



**San Joaquin Valley Unified  
Air Pollution Control District**

**Proposed 2008 PM2.5 Plan**

(District Project # CEQA 20080051 )

**Initial Study and  
Draft Negative Declaration**

**March 2008**

**SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT GOVERNING  
BOARD 2008**

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***AIR POLLUTION CONTROL OFFICER***

SEYED SADREDIN



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## **A. PROJECT BACKGROUND INFORMATION**

### **1. Project Title:**

*2008 PM2.5 Plan*

### **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: Daniel Barber, Ph.D.  
(559) 230-5800

Planning: Jessica Hafer  
(559) 230-5800

### **4. Project Location:**

The *2008 PM2.5 Plan* applies to emission sources (primarily emission sources of nitrogen oxides (NO<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), and directly emitted PM<sub>2.5</sub>) located within the boundaries of the San Joaquin Valley Air Basin (SJVAB) (see Exhibit 1, Map of Basin 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:**

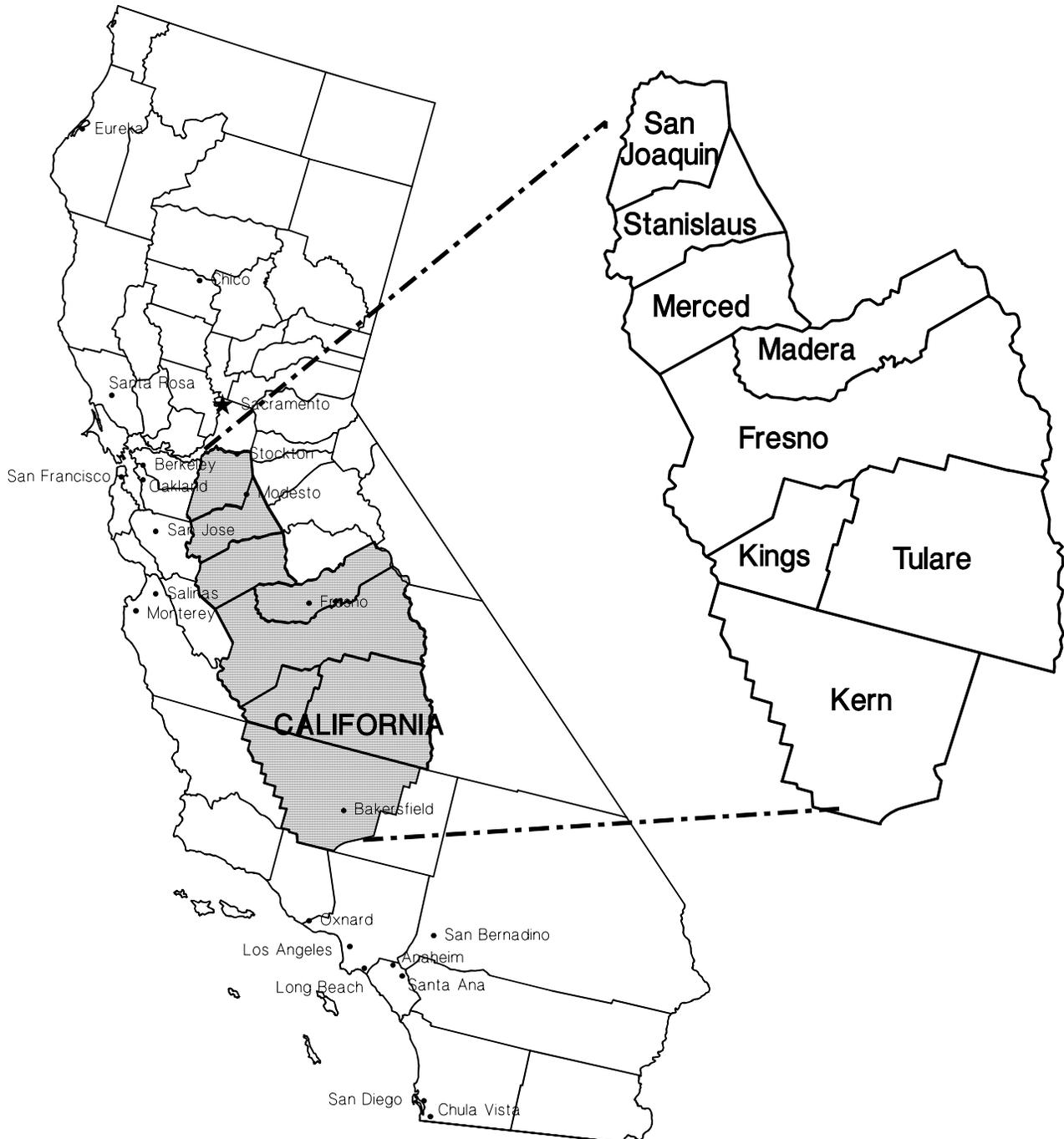
Not applicable to this project.

### **7. General Plan Designation/Zoning:**

Not applicable to this project.



