projects. The Board supports SCAG's efforts to obtain additional capital and operating funds for public transit, high occupancy vehicle lanes, and nonvehicular transportation facilities;

17. BE IT FURTHER RESOLVED, the Board finds the AQMP includes a commitment to develop and document a plan for long and short range public transportation improvement to meet basic transportation needs by June 1980. The Board also finds that basic transportation needs include both those created by the implementation of transportation control measures and those transportation needs which currently exist. The Board accepts the commitment in the AQMP and requests SCAG and the County Transportation Commissions to develop, by August 31, 1979, a work program for the establishment and improvement of the public transportation system which will provide an acceptable level of mobility and an alternative to low occupancy vehicle transportation;

STATIONARY SOURCE CONTROLS FOR FURTHER STUDY

18. BE IT FURTHER RESOLVED, the Board accepts the SCAQMD's commitment to consider adoption of rules to implement the measures identified in Attachment 2 to this resolution. The inclusion of these measures in the SIP commits the SCAQMD to analyze all of these measures in order to assess their potential to reduce emissions and to determine whether such reductions can be obtained in a technically reasonable and cost-effective manner. If such an analysis shows that a measure is reasonably available, then the SCAQMD would be obligated to adopt rules to fully implement the measure as expeditiously as practicable. The Board directs the Executive Officer to work with SCAQMD staff to ensure development of adequate rules for these sources and to resolve the differences between ARB and SCAQMD staff estimates regarding the effectiveness and implementation schedule of these measures. The Board requests that each SCAQMD staff report on a proposed rule include a discussion of conformance of the rule with the appropriate AQMP measure and its effectiveness when compared with any applicable ARB model rule. At a minimum, the discussion should include a comparison of emission reduction effectiveness and the timing of implementation;

19. BE IT FURTHER RESOLVED, the Board finds that the measures identified in Attachment 3 to this resolution are included in the plan for further study. The inclusion of these measures in the SIP commits the ARB to analyze, in cooperation with the SCAQMD, all of these measures in order to assess their potential to reduce emissions and to determine whether emission reductions can be obtained in a technically reasonable and cost-effective manner. If such an analysis shows that a measure is reasonably available, then the ARB would request the SCAQMD to consider adoption of a rule to fully implement the measure as expeditiously as practicable;

20. BE IT FURTHER RESOLVED, the Board finds that the control measure for future improvements in technological controls for stationary sources (measure H-90) is appropriate for inclusion in the AQMP as an emission reductions objective which the SCAQMD is committed to achieve through the application of more stringent rules or administrative practices affecting existing stationary sources. In order to implement this measure, the Board requests that the SCAQMD staff work with the ARB staff to develop methods of identifying and verifying the emission reductions achieved and to report these reductions in the annual reasonable further progress report on the SIP's implementation;

MOBILE SOURCE CONTROLS

21. BE IT FURTHER RESOLVED, the Board accepts those mobile source emission control measures identified in Attachment 4 for inclusion in the SIP for further study. Emission credits for 1987 for these measures represent targets which will be refined. The Board directs the Executive Officer, after consultation with SCAG and SCAQMD, to develop a schedule by August 31, 1979 for the study and implementation of vehicle-related emission control measures H-7, H-15, H-22, and H-60 and to request that the EPA initiate the necessary studies to develop measures H-6 and H-16;

22. BE IT FURTHER RESOLVED, the Board finds that measure H-24, More Stringent Motor Vehicle Standards, is not feasible as described in the AQMP, and the emission credit estimates for measure H-24 are therefore inappropriate. The Board directs the Executive Officer to develop by August 31, 1979, an alternative measure, an implementation schedule, and an emission reduction target and to submit them to EPA as an SIP submission following consultation with SCAG and SCAQMD;

REQUEST FOR EXTENSION FOR OZONE AND CARBON MONOXIDE

23. BE IT FURTHER RESOLVED, the Board finds that the AQMP does not demonstrate attainment of the national standards for ozone and carbon monoxide by December 31, 1982 despite the implementation of all reasonably available control measures;

24. BE IT FURTHER RESOLVED, the Board finds the California Environmental Quality Act (CEQA) process is equivalent to that required by Section 172(b)(11)(A) of the Clean Air Act relating to industrial siting;

25. BE IT FURTHER RESOLVED, the Board finds that to meet the requirements of Section 172(b)(11)(B) of the Clean Air Act, the SIP must provide for an expanded Motor Vehicle Inspection and Maintenance program. The Board finds that the inclusion of measure H-18, Motor Vehicle Inspection and Maintenance, demonstrates local commitment to an adequate Inspection and Maintenance program, and the Board supports legislative authorization of such a program for the South Coast Air Basin;

