State of California
AIR RESOURCES BOARD

Resolution 89-66

August 15, 1989

WHEREAS, Section 39602 of the Health and Safety Code designates the Air Resources Board (ARB or Board) as the state air pollution control agency for all purposes set forth in federal law and as the state agency responsible for the preparation of the State Implementation Plan (SIP) required by the federal Clean Air Act (hereinafter "the Act"; 42 USC Sections 7401 et seq.);

WHEREAS, the Board is directed to coordinate the activities of the air pollution control districts necessary to comply with that Act;

WHEREAS, Sections 110 and 172(a) and (b)(2) of the Act as amended in 1977 require that all national ambient air quality standards ("NAAQS") be attained as expeditiously as practicable through the implementation of all reasonably available stationary source, mobile source, and transportation control measures and through the adoption of such other measures as may be necessary to insure attainment and maintenance of such standards;

WHEREAS, Section 172(b)(3) of the Act requires that reasonable further progress (i.e., annual incremental reductions in emissions of the applicable pollutant(s)) be provided for in the SIP through the application of reasonably available control technology to existing sources of air pollution;

WHEREAS, Section 172(b)(4) of the Act requires the SIP to include a comprehensive inventory of actual emissions from all sources;

WHEREAS, Section 172(b)(7) and (10) of the Act requires the SIP to identify and commit the financial and personnel resources necessary to carry out its provisions, and further requires the SIP to contain written evidence that the government agencies responsible for implementing the SIP have adopted the necessary requirements and schedules and timetables for compliance and are committed to implement and enforce the SIP elements for which they are responsible;

WHEREAS, Section 176(c) prohibits the federal government and the metropolitan planning organization (i.e., the Southern California Association of Governments (SCAG) in the South Coast Air Basin) from approving any activity, project, program, or plan which does not conform to the approved SIP;

WHEREAS, Environmental Protection Agency (EPA) regulations require conformity procedures to be included in the SIP in order to assure conformity of federal agency and metropolitan planning organization actions with the SIP;

WHEREAS, Section 40460 of the Health and Safety Code requires the South Coast Air Quality Management District (the District), with the active participation of the SCAG and the counties and cities within the South Coast Air Basin, to adopt a plan to achieve and maintain state and national ambient air quality standards;

WHEREAS, the plan and subsequent revisions comprise the air quality management plan of the region and the federally required SIP for the South Coast Air Basin;

WHEREAS, Section 40462 of the Health and Safety Code requires the plan to contain deadlines for compliance with the federally mandated attainment of primary ambient air quality standards, and deadlines and schedules to attain the state ambient air quality standards by the earliest date achievable through the application of all reasonably available control measures and technologies, including Best Avaliable Control Technology, indirect source controls, transportation control measures, and the use of cleaner burning fuels;

WHEREAS, Section 40463 of the Health and Safety Code requires that the plan be formally reviewed every two years and revised to reflect advances in technology, control strategies, and administrative practices;

WHEREAS, the California Clean Air Act of 1988 (AB 2595; Stats. 1988, ch. 1568) requires the District to make every effort to attain the federal and state ambient air quality standards as soon as practicable and sets forth additional planning requirements and grants additional authority to the District and the ARB to carry out these efforts;

WHEREAS, Sections 40469 and 41500 of the Health and Safety Code require the Board to determine if the Plan approved by the District and the SCAG is adequate to attain the state ambient air quality standards;

WHEREAS, Sections 40469 and 41650 of the Health and Safety Code require the Board to determine if the Plan is adequate to meet federal primary NAAQS and all other requirements of the Act;

WHEREAS, Section 40469(a) of the Health and Safety Code requires the Board, within 120 days of receipt of the Plan, to adopt and submit to the EPA those portions of the Plan that it determines meet the requirements of the Act;

WHEREAS, Section 172(a) of the Act required attainment of the NAAQS for ozone and carbon monoxide by December 31, 1987, and attainment of the NAAQS for nitrogen dioxide by December 31, 1982;