**Exhibit 1**  
**San Joaquin Valley Unified Air Pollution Control District Boundaries**





## **8. Project Description:**

### **Project Background**

The *2008 PM2.5 Plan* (Plan) presents the San Joaquin Valley Air Pollution Control District's (District) strategy for achieving the National Ambient Air Quality Standards (NAAQS) for particulate matter with a diameter of 2.5 microns or less (PM2.5).

After approval by the California Air Resources Board (ARB), the Plan will be sent to the United States Environmental Protection Agency (EPA) for review. Following receipt of the Plan, the EPA must find the Plan complete within six months of its receipt. As required by the federal Clean Air Act (CAA) Section 110k, the EPA must act on the Plan within one year of finding the Plan complete. EPA approval of the Plan places it in the State Implementation Plan (SIP) as required by the federal Clean Air Act (CAA) and the EPA's *Clean Air Fine Particle Implementation Rule, Final Rule (72 FR 20586-20667)*.

In addition to meeting the requirements of the CAA and containing measures needed to attain the NAAQS as expeditiously as practicable, this SIP includes the latest technical information, including emissions inventory, monitoring data, and computer modeling results. The Plan is divided into several chapters, with supporting documents provided as appendices.

The District released the first draft of the Plan on December 4, 2007 in conjunction with workshops on December 18 and 19, 2007. The District released the final draft of the Plan on January 23, 2008 and held workshops on February 25 and 26, 2008. The Plan is due to EPA in April 2008 and must be submitted through the ARB.

### **Project Description**

The Plan is divided into several chapters and appendices. These chapters are briefly summarized below:

#### **Executive Summary**

The Executive Summary discusses the District's commitment to expeditious PM2.5 attainment. Building on strategies previously adopted in the District's PM10 and ozone plans, the Plan will bring the Valley into attainment of the PM2.5 NAAQS (as set in 1997) by 2014.

#### **Chapter 1 Progress and Current Air Quality**

This chapter presents an overview of the progress that has been made and the current state of the San Joaquin Valley's air quality. This chapter includes brief discussions of ambient air quality data and emissions inventory data.



## Chapter 2 Meeting Federal Requirements for Healthy Air

This chapter describes some of the health effects of PM2.5, EPA's process for setting health-based standards, and how regions like the San Joaquin Valley work towards attaining those standards. This chapter includes an overview of the federal requirements and indicates where in the plan those requirements are met.

## Chapter 3 What is Needed to Demonstrate Attainment?

This chapter describes what is needed to demonstrate that the San Joaquin Valley can attain the federal air quality standards for PM2.5 by the statutory attainment date. To aid in the understanding of the scope of this effort, this chapter includes discussion of local challenges (such as natural conditions, population growth, and jurisdictional limitations). Computer modeling is used to determine the quantity of emissions reductions that the District will need to demonstrate attainment of the standards.

## Chapter 4 Strategic Concepts

This chapter discusses the District's overall strategy for achieving emissions reductions and bringing the San Joaquin Valley into attainment of the federal PM2.5 standard. The District's four-faceted control strategy will help achieve the maximum reductions in the most expeditious manner possible.

## Chapter 5 Public Accountability

To ensure accountability to the public, the District will complete annual reports to show progress in fulfilling its ozone and particulate matter plan commitments. These reports will be made publicly available and will be presented to the Governing Board in April of each year, beginning in 2008.

## Chapter 6 District Strategy

This chapter describes the control measures the District plans to adopt as well as a schedule for adoption and the expected reductions to be achieved by these control measures. Many of the PM2.5 control measures are NOx reduction measures from the adopted *2007 Ozone Plan* that was adopted with a Negative Declaration by the District Governing Board on April 30, 2007. Rules can require equipment changes, and will go through additional CEQA reviews.

## Chapter 7 Local, State, and Federal Controls

This chapter presents controls submitted to the District from local, state, and federal agencies for inclusion in the SIP.

## Chapter 8 Reasonable Further Progress

This chapter explains and demonstrates reasonable further progress (RFP) and quantitative milestones that are required until the SJVAB reaches attainment of the federal PM2.5 air quality standard. The data in this chapter is based on information that has been provided in other chapters and appendices of this plan.



## Chapter 9 Conclusion

This chapter summarizes the reductions that will be achieved under the Plan's strategy and shows that these reductions will bring the Valley into attainment by 2014, if not earlier. This chapter also discusses contingency measures.

## Appendices

The Plan makes reference to the following appendices:

- Appendix A: Ambient Air Quality Data
- Appendix B: Emissions Inventory
- Appendix C: Conformity Budgets
- Appendix D: Emission Reduction Credits
- Appendix E: District Additions to the Conceptual Model
- Appendix F: SJV PM2.5 SIP Modeling Protocol
- Appendix G: Speciated Modeled Attainment Test (SMAT)
- Appendix H: Episodic Modeling Analysis
- Appendix I: Candidate Control Measures
- Appendix J: Comments and Responses

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

The District has discretionary authority to implement the District control measures, incentives, and other District options identified in the Plan. It does not have authority to approve or implement the State of California measures identified in the Plan, nor does the District have land use authority to implement measures identified by local governments in the Plan. ARB must approve this plan and then officially transmit it to EPA. EPA's final rule approving the plan would place it in to the SIP.