26. BE IT FURTHER RESOLVED, the Board finds that the AQMP identifies stationary and transportation control measures for further study by local governments, SCAG, SCAQMD, and the ARB. The AQMP also includes an overall commitment to develop expeditiously a plan containing revised air quality analyses and additional control measures to be submitted to EPA by July 1, 1982. The Board finds that these actions will provide for development of the strategies needed to attain and maintain the NAAQS for ozone and CO, and collectively meet the requirements of Section 172(b)(11)(C) of the Clean Air Act which relate to the identification of those measures needed to attain CO and ozone standards prior to December 31, 1987;

27. BE IT FURTHER RESOLVED, the Board finds that the adopted measures in the AQMP are adequate to meet the Clean Air Act requirements to maintain Reasonable Further Progress in reducing carbon monoxide and precursors of ozone emissions until a revised SIP can be prepared;

28. BE IT FURTHER RESOLVED, the Board finds that all the requirements for obtaining extensions have been met and requests that EPA grant extensions of the attainment dates for the ozone and carbon monoxide national standards until no later than December 31, 1987;

CONSISTENCY OF LOCAL PLANS AND PROJECTS WITH THE SIP

29. BE IT FURTHER RESOLVED, the Board finds that for the SIP and other planning programs to be consistent, SCAG and local jurisdictions should commit to develop a well-defined process and schedule to achieve and maintain consistency among local plans, future revisions of the SCAG development guide, and the forecasts in the AQMP. The Board accepts the SCAG commitment to perform this work and requests SCAG to develop, by August 31, 1979, a work plan for designing and implementing mechanisms to achieve, monitor, and maintain consistency among AQMP growth forecasts and those aspects of local plans which affect the emissions forecasts in the AQMP. A part of this work plan should be the development of emissions mitigation techniques within the authority of local governments;

30. BE IT FURTHER RESOLVED, the Board finds that further work is needed before the South Coast Air Basin AQMP is adequate to serve as a regional emission mitigation package for increased emissions anticipated to result from federally assisted projects and federal permit activities. The Board accepts the SCAG commitment to specifically define the use of the AQMP for this purpose and requests SCAG to develop a work plan by August 31, 1979 for this task. This work plan should develop mechanisms consistent with Section 176(c) of the Clean Air Act for determining that federally assisted projects and federal permit activities which result in increases in emissions are compatible with both reasonable further progress and attainment and maintenance of NAAQS;

31. BE IT FURTHER RESOLVED, that the Board finds that wastewater treatment facilities meeting the following conditions are consistent with the AQMP and do not, in the opinion of the ARB, require additional analysis of regional air quality impacts or additional mitigation measures:

- A. Sizing of the facility does not exceed the disaggregated population forecasts on which either the state approved 208 plan or the SIP is based.
- B. The NPDES permit for the facility includes monitoring provisions requiring (1) consistency between increases in plant flow and the population projection used in sizing the facility or (2) that a demonstration be made satisfactory to the ARB that the increase in plant flow is consistent with the SIP.
- C. Flow restrictions included in existing Clean Water Grants continue in force until the facility's NPDES permit includes a provision as described in B above.
- D. SCAG makes a finding that local agencies in the wastewater facility's service area are implementing the AQMP measures appropriate to their jurisdiction.

32. BE IT FURTHER RESOLVED, the Board finds that the AQMP in its present form does not suffice as a Master Environmental Assessment for regional air quality impacts of growth and development projects. The Board supports implementation of such a concept and accepts the SCAG commitment to design specific mechanisms to implement a process by which the AQMP can be used as the regional air quality assessment portions of environmental impact reports and environmental impact statements. Upon completion of specific mechanisms and acceptable revision of the AQMP to

contain all measures needed to attain and maintain the standards, use of the AQMP as a master environmental assessment for regional air quality impacts will be appropriate;

REASONABLE FURTHER PROGRESS

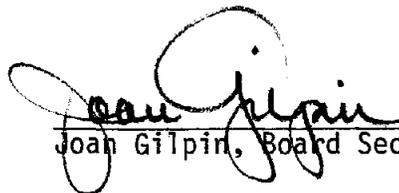
33. BE IT FURTHER RESOLVED, the Board finds that continued compliance with the Clean Air Act will require annual Reasonable Further Progress (RFP) reports and requests SCAG and SCAQMD, in cooperation with the ARB, to develop by August 31, 1979, a work plan for the development and submittal of RFP reports. The Board accepts the SCAG commitment, prior to the submission of the first RFP report, to develop, formulate, and implement a growth and development monitoring system. The Board further accepts SCAG's commitment to submit, where significant deviations from the AQMP growth forecasts are identified in the RFP report, revisions to the SIP to ensure that air quality impacts of growth and development are being properly mitigated;

