INITIAL STUDY/
PROPOSED NEGATIVE DECLARATION

for

REVISIONS TO APCD RULE 333, RULE 102, RULE 201 AND RULE 202

May 8, 2008

Prepared by

Community Programs Section
Technology and Environmental Assessment Division
Santa Barbara County Air Pollution Control District

Santa Barbara County
Air Pollution Control District

260 N. San Antonio Road, Suite A
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INITIAL STUDY

PROJECT NAME: Proposed Revisions to Rules 102 (Definitions), 201 (Permits Required), 202 (Exemptions to Rule 201), and 333 (Control of Emissions from Reciprocating Internal Combustion Engines).

PROJECT LOCATION: Santa Barbara County, State Tidelands and Outer Continental Shelf waters within 25 miles of the seaward boundaries of the State and located off the coast of the County for which the APCD is the corresponding onshore area.

PROJECT PROPONENT: Santa Barbara County Air Pollution Control District
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BACKGROUND AND PREVIOUS ENVIRONMENTAL REVIEW

In 1991, the APCD prepared a program Environmental Impact Report (91-EIR-4, SCH# 91031045) to analyze the potential environmental impacts of implementing the 1991 Air Quality Attainment Plan (AQAP). Proposed control measures for controlling internal combustion engines were included in the 1991 AQAP.

The APCD first adopted Rule 333 for controlling engines in 1991. At that time, the Board approved the use of the 1991 AQAP Draft EIR and an Addendum as the appropriate environmental documents to fulfill the CEQA requirements for Rule 333. The Addendum made minor technical changes to the 1991 AQAP Draft EIR in order to make the Draft EIR appropriate under CEQA for Rule 333.

Amendments to Rule 333 were last adopted in 1997. Pursuant to the California Environmental Quality Act (CEQA), the Board considered an *Addendum to 1991 Air Quality Attainment Plan (AQAP) EIR; 1994 Clean Air Plan (CAP) Supplemental EIR* and made findings pursuant to §15164 of the State CEQA Guidelines. The Board found pursuant to §15162 of the State CEQA Guidelines, no new effects will occur and no new mitigation measures are required beyond those considered in the *1991 AQAP EIR and Addendum*; the *1994 CAP SEIR*. Subsequently, the 2001 and 2004 Clean Air Plans were adopted which included Rule 333 as a control measure. To address EPA and ARB concerns, the APCD included modifications to the engine control measures in the 2001 and 2004 Clean Air Plans. The APCD prepared a Supplemental Environmental Impact Report (SCH No. 1991031045) to analyze the potential environmental impacts of implementing the 2001 and 2004 Clean Plans, including the modifications to the engine permitting requirements and prohibitory rule.

In reference to adopting revisions to Rule 333, page 7-7 of the 2001 SEIR and page 5-3 of the ***2004 CAP SEIR*** reiterated t*he identified potentially significant impacts which were mitigated fully (Class II) in the areas of Air Quality, Water Resources, Biological Resources and Hazardous Materials. The 2004 CAP SEIR states, "The short-term and long-term revisions to Rule 333 will result in reductions in NOx and a slight increase in ROC (approx.6-7 lbs/day) by the years 2010 to 2020. This is not considered a significant adverse air quality impact. There will be no new environmental impacts that were not analyzed in the 1991 AQAP EIR. "*

CURRENT PROJECT DESCRIPTION

The proposed changes to Rule 102 (Definitions), Rule 201 (Permits Required), Rule 202 (Exemptions to Rule 201) and Rule 333 (Control of Emissions from Reciprocating Internal Combustion Engines) will affect oil and gas exploration, production, processing and marketing sources; mineral processing; construction; and any other activity using an engine rated 50 brake horsepower (bhp) or greater to provide primary power. The primary goal of this rulemaking effort is to address EPA-identified rule deficiencies for Rules 202 and 333 regarding the permitting and control of engines. The proposed revisions are shown in Appendix A.

Rule 102 (Definitions) proposed revisions are primarily administrative. The APCD proposes to add and modify several definitions that are used in various parts of the rulebook.
Rule 201, (Permits Required) proposed revisions are also administrative in nature. Permits are currently not required for equipment that has obtained statewide portable equipment registration. These include: portable engines used for well drilling, service or work-over rigs, power generation, pumps, compressors, diesel pile-driving hammers, welding, cranes, wood-chippers, dredges, and military tactical support engines. Construction equipment could include jackhammers, and many portable units, such as welders and cranes. An unregistered piece of equipment that does not meet the temporary limits for emissions or time usage must receive an APCD permit.

Rule 202 (Exemptions to Rule 201) proposes to increase the population of engines subject to permitting and Rule 333 requirements; however, Rule 202 also proposes to add new

exemptions. Proposed rule changes include a new Section 202.D.15. This section will clarify that combustion equipment eligible for the 202.F.1.e, 202.F.1.f, and 202.G.1 exemptions shall have their ratings accumulated to determine exemption applicability when used in the same process. The APCD is recommending additional Rule 202 revisions to add exceptions and to streamline APCD permits (e.g., for engines used in demolition, construction, maintenance and repair activities). Alternatively, the proposed Rule 202 revisions also allow that the project can commit to limiting its potential to emit emissions to a specified number of tons per year and then, APCD permits must be obtained which are subject to CEQA review.