## **10. Name of Person Who Prepared Initial Study:**

Jessica Hafer, Senior Air Quality Specialist  
San Joaquin Valley Unified Air Pollution Control District  
1990 E. Gettysburg Ave.  
Fresno, CA 93726  
(559) 230-5800



**B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below would be potentially affected by the proposed project, involving at least one impact that is a “Potentially Significant Impact” or “Potentially Significant Unless Mitigated”, 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"/> 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 |   |

**C. 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 COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be 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 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.

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Printed Name: Scott Nester

Title: Director of Planning



**D. ENVIRONMENTAL IMPACT CHECKLIST**

<b>I. AESTHETICS</b> Would the proposal:	<b>Potentially Significant Impact</b>	<b>Potentially Significant Impact Unless Mitigated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Affect a scenic vista or scenic highway?				✓
b) Have a demonstrable negative aesthetic effect?				✓
c) Create light or glare?				✓
<b>Discussion:</b> The Plan's control measures primarily affect industrial, institutional, or commercial facilities located in appropriately zoned areas not usually associated with scenic resources. Adoption of the Plan would not require any changes in the physical environment that would obstruct any scenic vistas or views of interest to the public. The Plan would not create aesthetically offensive sites visible to the public. No significant adverse aesthetic or recreation impacts are expected from the Plan. The Plan may have a beneficial effect on scenic resources by improving visibility as well as improving air quality.				
<b>Mitigation:</b> None				
<b>Reference:</b> 2008 PM2.5 Plan				
<b>II. AGRICULTURE RESOURCES</b> 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. Would the project:	<b>Potentially Significant Impact</b>	<b>Potentially Significant Impact Unless Mitigated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				✓
<b>Discussion:</b> The only control measure in the Plan directly linked to agriculture is Open Burn (S-AGR-1). This control measure will not result in substantive conversion of prime or unique farmland to non-agricultural use. The plan will not conflict with existing zoning for agricultural use or Williamson Act contract. PM2.5 levels are expected to be lowered over the life of the plan and could provide benefits to agricultural resources by reducing the adverse impacts of PM2.5 on plants and animals.				
<b>Mitigation:</b> None				
<b>Reference:</b> 2008 PM2.5 Plan				



<b>III. AIR QUALITY</b> 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:	<b>Potentially Significant Impact</b>	<b>Potentially Significant Impact Unless Mitigated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Conflict with or obstruct implementation of the applicable air quality plan?				√
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				√
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				√
d) Expose sensitive receptors to substantial pollutant concentrations?				√
e) Create objectionable odors affecting a substantial number of people?				√
<p><b>Discussion:</b> Federal and state laws require emission control measures in areas where air pollution exceeds ambient air quality standards. The San Joaquin Valley is one of these areas. The San Joaquin Valley Unified Air District (District) consists of the following eight counties: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and the Valley portion of Kern. This is achieved through adopting and implementing cost-effective air pollution control measures, providing meaningful incentives for reducing emissions, and by developing creative alternatives for achieving emissions reductions. Based on analysis of the reasonably foreseeable control measures included in the Plan, the Plan will not violate any air quality standards or significantly contribute to an existing or projected air quality violation. The purpose of the Plan is to move the San Joaquin Valley Air Basin toward attainment of the federal and state ambient air quality standards for PM2.5 through control strategy implementation. Hazardous risk assessments and other analyses are completed as needed as individual rules are developed and adopted. No alteration of air movement, moisture, temperature, climate change, or creation of objectionable odors will result from adoption of the Plan.</p>				
<p>The District's statutory authority and strategies focus on reducing Criteria Pollutants to meet federal and state standards, and regulating stationary source emissions. Recent concerns over global warming have created a greater interest in greenhouse gases (GHG) and their contribution to global climate change (GCC). However, at this time there are no generally accepted thresholds of significance for determining the impact of GHG emissions from an individual project on GCC. Thus, permitting agencies are in the position of developing policy and guidance to ascertain and mitigate to the extent feasible the effects of GHG, without the normal degree of accepted guidance and case law. AB32, the Global Warming Bill, requires ARB to establish a statewide greenhouse gas (GHG) emissions limit equivalent to the 1990 statewide GHG emissions levels, to be achieved by 2020. At their December 6, 2007 board hearing, ARB established a 1990 GHG emissions level and a 2020 GHG emissions limit (Item number 07-12-4). However, unlike criteria pollutants where individual districts are characterized by varying levels of pollutant concentrations and sources types, the actions of GHG emissions are global in nature, rather than local, or regional, or even statewide or national.</p>				
<p>The potential exists for certain control measures in the plan to decrease GHG emissions, like Open Burning (S-AGR-1) and Employer-Based Trip Reduction (M-TRAN-1) will decrease GHG emissions. Other measures (such as measures that increase electricity use to power new equipment add-ons) may have the potential to result in increases in GHG emissions. When faced with situations that involve tradeoffs between reducing criteria pollutants or GHG emissions, the more immediate public health concerns should take precedence. It is difficult to quantify the net impact the Plan may have on GHG emissions in the planning stage since the</p>				



rulemaking process will identify the control options that will be used to meet the target of each control measure. The details resulting from the rulemaking process would determine the overall GHG and potential climate impact.