34. BE IT FURTHER RESOLVED, the Board finds that because of the need to monitor progress of the numerous work efforts that must be completed by August 31, 1979, by SCAG, SCAQMD, and ARB staffs, the Board directs the Executive Officer to report to the Board at the September 1979 meeting on the status of the work plans;

BOARD ADOPTION

35. BE IT FURTHER RESOLVED, that except as otherwise specified above, the Board finds that the South Coast AQMP contains the elements necessary to meet the presently applicable requirements of Part D of the Clean Air Act as amended. The Board approves the South Coast Air Basin AQMP, with the additions and modifications described above, and directs the Executive Officer to amend the AQMP as necessary to reflect these additions and modifications. The Executive Officer is also directed to delete those portions of the AQMP that exclusively address state standards and to submit the appropriate portions of the AQMP, together with all acceptable technical support documentation as may be useful in showing compliance with the requirements of Part D, to EPA as a SIP revision.

I certify that the above is a true and correct copy of Resolution 79-27 as passed by the Air Resources Board.


Joan Gilpin, Board Secretary

TRANSPORTATION CONTROL MEASURES
INCLUDED IN THE SIP FOR THE SCAB

Pre-1982 Control Measures

- H-4 Modified Work Schedule
- H-5 Carpool Preferential Parking
- H-23 Increased Bicycle/Pedestrian Facilities
- H-34 Employees Ridesharing Program
- H-35 Automatic Traffic Signal Control Systems
- H-118 Reduce Nonrecurrent Congestion

Post 1982 (Further Study) Control Measures

- H-1 Increased Air Passenger Load Factor
- H-2 Jet Aircraft Ground Taxi Improvement
- H-3 Triple Trailer Trucking
- H-11 Electrify Rail Yards
- H-13 Voluntary Trip Reduction Program
- H-25 Eliminate Aircraft Delays
- H-36 Early Retirement of Older Cars
- H-72 Improved Trucking Efficiency
- H-85 Freeway Facility and Transit Improvements Supporting High Occupancy Vehicle Movement
- H-86 Wilshire Rail Line
- H-87 Los Angeles Downtown People Mover
- H-88 Freeway Widening
- H-89 Transit Improvements
- H-112 Carpool Sign-ups for Government Employees
- H-113 Purchase of Low Emission Cars by Government
- H-117 Santa Ana Transportation Corridor

STATIONARY SOURCE CONTROL MEASURES
INCLUDED IN THE LOCAL PLAN FOR THE SCAB

Hydrocarbon Control Measures

- H-9 Maintain Leaky Valves in Non-Refinery Industrial Process
- H-19 Emission Controls for Small Relief Valves
- H-26 Substitute Coatings for Industrial Maintenance
- H-28 Substitute Coatings Used in Ship Construction
- H-30 Fugitive Emission Controls for Random Leaks at Refineries
- H-43 Solvent Reductions in Printing Operations
- H-45 Substitute Coatings Used in Wood Furniture Finishes
- H-46 Emission Controls for Chemical Manufacturing Plants
- H-47 Emission Controls for Paint Manufacturing Plants
- H-48 Emission Controls for Rubber Products Manufacturing Plants
- H-50 Natural Gas and Oil Production
- H-53 Vegetable Oil Processing
- H-54 Substitute Coatings Used in Automobile Refinishing
- H-56 Oil Tank Cleaning
- H-57 Emission Controls on Pharmaceutical and Cosmetics Manufacturing Operations
- H-59 Substitute Coatings Used in Basic Wood Furniture Manufacturing
- H-62 Marine Fuel Transfer Operations
- H-65 Substitute Coatings Used in the Aerospace Industry
- H-90 Future Improvements of Technological Controls for Stationary Sources

Oxides of Nitrogen Controls

- N-5 Emission Controls on New Residential Space Heaters*
- N-7 Emission Controls on Cement Kilns
- N-10 Emission Controls on Industrial Boilers
- N-11 Emission Controls on Refinery Heaters

*The SCAQMD has adopted a regulation significantly less stringent than the ARB model rule. Further studies should be conducted to determine the feasibility of achieving the limits specified by the model rule.