The proposed amended Rule 202 sections discussed below include 202.F.7, 202.F.8, and 202.P.14. A complete copy of each of these proposed Rules revisions are included in the Appendix A to this document in strike out and underlined format. The portions of the proposed revisions that may have the potential for adverse environmental impacts are provided below:

Proposed Rule 202.F.7 (ATC and PTO for Pile Driving, Cable and Pipe-Laying Marine Vessels and Derrick Barges, which Exempts the Source from NSR): *A permit shall not be required for equipment, including associated marine vessels, used for pile driving adjacent to or in waterways, or cable and pipe-laying vessels/barges or derrick barges if the potential to emit of such equipment per stationary source is less than 25 tons per year of any affected pollutant during any consecutive 12 month period. The Control Officer shall not require Best Available Control Technology for such sources if federal law preempts this requirement. To qualify for this exemption, the owner or operator of the stationary source shall submit a written request for exemption to the Control Officer, who shall make a determination in writing approving or denying the request. The request shall identify the equipment, its location, and shall include the emission calculations and assumptions that demonstrate that the equipment meets the exemption criteria. The owner or operator shall pay any applicable fee pursuant to Rule 210. Alternatively, an owner or operator of the stationary source may qualify for an exemption from the New Source Review provisions of Regulation VIII by obtaining an Authority to Construct and Permit to Operate which limits the potential to emit of such equipment to less than 25 tons per year of any affected pollutant during any consecutive 12 month period.*

Rule 202.F.8 (ATC and PTO for Marine Vessel Engines Associated with Construction, Maintenance, Repair, and/or Demolition Activities at a Stationary Source, which Exempts the Source from NSR): *For purposes of Regulation VIII, the following shall not be subject to New Source Review: Marine vessel engines (propulsion engines, auxiliary engines and permanently affixed support engines) associated with construction, maintenance, repair and/or demolition activities at a stationary source provided the duration of the activities do not exceed 12 consecutive months and the potential to emit of such engines per stationary source is less than 10 tons per stationary source of oxides of nitrogen, oxides of sulfur, reactive organic compounds or particulate matter. To qualify for this exemption, the owner or operator of the stationary source shall submit a written request for exemption to the Control Officer, who shall make a determination in writing approving or denying the request. The request shall identify the marine vessels, project*

activities, duration, and shall include the emission calculations and assumptions demonstrating that the engines meet the exemption criteria. The owner or operator shall pay any applicable fee pursuant to Rule 210. Alternatively, an owner or operator of the stationary source may qualify for an exemption by obtaining an Authority to Construct and Permit to Operate which limits the potential to emit of such equipment to less than 10 tons per year. Such Authority to Construct/Permit to Operate shall be exempt from Regulation VIII.

With the removal of the construction exemption (202.F.3.), engines used to propel marine vessels associated with a stationary source construction project will need to be permitted (see 202.F.1.b).[a]

Rule 202.P.14 (ATC and PTO for Marine Vessel Engines Associated with Launch Vehicle Recovery Operations for the Missile Defense Agency's Airborne Laser Program, which Exempts the Source from NSR): *For purposes of Regulation VIII, the following shall not be subject to New Source Review: Marine vessel engines (propulsion engines, auxiliary engines and permanently affixed support engines) associated with launch vehicle recovery operations for the Missile Defense Agency's Airborne Laser program provided the potential to emit is less than 5 tons/year of oxides of nitrogen, oxides of sulfur, reactive organic compounds or particulate matter. To qualify for this exemption, the owner or operator of the stationary source shall submit a written request for exemption to the Control Officer, who shall make a determination in writing approving or denying the request. The request shall identify the marine vessels, project activities, duration, and shall include the emission calculations and assumptions demonstrating that the engines meet the exemption criteria. The owner or operator shall pay any applicable fee pursuant to Rule 210. Alternatively, an owner or operator of the stationary source may qualify for an exemption by obtaining an Authority to Construct and Permit to Operate which limits the potential to emit of such equipment to less than 5 tons per year. Such Authority to Construct/Permit to Operate shall be exempt from Regulation VIII.*

Rule 333 (Control of Emissions from Reciprocating Internal Combustion Engines): Revisions to Rule 333 will change some of the emission limits for the engines and add or enhance other requirements. Portable construction engines (diesel and spark ignition engines) will be required to be: 1) registered in the statewide portable equipment registration program (PERP), or 2) permitted with the APCD. Previously unpermitted stationary spark ignition engines rated between 50 and 100 bhp will require permits. Unpermitted smaller spark ignition engines (20 to less than 50 bhp) at a stationary source may also require permits.

The prohibition on the use of anhydrous ammonia to meet the requirements of Rule 333 has been amended. The use of anhydrous ammonia to meet the requirements of this rule is

[a] *Rule 202.F.1 and F.1.b indicate, "A permit shall not be required for internal combustion engines if any of the following conditions is satisfied: Engines used to propel marine vessels, except vessels associated with a stationary source which shall be regulated as specified under the provisions of Regulation VIII."*

prohibited, unless case specific analysis indicates that the use is acceptable to the Control Officer.

ENVIRONMENTAL SETTING

Geographically, the Rules apply to projects located in Santa Barbara County, State Tidelands and Outer Continental Shelf waters within 25 miles of the seaward boundaries of the State and located off the coast of the County for which the APCD is the corresponding onshore area. The 2007 Clean Air Plan is the most recent plan, which was prepared to meet the State Clean Air Act requirements. The accompanying Supplemental EIR (APCD-2007-SEIR-01, SCH # 1991031045) describes the existing Santa Barbara County environment setting and is incorporated herein by reference and is updated and summarized below.

Santa Barbara County is considered in attainment of the federal eight-hour ozone standard, and in attainment of the state one-hour ozone standard. The county does not meet the state eight-hour ozone standard or the state standard for particulate matter less than ten microns in diameter (PM10); the county does meet the federal PM10 standard. There is not yet enough data to determine the attainment status for either the federal standard for particulate matter less than 2.5 microns in diameter (PM2.5) or the state PM2.5 standard, although we will likely be in attainment for the federal 2.5 standard.

The largest contributor to locally generated air pollution onshore is on-road mobile sources (cars and trucks), which contribute 40 percent of the reactive organic compounds and 55 percent of the emissions of oxides of nitrogen. Other mobile sources (planes, trains, boats), the evaporation of solvents, combustion of fossil fuels, surface cleaning and coating, and petroleum production and marketing combine to make up the remainder.

Global Warming and Climate Change: On January 1, 2007 the California Global Warming Solutions Act (AB 32) went into effect. The Act commits the State to reduce its global warming emissions to 2000 levels by 2010 (11% below business as usual), to 1990 levels by 2020 (25% below business as usual), and 80% below 1990 levels by 2050. The California Air Resources Board is working on strategies to achieve these goals.