**Mitigation:** None

**Reference:** 2008 PM2.5 Plan, CEQA and Climate Change (CAPCOA, January 2008)

<b>IV. BIOLOGICAL RESOURCES</b> Would the project:	<b>Potentially Significant Impact</b>	<b>Potentially Significant Impact Unless Mitigated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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?				√
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				√
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?				√
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				√
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				√
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				√

**Discussion:** Adoption of the Plan and subsequent implementation are not expected to adversely affect existing plant or animal species or communities, unique or endangered plant or animal species, or agricultural crops. No significant adverse impacts to biological resources are anticipated from the Plan because biological resources are already disturbed on existing sites and areas where the Plan will be implemented. Further, improvements in air quality from the Plan are expected to provide health benefits to plant and animal species, as well as to humans in the San Joaquin Valley.

IV. a), b), d): As of January 1, 2007, the “de minimis” effect exemption was replaced with a “no impact to wildlife” exemption. The effect of implementing the Plan’s control measures is primarily in modifications at existing commercial or industrial facilities to control or further control emissions. Such existing commercial or industrial facilities are generally located in appropriately zoned commercial or industrial areas, which typically do not support 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.

Similarly, modifications at existing facilities would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with native or resident or migratory wildlife corridors, or impede



the use of native wildlife nursery sites. Further, since the Plan primarily regulates stationary emission sources at existing commercial or industrial facilities, it does not directly or indirectly affect land use policy that may adversely affect riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations, or identified by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Given these considerations, the Plan will have no effect on fish or wildlife.

The Plan includes Control Measure S-AGR-1 – Open Burning that would phase out open burning between 2005 and 2010, pursuant to Health and Safety Code §41855.5(a). Additional language was included in the Health and Safety Code requirements that require the District to develop a rule to regulate limited open burning for disposal of diseased crops and weed control. Therefore, the control measures would still allow for limited open burning of diseased crops and weed control, minimizing the potential impacts associated with the spread of disease within crops and other vegetation.

Several control measures would control emissions from agricultural operations, or control emissions from engines or gasoline storage and dispensing facilities located at agricultural operations, requiring additional control equipment, new equipment, or revised operations. These control measures may change certain operating conditions at these facilities but would not require the closure of these facilities; thus, the likelihood of loss of agricultural land from Plan implementation is minimal.

IV. c, e, f): The proposed project would not affect land use policies or designations. For these reasons, the proposed project would not adversely affect protected wetlands as defined by §404 of the Clean Water Act, including, but not limited to marshes, vernal pools, coastal wetlands, etc., through direct removal, filling, hydrological interruption or other means. Implementing the proposed Plan is not anticipated to affect land use plans, local policies or ordinances, or regulations protecting biological resources such as a tree preservation policy or ordinance. The “Fast Track” measure on Heat Island Mitigation (Plan Section 6.6.1) could enhance tree planting in the Valley as a way to reduce urban temperatures. Similarly, the proposed Plan would not affect in any way habitat conservation or natural community conservation plans, agricultural resources or operations, and would not create divisions in any existing communities.

**Mitigation:** None

**Reference:** 2008 PM2.5 Plan, Health and Safety Code §41855.5(a).

<b>V. CULTURAL RESOURCES</b> Would the project:	<b>Potentially Significant Impact</b>	<b>Potentially Significant Impact Unless Mitigated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?				√
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?				√
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				√
d) Disturb any human remains, including those interred outside of formal cemeteries?				√



**Discussion:** Implementing the proposed Plan is anticipated to result in the further control of stationary source emissions at existing commercial and industrial facilities and establishing emission standards for mobile sources. The Plan's implementation would primarily affect existing facilities or sites that have been previously disturbed in areas that are appropriately zoned for commercial or industrial uses. As a result, significant impacts to cultural resources are not expected from the Plan because it will not require the destruction of existing buildings or sites with prehistoric, historic, archaeological, religious, or ethnic significance. Adoption of the Plan is not anticipated to result in any activities or promote any programs that could have a significant adverse impact on cultural resources within the District.

**Mitigation:** None

**Reference:** 2008 PM2.5 Plan

<b>VI. GEOLOGY/SOILS</b> Would the project:	<b>Potentially Significant Impact</b>	<b>Potentially Significant Impact Unless Mitigated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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.				√
ii) Strong seismic ground shaking?				√
iii) Seismic-related ground failure, including liquefaction?				√
iv) Landslides?				√
b) Result in substantial soil erosion or the loss of topsoil?				√
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				√
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				√
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				√

**Discussion:** There are no provisions in the Plan that would call for the disruption or over-covering of soil, changes in topography or surface relief features, the erosion of beach sand, or a change in existing siltation rates. Any facilities affected by the control measures included in this plan would also be required to comply with relevant Uniform Building Code (a standard safeguard against major structural failures and loss of life) requirements in effect at the time or initial construction or modification of a structure. The local cities or counties are responsible for assuring that projects comply with the Uniform Building Code as part of the issuance of the building permits and can conduct inspections to ensure compliance. The District does not have land use authority (California Health and Safety Code, Sec. 40716(b)), so the District is generally prohibited from encouraging or prohibiting specific land uses in specific locations in the Valley. As such, adoption of the Plan will not increase the exposure of people or property to geologic hazards, fault rupture, seismic ground shaking, seismic ground failure, seiche, tsunami or volcanic hazard.