WHEREAS, the Act requires attainment of the NAAQS for PM10 by June 30, 1992;

WHEREAS, the District and SCAG adopted a revision to the Plan in 1982, which could not demonstrate attainment of the ozone and carbon monoxide standards by the December 31, 1987 deadline, but did present an analysis of a long-range strategy that could provide attainment in 20 years;

WHEREAS, because the Plan did not demonstrate attainment of the NAAQS by the required deadlines, the EPA was ordered to disapprove the attainment demonstration of the 1982 Revision (Abramowitz v. EPA (9th Cir. 1987) 832 F.2d 1071) and did so on January 22, 1988 (53 Fed. Reg. 1760);

WHEREAS, the District Board adopted a policy to attain all state and federal ambient air quality standards by 2007;

WHEREAS, the District and SCAG labored five years to prepare the Plan and conducted over 200 public workshops and ten public hearings throughout the South Coast Air Basin on the 1989 draft Plan;

WHEREAS, the 1989 Air Quality Management Plan (hereinafter "the Plan") was adopted by the District and SCAG, along with the Final Environmental Impact Report, at a joint public hearing on March 17, 1989, and transmitted to the ARB on May 1, 1989;

WHEREAS, the Act and EPA regulations require that revisions to the SIP be adopted after a public hearing for which reasonable notice to the public has been provided;

WHEREAS, the California Environmental Quality Act (CEQA) and ARB regulations provide that no activity which may have significant adverse environmental impacts may be approved as originally proposed if feasible mitigation measures or alternatives are available to reduce or eliminate such impacts, and further require that the ARB adopt a monitoring and reporting program to track those mitigation measures which are incorporated into any activity for which it is responsible;

WHEREAS, on June 22 and 23, 1989, the Board conducted a public hearing in Los Angeles upon 30 days notice and provided all interested persons with the opportunity to comment on the Plan;

WHEREAS, on June 23 the Board closed the public testimony portion of the proceedings and continued the hearing until August in order to allow the District and SCAG to respond to the Board's request that the District elaborate on its process to address the socio-economic impacts of the Plan's control measures and that SCAG elaborate on its process to obtain the support and commitment of local governments to implement the land use and transportation measures for which they are responsible;

WHEREAS, the District and SCAG adopted and forwarded their reports on these two subjects to ARB staff on August 4, 1989 and formally presented their responses to the Board at the August 15 hearing;

WHEREAS, the Board has concluded the public hearing on the Plan, and all other administrative requirements have been complied with in accordance with the Act and applicable provisions of state law;

WHEREAS, the Board has reviewed and considered the Plan, the EIR, and the supplemental responses to the Board regarding implementation of the Plan submitted by the District and the SCAG, as well as the significant issues raised and oral and written comments presented by interested persons and board staff;

WHEREAS, based upon the Plan, the EIR, the information presented by the District, SCAG, and the staff, and the written and oral public testimony received prior to and at the hearing, the Board finds:

1. That state and national health based ambient air quality standards for carbon monoxide, nitrogen dioxide, ozone, and PM10 are regularly and significantly exceeded in the South Coast Air Basin.

2. That the Plan identifies measures needed for attainment of the NAAQS by the year 2007 and provides for reasonable further progress in the interim, and that the control programs set forth in three Tiers in the Plan are based on the concepts of full application of existing control technology, further adaptation of technology, and the pursuit of technological breakthroughs.

3. That Tier I of the Plan contains commitments to adopt all reasonably available stationary source, mobile source, and transportation control measures identified, and Tiers II and III of the Plan contain commitments to develop further other potentially feasible measures identified which will apply existing and anticipated control technologies.

4. That the 1989 Plan includes an extensive set of controls on motor vehicles developed by the ARB and due to be revised in April 1990.

5. That the Plan contains emission reduction goals in Tier II which require the development and widespread deployment of low emitting and extremely low emitting motor vehicles by the years 2000 and 2007, respectively, and that in order to achieve these goals, the ARB must develop and adopt regulations that will ensure that sufficient low emission vehicles and clean fuels are used in the South Coast Air Basin.