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

There are no other public agencies whose approval is required for this project. However, after the Rule revisions are adopted by the APCD Board the USEPA must approve all Rules that are a part of the State Implementation Plan.

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.

☐ Aesthetics	☐ Agricultural Resources	☒ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Hazards/Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources/Energy	☐ Noise/Nuisance	☐ Population/Housing
☐ Public Services	☐ Recreation	☐ Transportation/Traffic
☐ Utilities/Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION

On the basis of this initial evaluation:

☒ 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 revisions in the project have been made by, or agreed to by the project proponent. 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 from existing documents (previous EIR's, etc.) that an environmental document must be prepared pursuant to CEQA Sections 15152 (Tiering) or 15153 (use of an EIR from an Earlier Project) or 15162/15163 (Supplement to an EIR, or 15164 (Addendum to an EIR or Negative Declaration).

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact 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. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that nothing further is required although the proposed project could have a significant effect on the environment. Nothing further is required because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated

pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project.

PROJECT EVALUATOR:

Signature: -signed- Date: May 6, 2008
Vijaya Jammalamadaka, Air Quality Specialist

CONCURRENCE OF APCD ENVIRONMENTAL OFFICER:

Signature: -signed- Date: May 7, 2008
Bobbie Bratz

EVALUATION OF ENVIRONMENTAL IMPACTS

1) *A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the paragraph following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).*

2) *All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.*

3) *Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence than an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.*

4) *"Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, or "Earlier Analyses" may be cross-referenced).*

5) *Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:*

    a) *Earlier Analysis Used. Identify and state where they are available for review.*

    b) *Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on earlier analysis.*

    c) *Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated", describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.*

6) *Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.*

7) *Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.*

8) *This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.*

9) *The explanation of each issue should identify:*
    a) *the significance criteria or threshold, **if any**, used to evaluate each question; and*
    b) *the mitigation measure identified, if any, to reduce the impact to less than significance.*

I. AESTHETICS -- Would the project:	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Impact Discussion: The proposed project consists of air district rule revisions to the provisions to obtain air district permits (ATC and PTO) for diesel-powered internal combustion engines. The APCD will be the lead agency or responsible agency under CEQA for any individual permit decision subject to these rules. If there are significant aesthetic impacts, visible to the general public, due to the permit decision, the impacts will be addressed at that time.

Mitigation and Residual Impact: No mitigation is required. Residual impacts are insignificant.

II. AGRICULTURE RESOURCES: 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:	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
a) Convert Prime Farmland, Unique Farmland, or	☐	☐	☐	☒

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
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) Reduce the viability of property for agricultural use (e.g., due to reduced parcel size, restricted agricultural practices, etc.) or otherwise involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

Impact Discussion: The proposed project consists of air district rule revisions to the provisions to obtain air district permits (ATC and PTO) for diesel-powered internal combustion engines. The APCD will be the lead agency or responsible agency under CEQA for any individual permit decision subject to these rules. If there are significant agricultural impacts due to the permit decision, the impacts will be addressed at that time.

Mitigation and Residual Impact: No mitigation is required. Residual impacts are insignificant.

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
III. AIR QUALITY – The significance criteria established by the *Santa Barbara County Air Pollution Control District* or more stringent thresholds adopted by the Lead Agency may be relied upon to make the following determinations. Would the project:				
a) Conflict with, or obstruct implementation of, the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially ((including releasing emissions	☐		☒	☐

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
which exceed *project-specific* quantitative thresholds for ozone precursors) 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 *cumulative* quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Create or contribute to a non-stationary source "hot spot" (primarily carbon monoxide)?	☐	☐	☐	☒
e) Expose sensitive receptors to <u>substantial</u> *toxic* or hazardous air pollutant concentrations (including releasing emissions which exceed *adopted exposure* thresholds)?	☐	☐	☒	☐
f) Subject a substantial number of people to objectionable odors?	☐	☐	☐	☒
g) Result in greenhouse gas emissions that would hinder or delay the State's ability to meet the reduction targets contained in AB 32 or the requirements of any other statute or regulation that becomes enforceable in California?	☐	☐	☒	☐

The proposed project consists of air district rule revisions to the provisions to obtain air district permits (ATC and PTO) for diesel-powered internal combustion engines. Eighty-nine previously exempt engines may become subject to permitting (new applications). Previously identified air quality impacts stem from the use of post combustion treatment processes which require the use of a catalyst (Selective Catalytic Reduction and Non Selective Catalytic Reduction) which can result in the release of heavy metals, such as vanadium pentoxide. Ammonia slip (release of unused ammonia gas) is also a potential impact.

Under the proposed Rule 202, permits will not be required for equipment, including associated marine vessels, used for pile driving adjacent to or in waterways, or cable and pipe-laying vessels/barges or derrick barges if the potential to emit of such equipment per stationary source is less than 25 tons per year of any affected pollutant during any consecutive 12 month period.

Alternatively, an Authority to Construct (ATC) and Permit to Operate (PTO) may be obtained which limits the potential to emit of such equipment to less than 25 tons per year of any affected pollutant during any consecutive 12 month period. This emission limit is the same as the existing rule, therefore no new impacts will occur.

The exemption for dredging equipment is proposed to be removed. Once an exemption is removed from Rule 202 for existing equipment, the equipment owner/operator must submit a PTO application to the APCD within 90 days from the date of the Rule 202 revision. The APCD's New Source Review (NSR) will not be triggered. This is a strengthening of the current rule to regulate air emissions from dredging activities. No change in adverse impacts to other environmental resources will occur.