VI. b): Although the proposed Plan's control measures may require modifications at existing industrial or commercial facilities, such modifications are not anticipated to require substantial grading or construction activities. Similarly, the proposed Plan does not include control measures that require paving to reduce fugitive dust emissions from dirt roads or unpaved parking areas (amendments to the Fugitive PM10 Prohibitions rule, Regulation VIII, are listed on the feasibility/future study implementation schedule (Table 6-5), but this is not control measure commitment at this time). The proposed project does not have the potential to substantially increase the area subject to compaction or over-covering since the subject areas would be limited in size and, typically, have already been graded or displaced in some way. Therefore, significant adverse soil erosion impacts are not anticipated from implementing the *Plan*.

VI. e) Septic tanks or other similar alternative wastewater disposal systems are typically associated with small residential projects in remote areas. The proposed Plan does not contain any control measures that would trigger construction of residential projects in remote areas. The Plan's control measures typically affect existing industrial or commercial facilities that are already connected to appropriate sewerage facilities.

**Mitigation:** None

**Reference:** 2008 PM2.5 Plan

<b>VII. HAZARDS &amp; HAZARDOUS MATERIALS</b> Would the project:	<b>Potentially Significant Impact</b>	<b>Potentially Significant Impact Unless Mitigated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				√
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?				√
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				√
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				√
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				√
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?				√
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				√
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?				√



**Discussion:** The application of SCR in some of the proposed control measures may increase ammonia (NH<sub>3</sub>); however, safeguards are already in place to ensure safe and efficient transport of NH<sub>3</sub> and rules do not generate a significant increase in the amount of NH<sub>3</sub> handled state-wide. As control measures undergo rule development, hazardous risk assessments and other analyses are conducted to identify any potential hazards. These potential hazards are addressed in separate CEQA documents accompanying the rule in the rule development and adoption process. While rules limiting volatile organic compounds (VOCs) may potentially increase hazardous materials, VOC rules are not included in this plan since VOC reductions were shown to be less effective in controlling PM2.5.

Greater use of alternative clean fuels could also create hazard impacts in the event of an accidental release of these materials into the environment. Some potential incentive control measures, including the Heavy Duty Engine Incentive Program and the Light and Medium Duty Vehicle Incentive Program, would offer funding for the use of fuel additives to provide emission reductions.

Use of alternative fuels would require additional knowledge and training of owners/ operators of fueling stations regarding maintaining and operating alternative fuel refueling stations and emergency responders. Therefore, when users of alternative fuels comply with existing regulations and recommended safety procedures, hazards impacts associated with the use of alternative clean-fuels would be the same or less than those of conventional fuels. Accordingly, significant hazard impacts are not anticipated from the increased use of alternative fuels.

VII. d): It is anticipated that facilities included on the Government Code §65962.5 list affected by the Plan's control measures would continue to manage any and all hazardous materials in accordance with federal, state, and local regulations. Facilities on this list generally have some known contamination present on the site. Most of the proposed control measures would not require the use of hazardous materials. The proposed control measures generally apply to commercial and industrial facilities and are not anticipated to create a significant hazard to the public even if the sites are included on the Government Code §65962.5 lists. The construction of new facilities would require compliance with state and federal regulations and requirements for handling, treatment, and disposal of hazardous materials and waste. The proposed control measures are not anticipated to impact any clean up activities or contaminated sites; therefore, no significant adverse impacts are anticipated.

VII. e) & f): The proposed project would not adversely affect any airport land use plan or result in any safety hazard for people residing or working in the District.

U.S. Department of Transportation – Federal Aviation Administration Advisory Circular AC 70/7460-2K provides information regarding the types of projects that may affect navigable airspace. Projects that involve construction or alteration of structures greater than 200 feet above ground level within a specified distance from the nearest runway; objects within 20,000 feet of an airport or seaplane base with at least one runway more than 3,200 feet in length and the object would exceed a slope of 100:1 horizontally (100 feet horizontally for each one foot vertically from the nearest point of the runway; etc., may adversely affect navigable airspace. Control measures in the proposed Plan would not require construction of tall structures near airports so potential impacts to airport land use plans or safety hazards to people residing or working in the vicinity of local airports are not anticipated.

VII. g): The proposed project would not impair implementation of, or physically interfere with any adopted emergency response plan or emergency evacuation plan. Any existing commercial or industrial facilities affected by proposed control measures would typically have their own emergency response plans for their facilities already in place. Emergency response plans are typically prepared in coordination with the local city or county emergency plans to ensure the safety of not only the public, but the facility employees as well. Adoption of the proposed Plan is not anticipated to interfere with any emergency response procedures or evacuation plans.

