



San Joaquin Valley

AIR POLLUTION CONTROL DISTRICT

**Proposed Amendments to
Rule 4702
(Internal Combustion Engines)**

(District Project CEQA # 20100426)

Initial Study and Draft Negative Declaration

July 2011

**SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT
GOVERNING BOARD 2011**

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SEYED SADREDIN



A. PROJECT BACKGROUND INFORMATION

1. Project Title:

Proposed Amendments to Rule 4702 (Internal Combustion Engines)

2. Lead Agency Name and Address:

San Joaquin Valley Unified Air Pollution Control District
1990 E. Gettysburg Avenue
Fresno CA 93726-0244

3. Contact Person:

CEQA: Mark Montelongo
(559) 230-6000

Permits: Sandra Lowe-Leseth
(559) 230-6000

4. Project Location:

This rule applies to any internal combustion engine with a rated brake horsepower of 25 horsepower or greater located within the boundaries of the San Joaquin Valley Unified Air Pollution Control District (see Exhibit 1, Map of District boundaries).

5. Project Sponsor's Name and Address:

San Joaquin Valley Unified Air Pollution Control District
1990 E. Gettysburg Avenue
Fresno CA 93726-0244

6. Assessor's Parcel Number:

Not applicable to this project.

7. General Plan Designation/Zoning:

Not applicable to this project.



Exhibit 1
San Joaquin Valley Unified Air Pollution Control District Boundaries





8. Project Description:

District Rule 4702 (Internal Combustion Engines) was adopted in August 2003 and was last amended in January 2007. The purpose of Rule 4702 is to limit oxides of nitrogen (NO_x), carbon monoxide (CO), and volatile organic compounds (VOC) emissions from stationary internal combustion (IC) engines. The rule applies to any stationary IC engines with a rated brake horsepower (bhp) greater than 50. The rule divides engines into those used in agricultural operations (AO engines) and those used in other operations (non-AO engines).

Rule 4702 provides some exemptions from the emissions standards or other requirements of the rule for engines used in certain specific applications, such as an emergency standby engine, military tactical equipment, and certain types of engines used in AO (e.g., wind machines, mobile agricultural equipment, engines used to propel implements of husbandry). Rule 4702 exempts engines from complying with the emission limits provided they do not exceed 200 hours of operation per calendar year and meet other conditions.

The existing NO_x concentration limits in Rule 4702 are 25 ppmv to 150 ppmv corrected to 15% O₂, depending on engine category. The VOC and CO concentration limits are 250 to 750 ppmv (depending on engine category) and 2,000 ppmv, each corrected to 15% O₂, respectively.

The draft amendments to Rule 4702 focus on spark-ignited stationary IC engines that are not used in agricultural operations (non-AO). The following paragraphs detail the proposed modifications to Rule 4702 language.

A. RULE TITLE, SECTION 1.0 PURPOSE AND SECTION 2.0 APPLICABILITY

The rule's title would be modified to remove the phrase "Phase 2". This phrase is a holdover from past years and the phrase no longer reflects the rule's scope.

The Purpose section of the rule would be amended to add oxides of sulfur (SO_x) to the list of regulated pollutants. In the Applicability section, the minimum horsepower rating of engines subject to the rule would be amended from 50 horsepower to 25 horsepower.

B. SECTION 3.0 DEFINITIONS

The definitions for "Agreement to Electrify" and "Beam Balanced Pumping Engine" would be removed, since they are no longer found in the body of the rule.

The existing rule defines "Agricultural Operations" by referencing it to the definition in Rule 4550 (Conservation Management Practices). For reader clarity, the definition of "Agricultural Operation" will be included in Rule 4702.



Five definitions would be added to the rule for clarity. These definitions are: Air Pollution Control Officer (APCO); California reformulated diesel; existing cyclic loaded field gas fueled engine, higher heating value; and limited-use engine.

District staff is re-locating the definition of low-use engine from the Exemptions section to the Definitions section. No requirements have been added or removed from the definition.

The language in two definitions would be edited for clarity. The definition of California reformulated gasoline would better specify the section of the California Code of Regulations where the state's definition is located. The definition of replacement engine would be modified to change the starting date of replacement to reflect the current amendments to the rule.

The definitions would be renumbered as needed.

C. SECTION 4.0 EXEMPTION

The language in Section 4.2 would be amended to consolidate requirements for emergency standby and low-use engines. The requirements to be considered a low-use engine would be moved to Section 3.0 (Definitions) of the rule.

Section 4.4 allows an exemption from the requirements of Best Available Control Technology (BACT) and Offset requirements of Rule 2201 (New and Modified Stationary Source Review Rule) if the replacement engine is installed for the sole purpose of complying with Rule 4702. In the first draft version of the rule, presented during the September 2010 public workshop, District staff proposed to delete Section 4.4 because, in the past, EPA has disapproved for inclusion into the State Implementation Plan (SIP) District prohibitory rules which included a similar exemption. EPA has stated in previous rulemaking projects that BACT and Offset requirements should be addressed in District Rule 2201 instead of the prohibitory rule.