Under the proposed rule revisions, NSR will also not be triggered for marine vessel engines (propulsion engines, auxiliary engines and permanently affixed support engines) associated with construction, maintenance, repair and/or demolition activities at a stationary source provided the duration of the activities do not exceed 12 consecutive months and the potential to emit of such engines per stationary source is less than 10 tons (*more stringent than the current 25 TPY*) per stationary source. Alternatively, an Authority to Construct and Permit to Operate may be obtained which limits the potential to emit of such equipment to less than 10 tons per year of any affected pollutant during any consecutive 12 month period. *There will be lower potential impacts to the environment from the revised rule revision by the decrease in the threshold from 25 to 10 tons per year. The revised rule also includes other activities not previously included in the rule (maintenance, repair and/or demolition activities).*

Under the proposed rule revisions, NSR will also not be triggered for marine vessel engines (propulsion engines, auxiliary engines and permanently affixed support engines) associated with launch vehicle recovery operations for the Missile Defense Agency's **Airborne Laser** (ABL) program provided the potential to emit is less than 5 TPY. Alternatively, an Authority to Construct and Permit to Operate (which includes the basis (e.g., fuel use) for limiting the potential to emit) may be obtained which limits the potential to emit of such equipment to less than 5 tons per year of any affected pollutant during any consecutive 12 month period. This is a new exemption specifically for the ABL program.

The Airborne Toxic Control Measure (ATCM) for Stationary Compression Ignition Engines (California Code of Regulations, Title 17) Section 93115.3(j) has a low-use exemption for prime engines operating no more than 20 hours per year. Thus, a compression ignition engine may be exempt from Rule 333, but not the ATCM.

According to the FEIS (1997) and subsequent Supplemental EIS (2003) and Environmental Assessment (VAFB, Dec.,2007) for the ABL Program, ground-level emissions from ABL flight-testing activities at Vandenberg Air Force Base would result from missile set-up, missile launch and debris recovery activities. The estimated annual emissions from ABL flight tests were identified as, "*short-term, negligible increases...that would not delay regional progress toward attainment of any air quality standard… would not exceed the de minimus threshold of any regional air basin*". The SEIS states, "*Debris management activities (i.e., debris boat and range clearance/biological monitoring aircraft operations) would result in short-term air quality*

impacts. Total emissions from debris management activities include 0.49 ton of volatile organic compounds (VOCs), and 4.52 tons of nitrogen oxides (NOX), and 0.22 ton of particulate matter equal to or less than 10 microns in diameter (PM10). Emissions associated with debris management activities would not adversely affect compliance with the California Ambient Air Quality Standards or National Ambient Air Quality Standards. No significant impacts to air quality are anticipated." VAFB's EA states, *"Because debris boat operations would be permitted in accordance with SBCAPCD Rule 201 and there are no adverse air quality impacts under the Proposed Action, management measures are not required."*

With the proposed revisions to Rule 202, there is a potential that all 5 tons may be emitted on one day, thereby exceeding SBCAPCD's daily thresholds of significance. However, the 2007 CAP (Section 6.2.3) has a specific growth allowance for the VAFB ABL program (with the condition that a portion of the emissions from the ABL Mission be offset by withdrawing Emission Reduction Credits (ERCs) from the VAFB Source Register. As documented in Table 6-2 of the 2007 CAP (page 6-4) 126 lbs/day of NOx and 131 lbs/day of ROC were added to the 2004 CAP just for ABL emissions. All the exempt new emissions from the ABL have either been accounted for in the CAP or will be counted towards VAFB's offset liability. Therefore, no potentially significant impacts to air quality will result from the new ABL exemption in Rule 202.

The APCD will be the lead agency or responsible agency under CEQA for each individual, discretionary permit decision subject to these rules, including any discretionary permits associated with ABL activities on VAFB. If the ABL activity is "exempt" from APCD permit, then no offsets will be required. If an APCD permit decision is required, the impacts will be addressed and emissions will be offset at that time.

The proposed Rule 333 prohibits the use of anhydrous ammonia unless case specific analysis indicates that the use is acceptable to the Control Officer. Anhydrous ammonia is a hazardous substance and its transport, use, disposal and the potential of risk of upset or accidental release is considered a potentially significant impact. Post combustion treatment processes (such as SCR) that require the use of a catalyst can result in excess release of heavy metals such as vanadium pentoxide. Spent SCR catalysts were also considered a significant hazardous waste impact in previous environmental documents.

Anhydrous ammonia is a gas that is maintained in a liquid state through pressurization of the handling and storage systems. When spilled, anhydrous ammonia will vaporize, releasing ammonia vapors to the surrounding atmosphere. In past environmental impact reports, the risks associated with the transportation and handling of anhydrous ammonia was considered a Class I impact due to the potential for a massive release of ammonia gas during transportation and storage of bulk quantities of anhydrous ammonia. The probability of a spill for a single large facility was estimated to be one in 10,000 and the probability of a spill resulting from adopting a Plan that allowed the use of anhydrous ammonia was considered to be significantly higher. (See 1989 AQAP EIR, page 4-28).

More recent analysis has shown that the risks associated with the use of SCR using anhydrous ammonia are much lower than originally analyzed and are within acceptable limits. In particular, a Quantitative Risk Analysis (QRA) was prepared specifically for Arguello Inc., PXP

Platform Harvest SCR and ERC Project in March 2005 and incorporated into the Mitigated Negative Declaration prepared for the project (ATC 11246 and Decision of Issuance 0035).

The QRA provides details of the operation and platform safety systems, fire detection and suppression systems, emergency power and lighting, communication facilities, escape and life-saving equipment. The analysis developed nine hazard scenarios for the Platform Harvest SCR system; estimated failure rates, toxic hazard consequences for each of the scenarios and interpreted the results of the risk analysis for their level of acceptability. The analysis covers toxic hazards only. This is because ammonia has a very narrow flammability range and fire/explosion consequences are minor when compared to ammonia toxicity hazards. The results of the QRA showed that the "societal risk," which is the likelihood that any person will be injured or suffer a fatality, is negligible and therefore falls well within the acceptable area of the County of Santa Barbara's established Public Safety thresholds of significance for CEQA documents. Therefore, the public safety hazard impact was found to be insignificant.

Therefore, allowing the Control Officer to permit the use of anhydrous ammonia in SCR where the risk analysis shows no significant risk, as proposed in the proposed Rule 333 does not present a significant adverse impact.