VII. h): District measures in the proposed Plan would typically affect existing commercial or industrial facilities in appropriately zoned areas. Since commercial and industrial areas are not typically located near wildland or



forested areas, implementing control measures has no potential to increase the risk of wildland fires.				
<b>Mitigation:</b> None				
<b>Reference:</b> 2008 PM2.5 Plan and Government Code §65962.5				
<b>VIII. HYDROLOGY/WATER QUALITY</b> Would the project:	<b>Potentially Significant Impact</b>	<b>Potentially Significant Impact Unless Mitigated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Violate any water quality standards or waste discharge requirements?				√
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				√
c) Substantially alter the existing drainage pattern of the site or area, including through 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?				√
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?				√
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?				√
f) Otherwise substantially degrade water quality?				√
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?				√
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				√
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?				√
j) Inundation by seiche, tsunami, or mudflow				√
<b>Discussion:</b> VIII. a) & f): The proposed Plan's control measures may require modifications to existing industrial or commercial facilities, but nothing in the Plan would require operators to take an action that would violate established local, state, or federal standards. Any affected facilities that generate wastewater are subject to waste discharge or pretreatment requirements are assumed to comply with all relevant wastewater requirements, waste discharge regulations, standards for stormwater runoff, and any other relevant requirements for direct discharges into sewer systems. These standards and permits require water quality monitoring and reporting for onsite water-related activities. Should the volume or discharge limits change as a result of implementing control measures, the facility would be required to consult with the appropriate Regional Water Quality Control Board and/or the local sanitation district to discuss these changes. It is not anticipated				



that implementing the Plan would cause any exceedances of water quality standards or waste discharge requirements. It is anticipated that affected facilities would continue to comply with any applicable requirements of the appropriate Regional Water Quality Control Boards.

VIII. b): The proposed Plan contains no control measure commitments that would substantially increase water usage at affected facilities. Although some affected facilities might have to make minor modifications to install control equipment, only minor trenching, grading, or other earth disturbing activities would be necessary for construction. As such, substantial volumes of additional water would not be needed as a dust suppressant. Thus, implementing the proposed project would not deplete groundwater supplies or interfere substantially with groundwater recharge or require the need for new or expanded water entitlements.

VIII. c), d), & e): The proposed Plan is anticipated to impose control requirements on stationary sources at existing commercial and industrial facilities. As a result, the proposed control measures are not anticipated to generate new structures that could alter existing drainage patterns as described above. The Plan's control measures may require minor modifications at existing commercial and industrial facilities. However, these facilities have, typically, already been graded and the areas surrounding them have likely already been paved over or landscaped. As a result, further minor modifications at affected facilities as a result of implementation of the Plan are not anticipated to alter existing drainage patterns or stormwater runoff.

VIII. g), h), i), and j): The District does not have land use authority and is generally prohibited from encouraging or prohibiting specific land uses in specific locations in the Valley (California Health and Safety Code, Sec. 40716(b)). The proposed project does not include the new construction or relocation of existing housing or other types of facilities and, as such, would not require the placement of housing or other structures within a 100-year flood hazard area. As a result, the proposed project would not be anticipated to involve significant risks from flooding; expose people or structures to significant risk of loss, injury or death involving flooding; or increase existing risks, if any, of inundation by seiche, tsunami, or mudflow.

**Mitigation:** None

**Reference:** 2008 PM2.5 Plan

IX. 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?				√
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?				√
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				√

**Discussion:** The District does not have land use authority and is generally prohibited from encouraging or prohibiting specific land uses. As such, the Plan and its provisions have no characteristics that would directly change land use, zoning or land use plans or directly affect the land use classification, or location criteria of any public or private residential, commercial, industrial, or public land use facility. Any facilities affected by the proposed Plan would still be anticipated to comply with, and not interfere with, any applicable land use plans, zoning ordinances, habitat conservation or natural community conservation plans. No provisions in the Plan would directly affect these plans, policies, or regulations.

Local governments determine land use and other planning considerations; the Plan would not alter present or planned land uses in the region or planning requirements. Air districts are precluded from infringing on city or



county land use authority (California Health and Safety Code, Sec. 40716(b)). Even under District guidance documents (i.e. *The Air Quality Guidelines for General Plans*), developments would still need to comply with local land use requirements in a manner that would avoid significant adverse effects on existing neighborhoods. Thus, no significant adverse land use impact is anticipated.

Population growth, land development, housing, traffic, and air quality are linked. The eight Metropolitan Planning Organizations (MPO) within the SJVAB, which are also regional transportation planning agencies, account for these links when designing ways to improve air quality, transportation systems, land use, compatibility and housing opportunities in the region. Land use planning is handled at the local level and contributes to planning (e.g., growth projections), but the Plan does not affect local government land use planning decisions.

The eight MPOs drafted the local Reasonably Available Control Measure (RACM) approach for the Plan. Documentation regarding the proposed implementation of the recommended RACM strategy was transmitted for interagency consultation. A response to comments received was prepared. It is anticipated that implementation of the local RACM approach will be documented in the proposed plan.