6. That the emission reductions achievable by full implementation of all Tier I, II, and III measures committed to or proposed in the Plan are necessary to attain the national and state standards for carbon monoxide and nitrogen dioxide and the national standards for ozone and PM10.

7. That the Plan does not identify emission reductions sufficient to result in attainment of the state standards for ozone, PM10, and visibility.

8. That most of the measures in Tier I, as set forth in Attachment A hereto, are technologically feasible and legally enforceable.

9. That some of the measures in Tier I and the longer term control measures in Tiers II and III of the Plan, as set forth in Attachment B hereto, do not contain either adequate legally enforceable commitments or technical demonstrations of feasibility to comply fully with the Act's requirements.

10. That the District and SCAG have acknowledged these problems in the Plan, which contains commitments to an ongoing process to develop these measures further and to secure additional legal commitments from the government agencies responsible for implementing them.

11. That the District and SCAG have indicated that each local implementing agency shall have the flexibility to design the details of its final rules and programs provided these actions are consistent with the emission reduction targets specified in the Plan, and have stated that as a matter of priority, attention will be given to expanding the opportunities for public participation during implementation of the Plan.

12. That the Plan commits the District to pursuit of emission reduction targets and control measures which require technological advancements and the assistance and cooperation of other government agencies, industry, and the public.

13. That the District has committed to careful study of each emission reduction measure to identify the social and economic impacts of the measure and to consider methods of minimizing adverse or undesireable impacts.

14. That SCAG and the District have indicated that jurisdictions representing a substantial majority of the population of the basin have considered the AQMP and indicated their overall support for the Plan.

15. That SCAG and the District have reaffirmed their commitment to work with local government to obtain commitments to adopt legally enforceable measures and to assist local government in implementing the plan.

16. That the District has determined that it will, to the extent it has legal authority, consider adopting rules necessary to implement those measures in the Plan for which legally enforceable local government commitments are not forthcoming.

17. That the Plan affirms the District's obligation to seek attainment of all state standards as expeditiously as practicable and contains a commitment to develop a revised Plan by 1991, which will reflect the additional obligations and authority imposed upon and granted to the District and ARB, as required by the California Clean Air Act.

18. That the Plan contains a commitment by the District to develop technologically feasible and legally enforceable Tier II and III solvent strategies, which will require assistance from the ARB in order to ensure that actions necessary to adopt and implement these measures are defined in the 1991 Plan Update.

19. That the Plan contains a commitment by the District to develop technologically feasible and legally enforceable measures to reduce emissions from stationary source fuel combustion, which will require assistance from the ARB in order to ensure that actions necessary to adopt and implement these measures are defined in the 1991 Plan Update.

20. That the emissions inventory portions of the Plan are complete, accurate, and current; and that the growth projections for population and employment are acceptable for inclusion in the Plan.

21. That the air quality modeling utilized in developing the Plan is the best currently available and that the emission carrying capacities for the NAAQS for CO, ozone, NO2, and PM10, and for the state standards for CO and NO2, have been developed in accordance with the requirements of Health and Safety Code Section 40463 and are acceptable for inclusion in the Plan.

22. That the technological, economic, and environmental feasibility and acceptability of the "electric future" presented in Tier III of the Plan requires further study and refinement as part of the development of the 1991 Plan update by the District and interested parties and will require the full participation of the California Energy Commission, the Public Utilities Commission, the ARB, and affected public utilities.

23. That the Final Environmental Impact Report (EIR) prepared and certified for the Plan meets the requirements of CEQA, and that environmental documentation for individual measures should be prepared as each measure is considered for adoption.

24. That adoption of the Plan by the Board will result in some adverse environmental impacts which cannot be mitigated to insignificant levels, that the alternatives and mitigation measures set forth in the EIR have been adequately addressed for purposes of this planning activity, and that the District's findings and supporting statements of fact for each significant effect, as set forth in Attachment 1 to the District's Resolution 89-13, entitled "1989 Air Quality Management Plan Findings of Fact and Statement of Overriding Considerations", (hereinafter "Attachment 1"), dated March 13, 1989, are hereby incorporated by reference herein as the findings which this Board is required to make pursuant to Public Resources Code Section 21081.