Significance criteria or thresholds: A proposed project will not have a significant air quality effect on the environment, if operation of the project will:

- emit (from all project sources, both stationary and mobile) less than the daily trigger for offsets or Air Quality Impact Analysis set in the APCD New Source Review Rule[1], for any pollutant *(i.e., 240 pounds/day for ROC and NO_x; and 80 lbs/day for PM_{10}. There is no daily operational threshold for CO and SOx; they are attainment pollutants*); and

- emit less than 25 pounds per day of NO_x or ROC from motor vehicle trips only; and

- not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone); and

- not exceed the APCD significant health risk thresholds adopted by the APCD Board of Directors; and

- be consistent with the adopted federal and state air quality plans for Santa Barbara County.

Impact Discussion:
a), b) and c): The County is in nonattainment for the state ambient ozone standard any significant increase in NOx or ROC (precursors to ozone) as a result of the rule revision will contribute to an existing ozone standard violation. The APCD estimates that the NOx emission reduction from the revised rules will be 6.5 tons per year. This is consistent with the 2007 Clean Air Plan. Therefore, cumulative impacts will be insignificant.

[1] *The APCD New Source Review Rule as it existed at the time the APCD Environmental Review Guidelines were adopted (in October, 1995).*

d) There will be no increase in vehicles due to the direct or indirect implementation of these rule revisions. The County has been in attainment for CO for many years and "hotspots" analyses are no longer required.

e) If there are sensitive receptors or substantial numbers of people near the location of a future project subject to these rule revisions, all public health risk impacts will be mitigated, through the air district permit process, to a level of insignificance.

f) The direct or indirect implementation of these rule revisions will not result in new sources of odor at the individual project sites which would affect a substantial number of people. Therefore, no new odor impacts will occur.

g) The direct or indirect implementation of these rule revisions are not expected to increase emissions of CO2 and other greenhouse gases, however, no quantification of the major greenhouse gases was done in any of the previous environmental documents on which this analysis relies on (see References section). The 2007 Clean Air Plan SEIR states, in the Cumulative Impacts section, *"…since no increase in carbon dioxide or other greenhouse gas emissions is expected to occur, cumulative impacts on global warming and climate change are also expected to be insignificant."*

Mitigation and Residual Impact:
To minimize effects from the use of SCR and NSCR, the APCD will ensure that the systems are properly maintained and operated as required in the 2007 CAP SEIR (in accordance with the Mitigation Monitoring Plan in the 1991 AQAP EIR). The APCD is required to notify the appropriate agencies as part of the permit and compliance process. This notification was extended to include appropriate federal agencies with jurisdiction over the OCS when the 1994 CAP was adopted.
The APCD will be the lead agency or responsible agency under CEQA for each individual, discretionary permit decision subject to these rules. If there are potentially significant air quality impacts due to the permit decision, the impacts will be addressed and mitigated or offset at that time. No additional mitigation is required at this time, and residual air quality impacts will be insignificant.

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have an adverse impact, either directly or through habitat modifications, any endangered, rare, or threatened species, as listed in Title 14 of the California Code of Regulations (sections 670.2 or 670.5) or in Title 50, Code of Federal	☐	☐	☐	☒

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
Regulations (sections 17.11 or 17.12)?				
b) 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?	☐	☐	☐	☒
c) 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 U.S. Fish and Wildlife Service?	☐	☐	☐	☒
d) 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?	☐	☐	☐	☒
e) 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?	☐	☐	☐	☒
f) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
g) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Impact Discussion: In analyzing the effects of the control measures on biological resources, the 1991 AQAP EIR refers to the **sections** on Air Quality Impacts (4.1.2), Water Resources Impacts (4.3.2), Noise/Nuisance Impacts (4.5.2), Risk of Upset Impacts (4.6.2) and Hazardous Waste

Impacts (4.10.2). The impacts were generally classified potentially significant but mitigable to levels of insignificance. The proposed project consists of air district rule revisions to the provisions to obtain air district permits (ATC and PTO) for diesel-powered internal combustion engines. The APCD will be the lead agency or responsible agency under CEQA for any individual permit decision subject to these rules. If there are significant, specific biological impacts due to the permit decision, the impacts will be addressed at that time. The adoption, direct or indirect implementation of these rule revisions in general, will not result in new physical development therefore, direct biological impacts will not occur and cumulative impacts to biological resources will not be significant.

Mitigation and Residual Impact: No mitigation is required at this time. Residual impacts are insignificant.

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of unique archaeological resources (i.e., an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it contains information needed to answer important scientific research questions, has a special and particular quality such as being the oldest or best available example of its type, or is directly associated with a scientifically recognized important prehistoric or historic event or person)?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Impact Discussion: The proposed project consists of air district rule revisions to the provisions to obtain air district permits (ATC and PTO) for diesel-powered internal combustion engines. The APCD will be the lead agency or responsible agency under CEQA for any individual permit decision subject to these rules. If there are significant cultural resource impacts due to the permit decision, the impacts will be addressed at that time. In general, no cultural resource sites would be impacted by the direct or indirect implementation of these rule revisions.

Mitigation and Residual Impact: No mitigation is required. Residual impacts are insignificant.

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1 i) Rupture of *or proximity to* 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 strata 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,	☐	☐	☐	☒

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
liquefaction or collapse?				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Impact Discussion: The proposed project consists of air district rule revisions to the provisions to obtain air district permits (ATC and PTO) for diesel-powered internal combustion engines. The APCD will be the lead agency or responsible agency under CEQA for any individual permit decision subject to these rules. If there are significant geological impacts due to the permit decision, the impacts will be addressed at that time. In general, no grading or earth moving is proposed for the direct or indirect implementation of these rule revisions, therefore, no impacts are expected.

Mitigation and Residual Impact: No mitigation required. Residual impacts are insignificant.

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
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	☐	☐	☐	☒

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
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?	☐	☐	☐	☒

Impact Discussion: Hazardous wastes generated would include spent SCR and NSCR catalysts. California law currently requires the proper handling, transportation and disposal of hazardous wastes. The 1991 AQAP EIR encouraged waste minimization practices such as regeneration and recycling.