However, comments were received from stakeholders recommending to keep the existing BACT and Offset exemption in the rule for replacement engines that are needed to comply with the draft rule requirements. After conferring with the District's Permit Services Department, staff agrees with the commenter's justification. The existing Section 4.4 in Rule 4702 will be retained. Staff believes that the narrow and limited exemption from BACT and Offset specified in existing Rule 4702 for replacement engines is appropriate since Section 5.2 of the rule requires an operator to replace existing older compression-ignited engines with cleaner EPA certified Tier 3 or Tier 4 engines.

If the exemption were removed from Rule 4702, operators who, according to the rule, must replace their engines with Tier 3 engines, for instance, would instead be subject to BACT when they apply for permits to install those Tier 3 engines. Instead of installing a Tier 3 engine, an operator may be required to electrify. Although existing Rule 2201



Sections 4.2.3 and 4.6.8 allow exemptions from BACT and Offset requirements, the exemptions apply only to the installation or modification of an emission control technique performed solely for the purpose of compliance with the requirements of District, State or Federal air pollution control laws, regulations or orders. Such exemptions do not apply to replacement units needed to comply with the prohibitory rules. Therefore, the District must retain the existing language in Rule 4702.

D. SECTION 5.0 REQUIREMENTS

This section of the rule enumerates emission limits and monitoring requirements for stationary IC engines.

- o *New Section 5.1 – IC Engines between 25 and 50 Horsepower*

New Section 5.1 would establish the requirements for spark-ignited engines and compression-ignited engines rated at 25 to 50 brake horsepower (bhp) that are used exclusively in Non-AO. These small engines are already regulated under the existing federal Standards of Performance. The provision would prohibit a person from supplying, selling, offering for sale, soliciting the operation, or installing engines rated at 25 to 50 bhp horsepower unless the engines meet the applicable requirements and emission limits specified in the Code of Federal Regulation Title 40 Part 60 (40 CFR 60) Subpart IIII (Standards of Performance for Stationary Compression Ignition Internal Combustion Engines) and 40 CFR 60 Subpart JJJJ (Standards of Performance for Stationary Spark Ignition Internal Combustion Engines) for the year that the engine is purchased. The provision is intended to ensure that older, more polluting engines are not sold to another person or entity since cleaner small engines that meet the NSPS standards would be available in the market.

Additionally, the draft rule amendments would require the current owner of small engines operated in commercial, industrial, and institutional facilities to submit a one-time report to the District which includes information on the number of engines, location of each engine, engine manufacturer, model designation and engine serial number, engine bhp, fuel type and consumption rate, ignition type and combustion type, purpose of the engine, and daily operating schedule. The purpose of the report is to allow the District to improve the emission inventory for this category.

- o *Section 5.2 – Engines Greater than 50 Horsepower*

Section 5.2 would restructure the existing the emission limits/standards for Non-AO and AO spark-ignited engines and compression-ignited engines greater than 50 bhp. This section would also specify the proposed limits for Non-AO spark-ignited engines greater than 50 bhp. The following are the sections being modified as well as the new provisions being proposed:

- o *Section 5.2.1 – Existing Emission Concentration Limits*

Section 5.2.1 would be revamped to separate engines in agricultural operations (AO) from engines used in non-agricultural operations (non-AO). The existing emission limits



for spark-ignited engines used in AO would be relocated in Table 3 and new emission concentration limits for non-AO engines would be placed in Table 2. The Table 1 non-AO limits would be effective until the new emission limits in Table 2 become effective. The compliance schedule for the non-AO spark-ignited engines is specified in Section 7.7 of the rule.

o *Section 5.2.2 – Non-AO Spark-Ignited Engine Emission Concentration Limits*

Section 5.2.2 would establish the proposed emission concentration limits for non-AO spark-ignited engines greater than 50 bhp. In the September 9, 2010 version of the draft rule amendments that were presented at the first public workshop, District staff proposed 11 ppmv NOx limit for all engines in this category. However, after considering the comments and recommendations from stakeholders and the Citizens Advisory Group of Industry (CAGI), District staff is now proposing the NOx emission limits shown in the Table 1.

Table 1 – Draft Emission Limits for non-AO Spark Ignited Engines	
	NOx Limit (ppmvd)
Rich-Burn Engines	
A. Waste Gas Fueled Engine	50
B. Existing Cyclic Loaded, Field Gas Fueled	50
C. Limited Use Engine	25
D. Rich-Burn Engine, not listed above	11
Lean-Burn Engines	
E. Two-Stroke, Gaseous Fueled, < 100 hp Engine	75
F. Limited Use Engine	65
G. Lean-Burn Engine, not listed above	11

Because of the heat content variability of waste gas, NOx control can be problematic for engines fired on waste gas, therefore, District staff is proposing that there be no change to the NOx emission concentration limit for waste gas fueled engines. Cyclic-loaded, field gas fueled engines can achieve some level of control, but not the very stringent control that can be imposed on engines that operate in a narrow range of loads. For this reason, District staff is proposing that the NOx limit for cyclic loaded field-gas fueled engines be left unchanged.