25. That the negative impacts identified in the EIR are acceptable when balanced against the specific economic, social, and other benefits set forth in the EIR and summarized in Attachment 1, which is

hereby incorporated by reference herein as this Board's statement of overriding considerations required by Title 14, California Code of Regulations Section 15093.

26. That the modeling and emission carrying capacities for the state standards for ozone, PM10, and visibility are not included in the Plan, but that modeling and estimation methods for determining the emission carrying capacities for these pollutants will be developed and utilized in preparing the 1991 Air Quality Management Plan update.

27. That the Plan contains a commitment by SCAG to seek additional funding for the transportation projects and transportation control measures set forth in the 1989 Regional Mobility Plan and incorporated into the Plan as Appendix IV-H.

28. That procedures from the 1982 AQMP have been included in the Plan to assure that emissions increases and growth which may occur due to expansion in sewage treatment facility capacity, roadway capacity, and residential development are consistent with and conform to the air quality assumptions contained in the Plan, and that the District and SCAG have submitted updated conformity procedures to the ARB for review.

29. That the Plan contains a list of contingency measures (e.g. time of day and seasonal controls) which will be evaluated and pursued in the event the measures set forth in Tiers I, II, and III are not adequate to provide for attainment of the standards in the projected timeframe.

30. That the District and SCAG recognize the need to address further the critical issues of energy, economic impacts, growth, and transportation, and the Plan commits the District and SCAG to the establishment of task forces and working groups to address each of these issues.

31. That because the Plan contains all currently available and reasonably foreseeable controls, the ARB cannot add additional measures to provide for more rapid attainment of the standards.

NOW, THEREFORE, BE IT RESOLVED, that the Board commends the District and SCAG for their monumental effort to develop a plan to improve the air quality, public health, and quality of life in the South Coast Air Basin.

BE IT FURTHER RESOLVED, that the Board approves the 1989 Air Quality Management Plan as submitted by the District and SCAG with the conditions and clarifications set forth below, and directs the Executive Officer to submit those provisions of the plan which are necessary to meet Clean Air Act requirements to the Environmental Protection Agency as a revision to the California State Implementation Plan as expeditiously as practicable and not later than August 28, 1989.

BE IT FURTHER RESOLVED, that the Board directs the Executive Officer to submit to the EPA, along with the Plan, Attachments A and B to this resolution, which identify the EPA action requested for each control measure in the Plan.

BE IT FURTHER RESOLVED, that the Board requests the District and SCAG to obtain legally enforceable commitments to adopt and implement those measures set forth in Attachment B which are to be implemented by other government agencies which have not yet adopted them, in accordance with the schedules specified in the Plan.

BE IT FURTHER RESOLVED, that the Board requests the District to adopt and implement those measures in Attachment B for which legally enforceable commitments to do so are necessary from other government agencies but where such commitments are not forthcoming within the time periods specified in the Plan as indicated in the Plan.

BE IT FURTHER RESOLVED, that the Board approves the commitment of the District and SCAG to pursue control measures requiring technological advancements and requests the District and SCAG to proceed with those measures in accordance with the schedules specified in the Plan.

BE IT FURTHER RESOLVED, that the Board requests the District, in developing and adopting rules and regulations to implement the Plan, to carry out its commitment to assess thoroughly the socio-economic impacts of such rules and regulations, and directs the Executive Officer to monitor and assist the District in this effort.

BE IT FURTHER RESOLVED, that the Board requests the District, with the active cooperation of SCAG, to prepare and submit semi-annual reports to the Board, beginning with a report on February 1, 1990, which indicate in detail the progress made in obtaining legally enforceable commitments and in developing the measures referenced in the above three paragraphs.