The proposed project consists of air district rule revisions to the provisions to obtain air district permits (ATC and PTO) for diesel-powered internal combustion engines. With the proposed revision to Rule 333 which will subject any project using anhydrous ammonia to APCO approval

(and close scrutiny of the transportation and disposal of this chemical), in order to avoid new hazards.

The APCD will be the lead agency or responsible agency under CEQA for any individual permit decision subject to these rules. If there are significant hazards or hazardous materials impacts due to the permit decision, the impacts will be addressed at that time.

Mitigation Measures: In accordance with the MMP in the 1991 AQAP EIR, the APCD is required to notify the appropriate agencies of the potential hazardous waste generation as part of the permit and compliance process. This notification was extended to include appropriate federal agencies with jurisdiction over the OCS when the 1994 CAP was adopted. Residual Impacts will be insignificant.

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
VIII. HYDROLOGY AND WATER QUALITY – Would the project:				
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems?	☐	☐	☐	☒
f) 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?	☐	☐	☐	☒
g) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
h) 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?	☐	☐	☐	☒
i) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Impact Discussion: The proposed project consists of air district rule revisions to the provisions to obtain air district permits (ATC and PTO) for diesel-powered internal combustion engines. Ground and surface water could become contaminated by materials such as aqueous ammonia which is usually used as a substitute for anhydrous ammonia. With the proposed revision to Rule 333 which will subject any project using anhydrous ammonia to APCO approval (and close scrutiny of disposal of this chemical), in order to avoid adverse impacts. In general, there will be no new water use or water quality impacts due to the direct or indirect implementation of the rule revisions.

Mitigation and Residual Impact: No mitigation is required.

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
<u>IX. LAND USE AND PLANNING</u> – Would the project:				

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	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 communities conservation plan?	☐	☐	☐	☒

Impact Discussion: The proposed project, which is an air district rules revision, will not result in any change in existing land use.

Mitigation and Residual Impact: No mitigation is required. Residual impacts will be insignificant.

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
X. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist 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?	☐	☐	☐	☒

Impact Discussion: The proposed project would not involve any change in the existing local mining practices. There will be no impact to mineral resources resulting from the approval of this project, which consists of air district rule revisions.

Mitigation and Residual Impact: No mitigation is required. Residual impacts will be insignificant.

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
XI. NOISE – Would the project result in:				
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 ground borne vibration or ground borne 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?	☐	☐	☐	☒

Impact Discussion: The proposed project consists of air district rule revisions to the provisions to obtain air district permits (ATC and PTO) for diesel-powered internal combustion engines. The APCD will be the lead agency or responsible agency under CEQA for any individual permit decision subject to these rules. If there are significant new noise impacts due to the permit decision, the impacts will be addressed at that time. In general, no new noise generation is proposed for the direct or indirect implementation of these rule revisions, therefore, no impacts are expected.

Mitigation and Residual Impact: No additional mitigation is required. Residual impacts will be insignificant.

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
XII. POPULATION AND HOUSING – Would the project:				
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)?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Impact Discussion: The proposed project will not result in any change in the number of employees, nor will it involve growth in current population or displace people. Therefore, there is no impact to population and housing anticipated.

Mitigation and Residual Impact: No mitigation is required.

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of				

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
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?	☐	☐	☐	☒

Impact Discussion: The proposed project consists of air district rule revisions to the provisions to obtain air district permits (ATC and PTO) for diesel-powered internal combustion engines. The APCD will be the lead agency or responsible agency under CEQA for any individual permit decision subject to these rules. If there are significant public services impacts due to the permit decision, the impacts will be addressed at that time. In general, the direct or indirect implementation of the proposed project will not affect any of the public services including fire, or emergency service response agencies.

Mitigation and Residual Impact: No mitigation is required. Residual impacts are insignificant.

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
XIV. RECREATION --				
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
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?	☐	☐	☐	☒

Impact Discussion: The proposed project will not increase the use of recreational facilities nor does it involve the construction of recreational facilities. Therefore, no impact to recreation is anticipated.

Mitigation and Residual Impact: No mitigation is required. Residual impacts are insignificant.

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
<u>XV. TRANSPORTATION/TRAFFIC</u> – Would the project:				
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, as level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in 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	☐	☐	☐	☒

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
equipment)?				
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Result in inadequate parking capacity?	☐	☐	☐	☒
g) Conflict with adopted policies supporting alternative transportation modes (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

Impact Discussion: The proposed project consists of air district rule revisions to the provisions to obtain air district permits (ATC and PTO) for diesel-powered internal combustion engines. The APCD will be the lead agency or responsible agency under CEQA for any individual permit decision subject to these rules. If there are significant transportation or traffic impacts due to the permit decision, the impacts will be addressed at that time. In general, no increase in traffic is proposed for the direct or indirect implementation of these rule revisions, therefore, no adverse impacts on traffic or transportation will occur.

Mitigation and Residual Impact: No mitigation is required. Residual impacts will be insignificant.

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS – Would the project:				
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	☐	☐	☐	☒

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
could cause significant environmental effects?				
d) Are sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Has the wastewater treatment provider which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Is the project 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?	☐	☐	☐	☒

Impact Discussion: The proposed project consists of air district rule revisions to the provisions to obtain air district permits (ATC and PTO) for diesel-powered internal combustion engines. The APCD will be the lead agency or responsible agency under CEQA for any individual permit decision subject to these rules. If there are significant impacts to wastewater treatment or solid waste disposal due to the permit decision, the impacts will be addressed at that time. In general, no waste water or solid waste will be generated by the direct or indirect implementation of these rule revisions, therefore, no impacts are expected.

Mitigation and Residual Impact: No mitigation is required.

	Potentially Significant Impact	Less than significant with mitigation	Less than significant	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE				
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?	☐	☐	☐	☒

XVIII MITIGATION MONITORING PLAN

No potentially significant, adverse air quality impact has been identified in this document. The ATC permit document for all future projects, subject to the provisions of Rules 102, 201,202 and 333, will include conditions to be implemented and incorporated into the project which will be enforced by the APCD. Therefore, no additional mitigation measures have been identified and no additional mitigation monitoring plan is necessary.