**Mitigation:** None

**Reference:** 2008 PM2.5 Plan

<b>X. MINERAL RESOURCES</b> Would the project:	<b>Potentially Significant Impact</b>	<b>Potentially Significant Impact Unless Mitigated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

**Discussion:** The implementation of the Plan would not result in the loss of availability of a known mineral resource of value to the region and the residents of the state or of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. District control measures in the proposed Plan are not anticipated to deplete non-renewable mineral resources, such as aggregate materials, metal ores, etc., at an accelerated rate or in a wasteful manner because District control measures are typically not mineral resource-intensive measures. Therefore, significant adverse impacts to mineral resources are not anticipated.

**Mitigation:** None

**Reference:** 2008 PM2.5 Plan

<b>XI. NOISE</b> Would the project result in:	<b>Potentially Significant Impact</b>	<b>Potentially Significant Impact Unless Mitigated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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?				✓
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				✓
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels				✓



	existing without the project?				
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				√
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?				√
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?				√

**Discussion:** XI. a) - d): The Plan may require existing commercial and industrial owners/operators of affected facilities to install air pollution control equipment or modify their operations to reduce stationary source emissions. Potential modifications would occur at facilities typically located in appropriately zoned industrial or commercial areas. Ambient noise levels in commercial and industrial areas are typically driven primarily by freeway and/or highway traffic in the area and any heavy-duty equipment used for materials manufacturing or processing at nearby facilities. Installation of air pollution control equipment is not anticipated to substantially increase ambient (operational) noise levels in the area, either permanently or intermittently, or to expose people to excessive noise levels that would be noticeable above and beyond existing ambient levels. The Plan may result in construction activities, e.g., the construction of control devices. Noise levels could temporarily increase in areas where construction activities are required, which would largely be commercial or industrial areas. Affected facilities would be required to comply with existing noise ordinances and meet noise standards established in local general plans, noise elements, or noise ordinances currently in effect. Similarly, any increased chipper use under new composting control measures would still be subject to local noise ordinances, and such activities would occur in ag areas with sufficient distances from habitation.

The proposed project is not anticipated to increase groundborne vibration levels because air pollution control equipment is not typically vibration intensive equipment. Consequently, the Plan would not directly or indirectly cause substantial noise or excessive groundborne vibration impacts.

XI. e) & f): The District anticipates that affected facilities would still comply, and not interfere, with any applicable airport land use plans and disclose any excessive noise levels to affected residences and workers pursuant to existing rules, regulations and requirements, such as CEQA. It is assumed that operations in these areas are subject to and in compliance with existing community noise ordinances and applicable OSHA or Cal/OSHA workplace noise reduction requirements. In addition to noise generated by current operations, noise sources in each area may include nearby freeways, truck traffic to adjacent businesses, and operational noise from adjacent businesses. As noted in the previous item, there are no components of the proposed Plan that would substantially increase ambient noise levels, either intermittently or permanently.

**Mitigation:** None

**Reference:** 2008 PM2.5 Plan

<b>XII. POPULATION/HOUSING</b>				
Would the project:				
	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
a)				√



b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				√
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				√
<p><b>Discussion:</b> The Plan is not anticipated to generate any significant effects, either directly or indirectly, on the District's population or population distribution. Provisions in the Plan would not result in the creation of any industry that would affect population growth or directly or indirectly induce the construction of single- or multiple-family units. The proposed Plan generally affects existing commercial or industrial facilities located in predominantly industrial or commercial urbanized areas throughout the District. The District does not anticipate that affected facilities will be required to hire additional personnel to operate and maintain new control equipment on site, because air pollution control equipment is typically not labor-intensive equipment. In the event that new employees are hired, it is anticipated that the existing local labor pool in the District can accommodate any increase in demand for workers that might occur as a result of adopting the proposed Plan. As such, adopting the proposed Plan is not anticipated to result in significant changes in population densities or induce significant growth in population.</p>				
<b>Mitigation:</b> None				
<b>Reference:</b> 2008 PM2.5 Plan				
<b>XIII. PUBLIC SERVICES</b> Would the project	<b>Potentially Significant Impact</b>	<b>Potentially Significant Impact Unless Mitigated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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:				
Fire protection?				√
Police protection?				√
Schools?				√
Parks?				√
Other public facilities?				√
b) Cumulatively exceed official regional or local population projections?				√
c) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?				√
d) Displace existing housing, especially affordable housing?				√
<p><b>Discussion:</b> The implementation of the Plan is not anticipated to generate significant adverse impacts to public services (i.e., fire departments, police departments, and local governments). The proposed project would not result in the need for new or physically altered government facilities in order to maintain acceptable service ratios, response times or other performance objectives.</p>				
<b>Mitigation:</b> None				
<b>Reference:</b> 2008 PM2.5 Plan				