The draft amendments propose a new category of engines that operate less than 4,000 hours per year on a three-year average, based on the cost effectiveness for these engines compared to engines that have higher utilization. These engines are designated as limited use engines. This is not to imply that the draft amendments leave the engines as uncontrolled. The NOx concentration limit for limited use rich-burn engines would be 25 ppmv NOx, which is the current emission limit for rich-burn engines. The NOx emissions foregone resulting from not lowering the existing NOx limit of 25 ppmv to 11 ppmv is about 1.3 tons NOx/year or about 0.004 tons/day as shown in Appendix C of the Draft Staff Report.



Based on the District Permit Services database, there are no lean-burn engines currently operating less than 4,000 hours per year in the District. However, District staff is proposing to include this limited-use category of engines in order to provide operators with the option of limiting their engine usage so as not to retrofit with an expensive SCR system, in exchange for reduction in their current emissions level. Since there are no lean-burn engines currently operating less than 4,000 hours per year in the District, in carving out this group of engines, there is no NO_x emission impact from this engine category.

o *VOC and CO Emission Limits*

District staff previously proposed a CO limit of 500 ppmv and 30 ppmv VOC limit. Stakeholders recommended to not change the existing 2,000 ppmv CO and 250/750 VOC limits. The Engine Manufacturers Association (EMA) commented that they do not believe reductions are achievable in practice for all stationary engine systems particularly for existing engines under varied operating and field conditions. EMA stated that for spark-ignited engines, there is a known relationship between emissions of NO_x, VOC, and CO, in that as the engine is adjusted to reduce NO_x, the VOC and CO emissions will increase. Efforts to adjust the engine to reduce VOC and CO emissions would result in an increase in NO_x emissions. District staff contacted SCAQMD staff to determine if the current 30 ppmv VOC in South Coast's Rule 1110.2 is being achieved. District staff has found that there are several variances that have been approved by SCAQMD Hearing Board allowing a temporary regulatory relief from the 30 ppmv VOC limit until such time that an alternate limit, which is an allowable provision of SCAQMD Rule 1110.2, could be approved by their Executive Officer.

Based on stakeholders' recommendations and results of the SCAQMD variances, District staff believes that it is appropriate to not change the existing VOC limits in Rule 4702. Likewise, the current CO limit of 2,000 ppmv would not be changed. Keeping the existing VOC and CO emission limits in the current rule would allow engine manufacturers and emission control system manufacturers to have the much-needed flexibility to be able to achieve much lower NO_x emissions under varying field operating conditions and applications.

o *Section 5.2.2.2 – Alternative Emission Control Option*

Section 5.2.2.2 allows operators of non-AO spark-ignited engines an alternative to installing a NO_x emission control system. Operators have the option to pay annual fees. The District would take the fees generated by the alternative emission control option to fund other emission-reducing projects that would get equivalent reductions. Operators would remain subject to CO and VOC emission concentration limits – only NO_x emissions would be allowed to fall under an alternative emission control option. More details on the requirements for this option are contained in new Section 5.6 of the rule.



- *Section 5.6 – Alternative Emission Control Option Calculations*

Section 5.6 details the calculation of emissions and fees for this option. The fees are based on the total annual NO_x emissions for the unit. As such, this program does not constitute a discretionary economic incentive program as defined by 40 CFR 61 Subpart U. The District intends to use the money generated by this program to acquire equivalent emission reductions from other sources. Details of the program itself will be sent to EPA when the program is initiated.

- *Section 5.7 – Control of Sulfur Oxide (SO_x) Emissions and*

- *Section 5.10 – SO_x Emissions Monitoring Requirements*

The rule would limit SO_x emissions through fuel choice. For non-AO engines, these fuels are widely available. Although the draft provisions limit the sulfur in the engine's fuel, the District is not taking any credit for SO_x emission reductions associated with the rule modifications because it is expected that most operators are already comply with the requirement.

- *Section 5.0 – Miscellaneous Changes*

Sections and section references have been renumbered as needed and some section titles have been modified for reader clarity.

E. SECTION 6.0 ADMINISTRATIVE REQUIREMENTS

- *Section 6.4.6 – SO_x Test Methods and*

- *Section 6.4.7 – Higher Heating Value Test Methods*

Section 6.4.6 would be added in order to specify the test methods for determining oxides of sulfur, total sulfur as hydrogen sulfide, sulfur content of liquid fuel, and calculation method for SO_x control efficiency. Section 6.4.7 would be added to specify the allowable test methods for determining a fuel's higher heating value.

- *Section 6.5 – Inspection and Monitoring (I&M) Plan*

Language would be added to this section to indicate that operators, who have no changes to their facility's I&M Plan, can submit a letter to that effect rather than submitting a new plan.

- *Section 6.0 – Miscellaneous Changes*

Section numbers and section references would be renumbered, as needed.

F. SECTION 7.0 – COMPLIANCE SCHEDULE

- *Existing Section 7.5.2.3*

Those sections indicate that the requirements of Rule 4701 (Internal Combustion Engines - Phase 1) should no longer apply to engines that are in full compliance with the existing requirements of current Rule 4702. These sections would be deleted because it serve no useful purpose since all spark-ignited engines that were previously



subject to Rule 4701 are already in full compliance with existing Rule 4702. Rule 4701 does not regulate compression-ignited engines.

o *New Section 7.7*

This section would require the owner of a non-AO spark-ignited engine subject to the rule to comply with the draft requirements according to a specific compliance schedule. Table 2 below shows the draft compliance schedule.