REFERENCES

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3. Santa Barbara County Air Pollution Control District, 2004. 2004 Clean Air Plan and Supplemental Environmental Impact Report (APCD-2004-SEIR-01, SCH No. 1991031045).

4. Santa Barbara County Air Pollution Control District, 2001. 2001 Clean Air Plan and Supplemental Environmental Impact Report (APCD-2001-SEIR-01, SCH No. 1991031045).

5. Santa Barbara County Air Pollution Control District, 2001. Proposed Amendments to Rule 323 – Architectural Coatings Tiered Environmental Impact Report, SCH No.: 2001051120

6. California Air Resources Board (ARB) 1989 Suggested Control Measure (SCM) Final Program EIR, June 22, 2000

7. Santa Barbara County Air Pollution Control District, December 1998. 1998 Clean Air Plan for Attainment of the State and Federal Ozone Standard in Santa Barbara County.

8. Santa Barbara County Air Pollution Control District, 1998. Mitigated Negative Declaration for the 1998 Clean Air Plan (APCD-98-ND-01).

9. Santa Barbara County Air Pollution Control District, November 1994. 1994 Clean Air Plan.

10. Santa Barbara County Air Pollution Control District, 1994. Supplemental Environmental Impact Report for the 1994 Clean Air Plan (94-SD-3).

11. Santa Barbara County Air Pollution Control District and Santa Barbara County Association of Governments, 1993. 1993 Rate-of-Progress Plan, Federal Ozone Standard Countywide.

12. Santa Barbara County Air Pollution Control District, September 1993. Environmental Impact Report for the 1993 Rate-of-Progress Plan.

13. Santa Barbara County Air Pollution Control District, December 1991. 1991 Air Quality Attainment Plan: State Ozone Standard Countywide.

14. Santa Barbara County Air Pollution Control District, December 1991. Final Environmental Impact Report for the 1991 Santa Barbara County Air Quality Attainment Plan. State

Clearinghouse Number 91031045; County Document No. 91-EIR-4. Prepared by Jacobs Engineering Group.

15. Santa Barbara County Air Pollution Control District, May 1990. 1989 Air Quality Attainment Plan for the Federal Ozone Standard, South County.

16. Santa Barbara County Air Pollution Control District, May 1990. Final Environmental Impact Report for the 1989 Air Quality Attainment Plan. State Clearinghouse No. 89012511; Santa Barbara County # 89-EIR-9

17. Santa Barbara County Air Pollution Control District. Rules and Regulations.

18. Santa Barbara County Air Pollution Control District, 1993. 1992 Annual Air Quality Report.

19. Santa Barbara County Air Pollution Control District, November 22, 1991. Final EIR for District Rule 333, Control of Emissions from Reciprocating Internal Combustion Engines. State Clearinghouse No. 91031045; County Document No. 91-EIR-4.

20. Santa Barbara County Air Pollution Control District, April 20, 2006. Final Negative Declaration for Arguello Inc., PXP Platform Harvest SCR and ERC Project, Authority to Construct No. 11246 and Decision of Issuance No. 0035

21. United States Department of Defense Missile Defense Agency, 1997. Final Environmental Impact Statement for the Program Definition and Risk Reduction Phase of the Air Borne Laser Program.

22. United States Department of Defense Missile Defense Agency, 2003. Supplemental Environmental Impact Statement for the Air Borne Laser Program, Record of Decision and FONSI.

23. Vandenberg Air Force Base, CA, 2007. Environmental Assessment Air Borne Laser Debris Management.

APPENDIX A: PROPOSED RULE REVISIONS

RULE 102. DEFINITIONS. (Adopted 10/18/1971, revised 1/12/1976, readopted 10/23/1978, revised 7/11/1989, 7/10/1990, 7/30/1991, 7/18/1996, 4/17/1997, 1/21/1999, ~~and~~ 5/20/1999, and [*date of revised rule adoption*])

These definitions apply to the entire rulebook. Definitions specific to a given rule are defined in that rule or in the first rule of the relevant regulation. Except as otherwise specifically provided in these Rules where the context otherwise indicates, words used in these Rules are used in exactly the same sense as the same words are used in Division 26 of the Health and Safety Code.

[. . .]

"Alternative Diesel Fuel" means any fuel used in a compression ignition engine that is not commonly or commercially known, sold, or represented by the supplier as diesel fuel No. 1-D or No. 2-D, pursuant to the specifications in ASTM D 975, "Standard Specification for Diesel Fuel Oils," ASTM International, or an alternative fuel, and does not require engine or fuel system modifications for the engine to operate, although minor modifications (e.g., recalibration of the engine fuel control) may enhance performance. Examples of alternative diesel fuels include, but are not limited to, biodiesel; Fischer-Tropsch fuels; emulsions of water in diesel fuel; and fuels with a fuel additive, unless:

1. the additive is supplied to the engine fuel by an on-board dosing mechanism, or
2. the additive is directly mixed into the base fuel inside the fuel tank of the engine, or
3. the additive and base fuel are not mixed until engine fueling commences, and no more additive plus base fuel combination is mixed than required for a single fueling of a single engine.

[. . .]

"ASTM" means American Society for Testing and Materials. In 2001, the American Society for Testing and Materials officially changed its name to "ASTM International."

[. . .]

"Compression Ignition Engine" means a type of reciprocating, internal combustion engine that is not a spark ignition engine.

[. . .]

"Derated" means any physical change to an emission unit to physically limit and restrict the equipment's power rating from the power rating specified by the manufacturer on the date of initial manufacture of the equipment.

"**Diesel Engine**" means a ~~compression ignited four stroke engine that is operated with an exhaust stream oxygen concentration of 4 percent by volume, or greater~~ type of internal combustion engine that uses low-volatility petroleum fuel and fuel injectors and initiates combustion using compression ignition (as opposed to spark ignition that is used with gasoline engines).