(Continued)

Attachment 2 - ARB Resolution 72-27 (Continued)

Oxides of Nitrogen Controls (continued)

- N-13 Retardation of Fuel Injection Timing for Marine Diesel Engine
- N-14 Emission Controls on Glass Melting Furnaces
- N-16 Emission Controls on Stationary Internal Combustion Engines

Oxides of Sulfur Control Measures

- S-3 Fluid Catalytic Cracking - 70% Reduction
- S-4 Refinery Fuel Burning Sources
- S-5 Sulfur Content of Diesel Fuel

Particulate Matter Control Measures

- P-3 Filter Dust from Pharmaceutical Manufacturing Process
- P-4 Filter Dust from Rubber Products Manufacturing Processes
- P-9 Control Emissions from Construction and Demolition Projects

Attachment 3 - ARB Resolution 79-27

STATIONARY SOURCE CONTROL MEASURES
ADDED BY THE ARB TO THE SIP FOR
THE SCAB FOR FURTHER STUDY

Hydrocarbon Control Measures

Dry Cleaning (Perchloroethylene)

Waste Solvent Disposal

Marine Vessel Operations

Valves and Flanges at Oil Production Fields

Oil Production Well Vents under Steam Stimulation

Storage Tanks at Oil Production Fields

Secondary Oil/Water Separation Operations at Oil Refineries

Pesticides

Marine Lightering

Oxides of Nitrogen Control Measures

Power Plant Combined Cycle

Pipeline Heaters

CO Boilers

Secondary Metal Furnaces

Oilfield Steam Generators

Utility Gas Turbines

Oxides of Sulfur Control Measures

(for control of precursors of particulate matter)

Oilfield Steam Generators

Sulfur Recovery Plants

Marine Lightering

Electric Utility Boilers

Electric Utility Gas Turbines

Electric Utility Combined Cycles

Marine Vessels

ATTACHMENT 5

HIGHWAY PROJECTS INCORPORATED IN THE
AQMP BASELINE

COUNTY: Los Angeles

<u>Route</u>	<u>Description</u>
5	Route 605 to Washington - Widen
118	De Soto to Balboa - Grade, Pave and Storm Drains
60	Interchange at Route 605
91/11	Interchange
105	605 to Route 1 - New Construction with transitway
405	Interchange at Route 90

COUNTY: Orange

<u>Route</u>	<u>Description</u>
1	MacArthur to Warner (portions) - widen (FY '79-AB 3020 Proj.)
5	Overcrossing at Katella (FY '79-AB 3020 Proj.)
5	Overcrossing at Aliso Blvd.
5	Overcrossing at Broadway
5	Interchange at Harbor - Ball
5	San Mateo Creek to No. Camino Estrella - Widen (FY '79)

State of California
AIR RESOURCES BOARD

Response to Significant Environmental Issues

Item: Public Hearing to Consider Adoption of the Air Quality Management Plan (AQMP) for the South Coast Air Basin as a Revision to the State of California Implementation Plan (SIP) for the Attainment and Maintenance of National Ambient Air Quality Standards (NAAQS)

Public Hearing Date: April 26, 27, 28 and May 10, 1979

Response Date: May 10, 1979

Issuing Authority: Air Resources Board

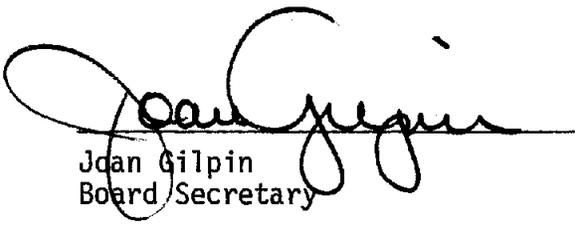
Comment: Public testimony related to tactics put into further study and other public testimony.

Response: The SCAG AQMP was accompanied by an EIR which was subjected to public review.

During public testimony, environmental concerns were raised related to tactics that have been put into further study. Staff believes it is appropriate to consider the environmental impacts of those tactics at the time they are considered for implementation.

There are no further environmental considerations that require a response from the Board.

CERTIFIED:


Juan Gilpin
Board Secretary

DATE: May 21, 1979

Memorandum

To : Huey E. Johnson
Secretary
Resources Agency

Date : May 30, 1979

Subject: Filing of Notice of
Decision for the
Air Resources Board

From : Air Resources Board

Pursuant to Title 17, Section 60007(b) and in compliance with Air Resources Board certification under Section 21080.5 of the Public Resources Code, the Air Resources Board hereby forwards for posting the attached notices of decision and response to environmental comments raised during the comment period.


Joan Gilpin
Board Secretary

Attachments

Resolution No. 79-8
79-9
79-11
79-12
79-13
79-14
79-15
79-27
79-29