Table 2 – Draft Compliance Schedule for Non-AO Spark-Ignited Engines			
Engines to be in Compliance at a Stationary Source	Emission Control Plan	Authority to Construct and Inspection and Monitoring Plan	Full Compliance
Single engine at facility	July 1, 2012	January 1, 2013	January 1, 2014
33% or more	July 1, 2012	January 1, 2013	January 1, 2014
66% or more	July 1, 2012	January 1, 2014	January 1, 2015
100%	July 1, 2012	January 1, 2015	January 1, 2016

o *New Section 7.8*

The owner of a Non-AO spark-ignited engine who elects to pay annual NOx emission fees to the District in lieu of complying with the proposed Table 2 emission limits of the rule would be required to submit an Emission Control Plan which includes the information specified in new Section 7.8.1 by July 1, 2012 as specified in Table 6 of the rule. The owner would be required to pay the total annual fee to the District no later than March 1 of each year for the emissions of the previous calendar year. Payment shall be paid no later than March 1 of each year, for the emissions of the previous calendar year. The first payment is due to the District no later than March 1 of the year in which full compliance is required for the specified percent of engines at a stationary as specified in Table 6 that the owner has opted to pay the annual fees. Payment would continue annually until the engine either is permanently removed from use in the San Joaquin Valley Air Basin and the Permit-to-Operate is surrendered, or the operator demonstrates compliance with then proposed Table 2 emission limits.

o *Section 7.0 – Miscellaneous Changes*

Section numbers and section references would be renumbered, as needed

9. Other Agencies Whose Approvals Are Required and Permits Needed:

This project is a rule development project and does not require permits from any agency. The United States Environmental Protection Agency has authority to approve the rule for inclusion into California’s State Implementation Plan.



10. Name of Person Who Prepared Initial Study:

Mark Montelongo
Air Quality Specialist

B. FINDINGS

District staff has prepared a Final Draft Staff Report for the proposed amendments to the rule, incorporated herein by reference, which demonstrates that the proposed amendments to the rule would not have an adverse impact on air quality. Pursuant to CEQA Guidelines §15063(a), District staff prepared an Initial Study for the proposed project. The District finds that there is no substantial evidence that the project may have a significant effect on the environment. District staff has prepared a Negative Declaration for the project. Upon approval of the proposed rule by the District's Governing Board, District staff will file a Notice of Determination with each County Clerk within the boundaries of the District, CEQA Guidelines §15075(d).



C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

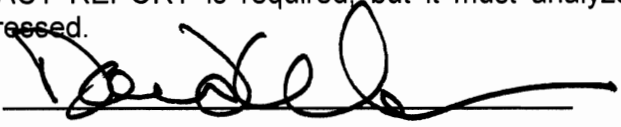
- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

D. DETERMINATION

I certify that this project was independently reviewed and analyzed and that this document reflects the independent judgment of the District.

- I find that the proposed project is exempt from CEQA requirements under California Code of Regulation §15061(b)(3), and a Notice of Exemption has been prepared.
- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION has been prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a significant effect(s) 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

JUN 29 2011

Signature: 

Date: _____

Printed name: David Warner
 Title: Director of Permit Services



E. ENVIRONMENTAL IMPACT CHECKLIST

I. AESTHETICS Would the proposal:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcropping, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surrounding?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area				X
<p>Discussion: The proposed project is a rule development project. The purpose of this project is to amend existing District Rule 4702 (Internal Combustion Engines), which was adopted by the District's Governing Board in August 2003. The purpose of Rule 4702 is to limit the emissions of nitrogen oxide (NOx), carbon monoxide (CO), volatile organic compounds (VOC) from internal combustion engines. The proposed amendments to Rule 4702 would include: administrative changes to rule language, and lower the applicability threshold for stationary IC engines to a rated brake horsepower of 25 or greater. The project will seek to obtain reductions in NOx emissions, and does not impose requirements affecting aesthetics. Therefore the District concludes there is no substantial evidence of record to support a conclusion that approval and implementation of the project would have a detrimental impact on aesthetics, as identified above (a-d).</p>				
<p>Mitigation: None</p>				
<p>Reference: Proposed Rule 4702 and supporting staff report.</p>				
<p>II. AGRICULTURE RESOURCES</p> <p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measures methodology provided in the Forest Protocols adopted by the California Air Resources Board.</p> <p>Would the project:</p>	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact



II. AGRICULTURE RESOURCES (Continued)	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other 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?				X
<p>Discussion: The proposed project is a rule development project. The purpose of this project is to amend existing District Rule 4702 (Internal Combustion Engines), which was adopted by the District's Governing Board in August 2003. The purpose of Rule 4702 is to limit the emissions of nitrogen oxide (NOx), carbon monoxide (CO), volatile organic compounds (VOC) from internal combustion engines. The proposed amendments to Rule 4702 would include: administrative changes to rule language, and lower the applicability threshold for stationary IC engines to a rated brake horsepower of 25 or greater. The project will seek to obtain reductions in NOx emissions, and does not impose requirements affecting agricultural resources. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that approval and implementation of the project would have a detrimental impact on agricultural resources, as identified above (a-e).</p>				
<p>Mitigation: None</p>				
<p>Reference: Proposed Rule 4702 and supporting staff report.</p>				



III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				X
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				X
d) Expose sensitive receptors to substantial pollutant concentrations?				X
e) Create objectionable odors affecting a substantial number of people?				X
<p>Discussion: The proposed project is a rule development project. The purpose of this project is to amend existing District Rule 4702 (Internal Combustion Engines), which was adopted by the District's Governing Board in August 2003. The purpose of Rule 4702 is to limit the emissions of nitrogen oxide (NOx), carbon monoxide (CO), and volatile organic compounds (VOC) from internal combustion engines. The proposed amendments to Rule 4702 would include: administrative changes to rule language, and lower the applicability threshold for stationary IC engines to a rated brake horsepower of 25 or greater. District Staff has prepared a Staff Report: <i>Proposed Amendments to Rule 4702 (Internal Combustion Engines)</i>, incorporated herein by reference for consideration by the District's Governing Board.</p> <p>District Staff has prepared an <i>Emission Reduction Analysis</i> incorporated within the Staff Report, which demonstrates that implementation of this project is expected to result in obtaining a 542.7 tons/year (1.49 tons/day) reduction in NOx emissions. As such, the District concludes that the project would have a positive impact on air quality. Therefore, the District concludes that there is no substantial evidence of record to support a conclusion that approval and implementation of the project would have a detrimental impact on air quality, as identified above (a-e).</p> <p>Reference: Proposed Rule 4702 and supporting staff report.</p>				



IV. BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
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?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 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?				X
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?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X
<p>Discussion: The proposed project is a rule development project. The purpose of this project is to amend existing District Rule 4702 (Internal Combustion Engines), which was adopted by the District's Governing Board in August 2003. The purpose of Rule 4702 is to limit the emissions of nitrogen oxide (NOx), carbon monoxide (CO), volatile organic compounds (VOC) from internal combustion engines. The proposed amendments to Rule 4702 would include: administrative changes to rule language, and lower the applicability threshold for stationary IC engines to a rated brake horsepower of 25 or greater. The project will seek to obtain reductions in NOx emissions, and does not impose requirements affecting biological resources. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that approval and implementation of the project would have a detrimental impact on biological resources, as identified above (a-f).</p>				
<p>Mitigation: None</p>				
<p>Reference: Proposed Rule 4702 and supporting staff report.</p>				



V. CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X
<p>Discussion: The proposed project is a rule development project. The purpose of this project is to amend existing District Rule 4702 (Internal Combustion Engines), which was adopted by the District's Governing Board in August 2003. The purpose of Rule 4702 is to limit the emissions of nitrogen oxide (NOx), carbon monoxide (CO), volatile organic compounds (VOC) from internal combustion engines. The proposed amendments to Rule 4702 would include: administrative changes to rule language, and lower the applicability threshold for stationary IC engines to a rated brake horsepower of 25 or greater. The project will seek to obtain reductions in NOx emissions, and does not impose requirements affecting cultural resources. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that approval and implementation of the project would have a detrimental impact on cultural resources, as identified above (a-d).</p>				
<p>Mitigation: None</p>				
<p>Reference: Proposed Rule 4702 and supporting staff report.</p>				
VI. GEOLOGY/SOILS Would the project:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				X
i) 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? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?				X
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X



VI. GEOLOGY/SOILS (Continued)	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
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?				X
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?				X
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?				X

Discussion: The proposed project is a rule development project. The purpose of this project is to amend existing District Rule 4702 (Internal Combustion Engines), which was adopted by the District's Governing Board in August 2003. The purpose of Rule 4702 is to limit the emissions of nitrogen oxide (NOx), carbon monoxide (CO), volatile organic compounds (VOC) from internal combustion engines. The proposed amendments to Rule 4702 would include: administrative changes to rule language, and lower the applicability threshold for stationary IC engines to a rated brake horsepower of 25 or greater. The project will seek to obtain reductions in NOx emissions, and does not impose requirements affecting geology/soils. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that approval and implementation of the project would have a detrimental impact on geology/soils, as identified above (a-e).

Mitigation: None

Reference: Proposed Rule 4702 and supporting staff report.

VII. GREENHOUSE GAS EMISSIONS Would the project:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Discussion: Global Climate Change is the cumulative change in the average weather of the earth that can be measured by changes in temperature, precipitation, storms, and wind. Greenhouse Gases (GHG) are gases that trap heat in the atmosphere. A substantial body of scientific evidence has indicated that increasing concentrations of GHG in the atmosphere are causing Global Climate Change. Both the Federal EPA and the legislature of California have determined that increasing levels of GHG will result in potentially serious adverse effects on the environment.