BE IT FURTHER RESOLVED, that the Board requests the District to develop an improved air quality model for estimating the basin carrying capacities for the state ambient air quality standards for ozone, PM10, and visibility as part of the 1991 AQMP Update and further requests the Executive Officer to assist the District in this effort.

BE IT FURTHER RESOLVED, that the Board endorses the goal set forth in the Plan of ensuring the development and widespread use of low emitting and extremely low emitting vehicles by the years 2000 and 2007, respectively, and directs the Executive Officer to develop measures, in accordance with the procedures set forth below, which will result in the use of sufficient low emission vehicles and clean fuels in the South Coast Air Basin to achieve the Tier II emission reduction goals for such measures.

BE IT FURTHER RESOLVED, that the Board directs the Executive Officer, after consulting with the California Energy Commission, the District, the energy providers, and the vehicle manufacturers, to hold a public meeting by December 1989 to evaluate the measures available to accomplish the low emission vehicle and clean fuels goal, including but not limited to fuel

pool averaging and low emission vehicle standards, as recommended by the Governor's Advisory Board on Air Quality and Fuels, and to notice a public hearing by September 1990 to consider the adoption of regulations to implement such measures.

BE IT FURTHER RESOLVED, that the Board directs the Executive Officer to submit to the EPA by April 1990 a revised Motor Vehicle Plan which brings the Plan into conformity with recent legislative changes and Board actions on measures.

BE IT FURTHER RESOLVED, that the Board directs the Executive Officer to work with the District and affected industry to develop measures to control emissions from solvents and to include these measures in the 1991 AQMP Update.

BE IT FURTHER RESOLVED, that the Board directs the Executive Officer to work with the District, affected industry, and the interested public to develop measures to control emissions from internal combustion engines and stationary source fuel combustion and to include these measures in the 1991 AQMP Update.

BE IT FURTHER RESOLVED, that the Board endorses the establishment by the District and SCAG of the Energy Working Group to address the energy issues raised in the Plan and directs the Executive Officer to participate on this committee to develop the 1991 Plan update.

BE IT FURTHER RESOLVED, that the Board accepts responsibility for considering, adopting, and implementing feasible measures to mitigate any adverse environmental impacts of those control measures identified in the Plan as within the authority of the ARB, i.e. mobile source and motor vehicle fuel measures, including methanol, and will prepare the environmental documents, programs, and findings required by CEQA and ARB regulations during the rulemaking process.

BE IT FURTHER RESOLVED, that the Board has reviewed and hereby approves the mitigation monitoring efforts undertaken by the District and SCAG pursuant to AB 3180 (Public Resources Code Section 21081.6) and directs the Executive Officer to report to the Board as appropriate on the progress made in developing mitigation measures to reduce any adverse impacts of the mobile source and fuel control measures identified in the Plan and in implementing each such mitigation measure, beginning not more than six months after the adoption of each control measure for which adverse environmental impacts are identified and for which specific mitigation measures are identified.

BE IT FURTHER RESOLVED, that the Board approves the conformity procedures set forth in the Plan for purposes of Sections 110(a)(2)(B), 176(c), and 316 of the Clean Air Act and directs the Executive Office to review the updated conformity procedures which were adopted by the District and SCAG as expeditiously as feasible so that, if acceptable, they may be submitted to the EPA as a replacement for the current procedures.

BE IT FURTHER RESOLVED, that the Board requests the District and SCAG to continue to evaluate the contingency measures listed in the Plan, as well as other measures which may be necessary to attain and maintain the state and national ambient air quality standards.

BE IT FURTHER RESOLVED, that the Board approves SCAG's commitment to seek additional funding for the projects and measures in the Regional Mobility Plan and requests SCAG to submit periodic progress reports to the Executive Officer regarding the success of its efforts.

BE IT FURTHER RESOLVED, that the Board accepts the District's commitment to prepare a 1991 AQMP Update as required by the California Clean Air Act and directs the Executive Officer to work with the District, as appropriate, on development of the update.

I hereby certify that the above is a true and correct copy of Resolution 89-66, as adopted by the Air Resources Board.