XIV. RECREATION	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				√
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				√
<p><b>Discussion:</b> Provisions of the proposed Plan would not directly affect land use plans, policies, ordinances, or regulations. Land use and other planning considerations are determined by local governments. Land use or planning requirements, including those related to recreational facilities, would not be altered by the Plan. The proposed Plan does not have the potential to directly or indirectly induce population growth or redistribution. As a result, the Plan would not increase the use of or demand for existing neighborhood and/or regional parks or other recreational facilities, nor would it require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. Further, improvements in air quality from the Plan are expected to provide health benefits to plant and animal species, potentially improving recreational facilities.</p>				
<p><b>Mitigation:</b> None</p>				
<p><b>Reference:</b> 2008 PM2.5 Plan</p>				
XV. 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)?				√
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				√
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				√
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				√
e) Result in inadequate emergency access?				√
f) Result in inadequate parking capacity?				√
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				√
<p><b>Discussion:</b> XV. a), b) &amp; f): Adoption of the proposed Plan is not anticipated to substantially increase vehicle trips or vehicle miles traveled in the San Joaquin Valley. The proposed Plan includes mobile source-related control measures. The proposed Employer Based Trip Reduction rule will require carpooling and other trip-reducing measures, so congestion will likely be reduced. Additional measures affecting vehicle emissions are</p>				



anticipated for implementation by the eight MPOs in the San Joaquin Valley. These MPO measures include strategies to enhance mobility by reducing congestion through transportation infrastructure improvements, mass transit improvements, increasing telecommunications products and services, enhanced bicycle and pedestrian facilities, etc. Specific strategies that serve to reduce vehicle trips and vehicle miles traveled, such as greater reliance on mass transit, ridesharing, telecommunications, etc., are anticipated to result in reducing traffic congestion. Although the population in the District is expected to continue to increase, implementing the strategies in the Plan would ultimately result in greater percentages of the population using transportation modes other than single occupant vehicles. As a result, relative to population growth, existing traffic loads and the level of service designation for intersections District-wide would not be anticipated to decline at current rates, but could possibly improve. Therefore, implementing the Plan control measures could ultimately provide transportation improvements and congestion reduction benefits.

The proposed Plan is not anticipated to result in inadequate parking at any affected facilities in the District. To the extent that transportation and related control measures reduce or limit the growth in daily vehicle trips or charge additional parking fees, there could be a slight reduction in current or future demand for parking compared to existing levels of parking demand.

XV. c): The proposed Plan would not increase air traffic levels. Therefore, no significant adverse impacts are anticipated.

XV. d): It is not anticipated that the proposed Plan would directly or indirectly increase roadway design hazards or incompatible risks. To the extent that implementing components of the transportation-related measures further develop roadway infrastructure or limit truck traffic to certain interstates, a reduction in roadway hazards or incompatible risks as part of any roadway infrastructure improvements.

XV. e): Controlling emissions at existing commercial or industrial facilities and establishing mobile source controls are not anticipated to affect in any way emergency access routes at any affected commercial or industrial facilities. Controlling emissions (from stationary sources in particular) is not anticipated to require construction of any structures that might obstruct emergency access routes at any affected facilities.

XV. g): Adoption of the Plan would not conflict with adopted policies, plans, or programs supporting alternative transportation programs. In fact, the transportation-related control measures would specifically encourage and provide incentives for implementing alternative transportation programs and strategies. The proposed Plan is not anticipated to generate any significant adverse impacts to transportation or traffic systems.

**Mitigation:** None

**Reference:** 2008 PM2.5 Plan

<b>XVI. UTILITIES/SERVICE SYSTEMS</b>				
Would the project:				
	<b>Potentially Significant Impact</b>	<b>Potentially Significant Impact Unless Mitigated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				√
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?				√
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?				√
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements				√



needed?				
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?				√
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				√
g) Comply with federal, state, and local statutes and regulations related to solid waste?				√
<p><b>Discussion:</b> The Plan will not result in any demand for new utilities or service systems or result in any substantial demand on existing sources. There are no provisions in the Plan that would affect existing communication systems, sewer or septic tanks, or regional water treatment or distribution facilities. The Plan would not result in any demand for new utilities or service systems, or result in any substantial demand on existing sources.</p>				
<p><b>Mitigation:</b> None</p>				
<p><b>Reference:</b> 2008 PM2.5 Plan</p>				
<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</b>	<b>Potentially Significant Impact</b>	<b>Potentially Significant Impact Unless Mitigated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				√
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively Considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				√
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?				√
<p><b>Discussion:</b> XVII. a): The proposed Plan is not anticipated to significantly adversely affect any biological resources including wildlife and the resources on which it relies, 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. Overall improvements in air quality are, ultimately, anticipated to provide substantial benefits to local biological resources in the District.</p> <p>XVII. b): The Plan is not anticipated to create cumulatively considerable impacts.</p> <p>XVII. c): The Plan is not anticipated to create significant adverse effects on human beings, either directly or indirectly. The District anticipates that as the plan is implemented and the air quality with respect to PM2.5 improves, substantial human health benefits would occur.</p>				



**E. INITIAL STUDY DISTRIBUTION LIST**

59 cities within District Boundaries (Planning Directors)

Eight Counties within District Boundaries (Planning Directors)

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Air Resources Board  
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