To combat the adverse affects on Global Climate Change, the California legislature passed Assembly Bill 32



(AB32), the "California Global Warming Solutions Act of 2006". AB 32 created a comprehensive, multi-year program to reduce GHG emissions in California, with the goal of restoring GHG emissions to 1990 levels by 2020. Currently, the California Air Resources Board (ARB) and the Legislature are working to develop policies and programs to implement AB 32. The District has begun implementing its Climate Change Action Plan to address the long-term adverse affects of Global Climate Change resulting from emissions of GHG.

District Staff has prepared a Staff Report: *Proposed Amendments to Rule 4702 (Internal Combustion Engines)* for consideration by the District's Governing Board. The purpose of Rule 4702 is to limit the emissions of nitrogen oxide (NOx), carbon monoxide (CO), and volatile organic compounds (VOC) from internal combustion engines. The proposed amendments to Rule 4702 would include: administrative changes to rule language, lower the applicability threshold for stationary IC engines to a rated brake horsepower of 25 or greater, and will seek to obtain reductions in NOx emissions.

The District assessed potential changes in greenhouse gas (GHG) emissions which would occur as a result of implementation of the proposed amendments. Implementation of exhaust controls can result in decreased fuel efficiencies, resulting in increased GHG emissions. However, electrification, as an alternate method of compliance, has the potential to reduce GHG emissions. The District evaluated potential changes in GHG emissions resulting from the reasonably foreseeable methods of compliance with proposed revisions to Rule 4702. The assessment demonstrates that electrification of two to three engines is sufficient to offset the potential increase in GHG emissions resulting from reduced fuel efficiencies. Electrification of two to three engines is a plausible compliance outcome. Thus, the District concludes that the project would have a less than cumulative significant impact on global climate change, as identified above (a-b).

Reference: Proposed Rule 4702 and supporting staff report.

VIII. HAZARDS & HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	



VIII. HAZARDS & HAZARDOUS MATERIALS (Continued)	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
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 airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			X	
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h) 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?			X	

Discussion: Proposed amendments to Rule 4702 is a rule development project. Non-Selective Catalytic reduction (NSCR or three-way catalyst) would be used to comply with the emission limits for nonagricultural operations (Non-AO) spark-ignited rich burn engines. NSCR does not use ammonia or urea to control emissions. Thus, implementation of NSCR as a compliance method would not increase use of hazardous materials. Selective Catalytic Reduction (SCR) technology would likely be used to comply with the proposed emission limits for Non-AO spark-ignited lean burn engines. SCR uses ammonia in the presence of a catalyst to convert NOx to nitrogen and water vapor. California Office of Environmental Health and Hazard Assessment, has not classified ammonia as a carcinogen. However, ammonia does have acute and chronic health effects. Acute exposure to ammonia at a concentration of 3,200 micrograms per cubic meter has been found to cause irritation of the eyes and respiratory tract. Higher concentrations cause conjunctivitis, laryngitis, and pulmonary edema. Long-term exposure to ammonia at concentrations of 200 micrograms per cubic meter or greater has been found to affect the respiratory tract. Since the olfactory organs can detect ammonia at very low concentrations, there is little chance that any long-term exposure at unhealthy concentrations could mistakenly occur.

Some SCR systems also use non-hazardous urea or aqueous ammonia injection to achieve the proposed emission limits without anhydrous ammonia. The use of anhydrous ammonia involves greater risk than aqueous ammonia because it is stored and transported under pressure. In the event of a leak or rupture of a tank, anhydrous ammonia is released and vaporizes. Aqueous ammonia is a liquid at ambient temperatures and gas is only produced when a liquid pool from a spill evaporates. Under current Office of Emergency Services regulations implementing the California Accidental Release Prevention (CalARP) program, aqueous ammonia would further minimize any potential hazard impacts associated with anhydrous ammonia use. The CalARP program is to prevent accidental releases of substances that can cause serious harm to the public and environment, minimize the damage if releases do occur, and to satisfy community right-to-know laws.

Another potential consideration is the ammonia emissions (referred to as ammonia slip) exhausted from SCR systems. A limit on ammonia slip is normally included in District issued permits to operate of stationary sources, which should minimize the potential air quality impacts associated with ammonia slip from sources operating SCR. Furthermore, properly operating and well maintained equipment could reduce the level of ammonia



emissions. Therefore, the levels of ammonia emissions from potential ammonia slip are not expected to reach hazardous levels.

Federal Occupational Safety and Health Administration (OSHA) have identified anhydrous ammonia as a hazardous chemical and have implied regulations to require employers to protect workers from exposure to harmful substances. Administrative or engineering controls must first be determined and implemented whenever feasible. When such controls are not feasible to achieve full compliance with Code of Federal Regulations Title 29 Section 1910 Subpart Z (29 CFR 1910.1000) (Toxic and Hazardous Substances), protective equipment or any other protective measures must be used to keep the exposure of employees to air contaminants within the limits prescribed in the regulation. Because the engines affected by Rule 4702 are located at industrial or commercial facilities, it is expected that anhydrous ammonia will be handled in accordance with this OSHA rule.