Cary Allison

Cary Allison, Board Secretary

Attachment A

CONTROL MEASURES FOR FULL APPROVAL

ARB Measures

Add Heavy Duty Gasoline Vehicles to Inspection and Maintenance (I/M)

New Low Emitting Fuel Buses

Establish New Diesel Fuel Quality Standard

Heavy Duty Vehicle Smoke Enforcement Program

Further Evaporative Control/Larger Canisters for All Gasoline Vehicles

Lower ROG and CO Standard for Gasoline Light Duty Vehicle

Lower PM Emission Standard for Medium Duty and Light Heavy Duty Diesel Trucks

Lower ROG, CO, and NOx Emission Standards for Medium Duty and Light Heavy Duty Trucks

Improved I/M and Elimination of Excess Emissions from Light and Medium Duty Trucks

Emission Standards for New Heavy Duty Construction Equipment

Lower Gasoline Vapor Pressure Standard

Lower NOx Standard for Gasoline Light Duty Vehicles

Lower NOx Standard for Heavy Duty Diesel Trucks

Retrofit Particle Traps on Heavy Duty Diesel Trucks

Emission Standards for Off-Road Motorcycles

Control of Emissions from Underarm Products

Control of Emissions from Domestic Products

Control of Emissions from Utility Equipment

District Measures

Further Emission Reductions from Wood Flatstock Coating

Further Emission Reductions from Can and Coil Coating

Further Emission Reductions from Aerospace Assembly and Component Coating

Further Emission Reductions from Automobile Assembly Coating

Further Emission Control on Architectural Coatings

Emission Charges on Architectural Coatings

Further Emission Reductions from Paper, Fabric and Film Coating

Further Emission Reductions from Graphic Art Operations

Substitute Solvents Used for Clean-Up of Surface Coating

Further Emission Reductions from Metal Cleaning and Degreasing

Control of Emissions from Rigid and Flexible Disc Manufacturing Operation

Control of Emissions from Expanding Plastics and Blowing Foam Manufacturing

Further Emission Reductions from Perchloroethylene Dry Cleaning

Further Emission Reductions from Petroleum Dry Cleaning Operation

Control of Emissions from Solvent Waste

Further Control of Emissions from Adhesives

Control of Emissions from Gasoline Transfer: Fail-Safe Phase-1 Vapor Recovery

Control of Emissions from Gasoline Transfer

Control of Emissions from Open Sumps, Pits and Wastewater Separators

Control of Emissions from Pleasure Boat Fueling Operations

Control of Emissions from Cyclic Steam Production Wells

Control of Emissions from Crude Oil Pipeline Heaters

Control of Emissions from Petroleum Refinery Fluid Catalytic Cracking Units

Control of Emissions from Petroleum Coke Calcining Operations

Control of Emissions from Gas Fired Petroleum Refinery Process Heaters

Improved Control of Emissions Petroleum Refinery Fluid Catalytic Cracking Units

Control of Emissions from Petroleum Refinery Flares

Further Emission Reductions from Valves, Pumps, Compressors

Control of Emissions from Oil Field Steam Generators

Control of Emissions from Large Commercial Bakeries

Control of Emissions from Internal Combustion Engines

Control of Emissions from Commercial Charbroiling

Further Emission Reductions from Rubber Products Manufacturing

Control of Emissions from Afterburners

Control of Emissions from Woodworking Operations

Control of Emissions from Small Boilers and Process Heaters

Control of Emissions from Stationary Gas Turbines

Control of Emissions from Electric Power Generation Boilers

Control of Emissions from Starter Fluid

Control of Fugitive Emissions from Publicly Owned Treatment Works

Control of Emissions from Livestock Waste

Installation of Best Available Retrofit Control Technology

Uniform Commercial Quality Standard on Sulfur Content of Gaseous Fuels

Lower Limits on Sulfur Content of Stationary Liquid Fuels

Control of Ammonia Emissions from Stationary Sources

New Source Review

Phase-Out Stationary Source Fuel Oil and Solid Fossil Fuel Use

Emission Minimization Management Plan

Use of Radial Tires on Light Duty Motor Vehicles

Clean Fuels in New Fleet Vehicles

Banning of New Drive Through Facilities

Control of Emissions from Ship Berthing Facilities

Truck Dispatching, Rescheduling and Rerouting

Aircraft and Ground Service Vehicles

Airport Ground Access

Replacement of High Emitting Aircraft (EPA/FAA)

Paved Roads

Unpaved Roads and Parking Lots

Growth Management

Local Government Energy Conservation Program

Waste Recycling

Energy Pricing, Tax and Subsidy Incentives

Out-Of-Basin Transportation of Biodegradeable Solid Waste

Emissions Reductions from Swimming Pool Water Heating

Control of Emissions from Residential and Commercial Water Heating

Control of Fugitive Dust from Agriculture

Control of Fugitive Emissions from Construction of Roads and Buildings

Low Emission Materials for Building Construction

<u>Transportation Agencies Tier I Measures</u>

HOV Facilities

Transit Improvements

Diverting Port-Related Truck Traffic to Rail

Traffic Flow Improvements

Nonrecurrent Congestion Relief

Rail Consolidation to Reduce Grade Crossings

Freeway and Capacity Enhancements

High Speed Rail

Attachment B

CONTROL MEASURES FOR CONDITIONAL APPROVAL

ARB Tier I Measures

Retrofit Particle Traps on Heavy Duty Diesel Buses (Based on passage of enabling legislation)

District Tier I Measures

Emission Charges on Architectural Coatings

Further Emission Reductions from Perchloroethylene Dry Cleaning

Urban Bus System Electrification

Clean Fuel Retrofit of Transit Buses

Telecommunications

Vanpool Vehicle Purchase Incentives

Truck Dispatching, Rescheduling and Rerouting

Aircraft and Ground Service Vehicles

Airport Ground Access

Paved Roads

Waste Recycling

Local Governments Tier I Measures

Alternative Work Weeks and Flextime

Telecommunications

Employer Rideshare and Transit Incentives

Parking Management

Merchant Transportation Incentives

Auto Use Restrictions

State and Federal Agencies Tier I Measures

Control of Emissions from OCS Exploration, Development, and Production

Control of Emissions from Pesticide Application (EPA/CDFA)

Lower Emission Standards on New Jet Aircraft Engines (EPA/FAA)

Control of Fugitive Emissions from Marine Vessel Tanks (EPA/ARB)

Control on Switching Locomotives (EPA/ARB/FRA)

Replacement of High Emitting Aircraft (EPA/FAA)

Railroad Electrification (EPA/ARB/FRA)

Tier II Measures

Low Emitting Light and Medium Duty Vehicles

Low Emitting Freight Vehicles

Low Emitting Transit Buses

Stricter Emission Standards for Off-Road Vehicles

Low ROG Consumer Products

Low ROG Coating Applications

Emission Charges

More Stringent Control Technology

Tier III Measures

Non-Reactive Solvents for Surface Coatings and Solvent Use

Extremely Low Emitting Passenger Vehicles

Extremely Low Emitting Heavy Duty Vehicles

State of California
AIR RESOURCES BOARD

Response to Significant Environmental Issues

Item: Public Hearing to Consider Adoption of the 1989 South Coast Air Quality Management Plan

Agenda Item No.: 89-15-1

Public Hearing Date: August 14, 1989

Issuing Authority: Air Resources Board

Comments: All significant environmental issues pertaining to this item were consistent with those identified in the Final Environmental Impact Report (FEIR) prepared and certified by the South Coast Air Quality Management District. This FEIR and the District's Resolution No. 89-13, entitled "1989 Air Quality Management Plan Findings of Fact and Statement of Overriding Considerations", dated March 13, 1989, are incorporated by reference as findings which the Board is required to make pursuant to Public Resources Code Section 21081.

Response: N/A

Certified: _____
Board Secretary

Date: 9/12/89