Transportation of anhydrous ammonia falls under the jurisdiction of the federal Department of Transportation, and is regulated in 49 CFR 172.101 (Hazardous Materials Table, Special Provisions, Hazardous Materials Communications, Emergency Response Information, Training Requirements, and Security Plans). The purpose of this regulation is to limit spills, leaks and other releases to the environment while the anhydrous ammonia is in transit. It also covers how to respond to cases of accidental release. State and local safety regulations govern the handling, storage, and transport of anhydrous ammonia. Compliance with these regulations is considered to be adequate to prevent significant environmental impacts associated implementation of this project.

Certain catalysts used in NSCR and SCR may contain hazardous materials that must be properly disposed of at the end of their useful life. Compliance with existing waste disposal regulations is considered to be adequate to prevent significant environmental impacts associated with implementation of this project.

With the compliance of federal and state regulations, the transportation, storage, and use of anhydrous ammonia, aqueous ammonia, or urea and the release of ammonia slip emissions in conjunction with the operation of SCR as well as disposal of spent catalyst is not expected to have any adverse impact on the environment or living things. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that approval and implementation of the project would result in a significant environmental impact, as identified above (a-h).

Mitigation: None

Reference: Proposed Rule 4702 and supporting staff report.

IX. HYDROLOGY/WATER QUALITY Would the project:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?				X
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)?				X



IX. HYDROLOGY/WATER QUALITY (Continued)	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?				X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				X
e) 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?				X
f) Otherwise substantially degrade water quality?				X
g) Place housing 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?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) 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?				X
j) Inundation by seiche, tsunami, or mudflow				X
<p>Discussion: The proposed project is a rule development project. The purpose of this project is to amend existing District Rule 4702 (Internal Combustion Engines), which was adopted by the District's Governing Board in August 2003. The purpose of Rule 4702 is to limit the emissions of nitrogen oxide (NOx), carbon monoxide (CO), volatile organic compounds (VOC) from internal combustion engines. The proposed amendments to Rule 4702 would include: administrative changes to rule language, and lower the applicability threshold for stationary IC engines to a rated brake horsepower of 25 or greater. The project will seek to obtain reductions in NOx emissions, and does not impose requirements affecting hydrology/water quality. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that approval and implementation of the project would have a detrimental impact on hydrology/water quality, as identified above (a-j).</p>				
<p>Mitigation: None</p>				
<p>Reference: Proposed Rule 4702 and supporting staff report.</p>				



X. LAND USE/PLANNING Would the project:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
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?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
<p>Discussion: The proposed project is a rule development project. The purpose of this project is to amend existing District Rule 4702 (Internal Combustion Engines), which was adopted by the District's Governing Board in August 2003. The purpose of Rule 4702 is to limit the emissions of nitrogen oxide (NOx), carbon monoxide (CO), volatile organic compounds (VOC) from internal combustion engines. The proposed amendments to Rule 4702 would include: administrative changes to rule language, and lower the applicability threshold for stationary IC engines to a rated brake horsepower of 25 or greater. The project will seek to obtain reductions in NOx emissions, and does not impose requirements affecting land use/planning. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that approval and implementation of the project would have a detrimental impact on land use/planning, as identified above (a-c).</p>				
<p>Mitigation: None</p>				
<p>Reference: Proposed Rule 4702 and supporting staff report.</p>				
XI. MINERAL RESOURCES Would the project:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
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?				X
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?				X
<p>Discussion: The proposed project is a rule development project. The purpose of this project is to amend existing District Rule 4702 (Internal Combustion Engines), which was adopted by the District's Governing Board in August 2003. The purpose of Rule 4702 is to limit the emissions of nitrogen oxide (NOx), carbon monoxide (CO), volatile organic compounds (VOC) from internal combustion engines. The proposed amendments to Rule 4702 would include: administrative changes to rule language, and lower the applicability threshold for stationary IC engines to a rated brake horsepower of 25 or greater. The project will seek to obtain reductions in NOx emissions, and does not impose requirements affecting mineral resources. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that approval and implementation of the project would have a detrimental impact on mineral resources, as identified above (a-b).</p>				
<p>Mitigation: None</p>				
<p>Reference: Proposed Rule 4702 and supporting staff report.</p>				



XII. NOISE Would the project result in:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				X
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 airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
<p>Discussion: The proposed project is a rule development project. The purpose of this project is to amend existing District Rule 4702 (Internal Combustion Engines), which was adopted by the District's Governing Board in August 2003. The purpose of Rule 4702 is to limit the emissions of nitrogen oxide (NOx), carbon monoxide (CO), volatile organic compounds (VOC) from internal combustion engines. The proposed amendments to Rule 4702 would include: administrative changes to rule language, and lower the applicability threshold for stationary IC engines to a rated brake horsepower of 25 or greater. The project will seek to obtain reductions in NOx emissions, and does not impose requirements affecting noise. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that approval and implementation of the project would have a detrimental impact on noise, as identified above (a-f).</p>				
<p>Mitigation: None</p>				
<p>Reference: Proposed Rule 4702 and supporting staff report.</p>				



XIII. POPULATION/HOUSING Would the project:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
Discussion: The proposed project is a rule development project. The purpose of this project is to amend existing District Rule 4702 (Internal Combustion Engines), which was adopted by the District's Governing Board in August 2003. The purpose of Rule 4702 is to limit the emissions of nitrogen oxide (NOx), carbon monoxide (CO), volatile organic compounds (VOC) from internal combustion engines. The proposed amendments to Rule 4702 would include: administrative changes to rule language, and lower the applicability threshold for stationary IC engines to a rated brake horsepower of 25 or greater. The project will seek to obtain reductions in NOx emissions, and does not impose requirements affecting population/housing. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that approval and implementation of the project would have a detrimental impact on population/housing, as identified above (a-c).				
Mitigation: None				
Reference: Proposed Rule 4702 and supporting staff report.				
XIV. PUBLIC SERVICES Would the project:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental 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 public services:				X
Fire protection?				X
Police protection?				X
Schools?				X
Parks?				X
Other public facilities?				X



Discussion: The proposed project is a rule development project. The purpose of this project is to amend existing District Rule 4702 (Internal Combustion Engines), which was adopted by the District's Governing Board in August 2003. The purpose of Rule 4702 is to limit the emissions of nitrogen oxide (NOx), carbon monoxide (CO), volatile organic compounds (VOC) from internal combustion engines. The proposed amendments to Rule 4702 would include: administrative changes to rule language, and lower the applicability threshold for stationary IC engines to a rated brake horsepower of 25 or greater. The project will seek to obtain reductions in NOx emissions, and does not impose requirements affecting public services. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that approval and implementation of the project would have a detrimental impact on public services, as identified above (a).

Mitigation: None

Reference: Proposed Rule 4702 and supporting staff report.

XV. RECREATION Would the Project:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
a) 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?				X
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Discussion: The proposed project is a rule development project. The purpose of this project is to amend existing District Rule 4702 (Internal Combustion Engines), which was adopted by the District's Governing Board in August 2003. The purpose of Rule 4702 is to limit the emissions of nitrogen oxide (NOx), carbon monoxide (CO), volatile organic compounds (VOC) from internal combustion engines. The proposed amendments to Rule 4702 would include: administrative changes to rule language, and lower the applicability threshold for stationary IC engines to a rated brake horsepower of 25 or greater. The project will seek to obtain reductions in NOx emissions, and does not impose requirements affecting recreation. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that approval and implementation of the project would have a detrimental impact on recreation, as identified above (a-b).

Mitigation: None

Reference: Proposed Rule 4702 and supporting staff report.



XVI. TRANSPORTATION/TRAFFIC Would the project:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? 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 on 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?				X
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standard established by the county congestion management agency for designated roads of highways?				X
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?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?				X
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? supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X



Discussion: The proposed project is a rule development project. The purpose of this project is to amend existing District Rule 4702 (Internal Combustion Engines), which was adopted by the District's Governing Board in August 2003. The purpose of Rule 4702 is to limit the emissions of nitrogen oxide (NOx), carbon monoxide (CO), volatile organic compounds (VOC) from internal combustion engines. The proposed amendments to Rule 4702 would include: administrative changes to rule language, and lower the applicability threshold for stationary IC engines to a rated brake horsepower of 25 or greater. The project will seek to obtain reductions in NOx emissions, and does not impose requirements affecting transportation/traffic. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that approval and implementation of the project would have a detrimental impact on transportation/traffic, as identified above (a-f).

Mitigation: None

Reference: Proposed Rule 4702 and supporting staff report.

XVII. UTILITIES/SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e) 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?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X



Discussion: The proposed project is a rule development project. The purpose of this project is to amend existing District Rule 4702 (Internal Combustion Engines), which was adopted by the District's Governing Board in August 2003. The purpose of Rule 4702 is to limit the emissions of nitrogen oxide (NOx), carbon monoxide (CO), volatile organic compounds (VOC) from internal combustion engines. The proposed amendments to Rule 4702 would include: administrative changes to rule language, and lower the applicability threshold for stationary IC engines to a rated brake horsepower of 25 or greater. The project will seek to obtain reductions in NOx emissions, and does not impose requirements affecting utilities/service systems. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that approval and implementation of the project would have a detrimental impact on utilities/service systems, as identified above (a-g).

Mitigation: None

Reference: Proposed Rule 4702 and supporting staff report.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
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?				X
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)?				X
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?				X

Discussion: The proposed project is a rule development project. The purpose of this project is to amend existing District Rule 4702 (Internal Combustion Engines), which was adopted by the District's Governing Board in August 2003. The purpose of Rule 4702 is to limit the emissions of nitrogen oxide (NOx), carbon monoxide (CO), volatile organic compounds (VOC) from internal combustion engines. The proposed amendments to Rule 4702 would include: administrative changes to rule language, and lower the applicability threshold for stationary IC engines to a rated brake horsepower of 25 or greater. The project will seek to obtain reductions in NOx emissions, and does not impose requirements affecting Mandatory Findings of Significance. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that approval and implementation of the project would have a detrimental impact on Mandatory Findings of Significance, as identified above (a-c).

Mitigation: None

Reference: Proposed Rule 4702 and supporting staff report.