[. . .]

"Dual-Fuel Engine" means any compression ignition engine that is engineered and designed to operate on a combination of alternative fuels, such as compressed natural gas (CNG) or liquefied petroleum gas (LPG) and diesel fuel or an alternative diesel fuel. These engines have two separate fuel systems, which inject both fuels simultaneously into the engine combustion chamber.

[. . .]

"Fuel" means any substance that is burned, combusted, or incinerated in an engine, boiler, heater, burner, steam generator, process heater, flare, thermal oxidizer, or any other combustion unit, and which includes, but is not limited to, gasoline, natural gas, field gas, produced gas, waste gas, methane, digester gas, landfill gas, contaminated soil/water cleanup gaseous effluent, ethane, propane, butane, liquefied petroleum gas (LPG), jet propellants, diesel fuels, and distillate fuels.

"Fuel Additive" means any substance designed to be added to fuel or fuel systems or other engine-related engine systems such that it is present in-cylinder during combustion and has any of the following effects: decreased emissions, improved fuel economy, increased performance of the engine; or assists diesel emission control strategies in decreasing emissions, or improving fuel economy or increasing performance of the engine.

[. . .]

"Higher Heating Value" means the total heat liberated per mass of fuel burned (British thermal unit per pound), when fuel and dry air at standard conditions undergo complete combustion and all resulting products are brought to their standard states at standard conditions. "Gross heating value" shall have the same meaning as "higher heating value."

"Internal Combustion Engine" means an engine in which both the heat energy and the ensuing mechanical energy are produced inside the engine. Internal combustion engines include gas turbines, spark ignition, and compression ignition engines.

[. . .]

"Portable ~~i~~Internal ~~e~~Combustion ~~e~~Engine" means any internal combustion engine that is portable, meaning it is carried or moved from one location to another in the normal course of business. Indicia of portability shall include, but are not limited to, wheels, skids, carrying handles, ~~or a~~ dolly, trailer, vessel, or platform~~, or mounting~~. "Portable internal combustion engine" does not include an engine used to propel nonroad equipment or a motor vehicle of any kind, including, but not limited to, a heavy duty vehicle. The engine is not portable if:

1. the engine or its replacement is attached to a foundation, or if not so attached, will reside at the same location for more than 12 consecutive months. The period during which the engine is maintained at a storage facility shall be excluded from the residency time determination. Any engine, such as a back-up or stand-by engine, that replace engine(s) at a location, and is intended to perform the same or similar function as the engine(s) being replaced, will be included in calculating the consecutive time period. In that case, the cumulative time of all engine(s), including the time between the removal of the original engine(s) and installation of the replacement engine(s), will be counted toward the consecutive time period; or

2. the engine remains or will reside at a location for less than 12 consecutive months if the engine is located at a seasonal source and operates during the full annual operating period of the seasonal source, where a seasonal source is a stationary source that remains in a single location on a permanent basis (at least two years) and that operates at that single location at least three months each year; or

3. the engine is moved from one location to another in an attempt to circumvent the portable residence time requirements.

[. . .]

"**Rated brake horsepower**" means the ~~maximum~~continuous brake horsepower rating ~~at maximum revolutions per minute (RPM)~~ specified for the engine by the manufacturer~~. Alternately, the rated brake horsepower of an engine shall be the maximum allowable and enforceable rating specified by the District, stated in the Permit to Operate (PTO), and accepted by the engine operator~~ or listed on the original nameplate of the unit, unless otherwise physically limited and specified by a condition on the engine's Permit to Operate.

[. . .]

"Spark Ignition Engine" means a gasoline-fueled engine or other engine with a spark plug (or other sparking device) and with operating characteristics significantly similar to the theoretical Otto combustion cycle. Spark ignition engines usually use a throttle to regulate intake air flow to control power during normal operation.

[. . .]

"Specialty Equipment" means portable engines used to power equipment located in the Outer Continental Shelf or State Territorial Waters that satisfy all of the following conditions:

1. The portable engine is ineligible for registration in the State Portable Equipment Registration Program; and

2. A similar portable engine or equipment unit capable of performing the specialty work is not registered in the State Portable Equipment Registration Program or, if registered is not available for use; and

3. The portable engine/equipment unit performs a unique function or activity outside the normal scope of drilling or construction activities; and

4. The equipment will be used for less than 500 hours per stationary source in any calendar year and emit not more than 10 tons per stationary source of oxides of nitrogen, oxides of sulfur, reactive organic compounds, or particulate matter in any calendar year; and

5. Use of the equipment is not recurrent from year to year.

"Specialty Equipment Emergency Use" means that conditions giving rise to the use of the specialty equipment were due to 1) conditions beyond the reasonable control of the stationary source, including but not limited to the breakdown of essential drilling or construction equipment, and 2) the use of the specialty equipment is necessary to complete essential short-term projects.

[. . .]

RULE 201. PERMITS REQUIRED. (Adopted 10/18/1971, revised 5/1/1972, readopted 10/23/1978, revised 7/2/1979, ~~and~~ 4/17/1997, and [*date of revised rule adoption*])

A. Applicability

This rule applies to any person who builds, erects, alters, replaces, operates or uses any article, machine, equipment, or other contrivance which may cause the issuance of air contaminants.

B. Exemptions

Exemptions to this rule appear in Rule 202 (Exemptions to Rule 201).

C. Definitions

See Rule 102 for definitions not limited to this rule. For the purposes of this rule, the following definitions shall apply:

"Erect" means the setting up, installing, or assembling of equipment that can be moved from one location to another and that must be stationary in order to operate.

D. Requirement - Authority to Construct

~~1.~~ Any person building, erecting, altering, ~~or~~ replacing, or using any article, machine, equipment or other contrivance, the use of which may cause the issuance of air contaminants or the use of which may eliminate or reduce or control the issuance of air contaminants, shall first obtain an Authority to Construct for such construction or use from the Control Officer. An Authority to Construct issued to a source shall remain in effect until the Permit to Operate the equipment for which the application was filed is granted or denied or the application expires.

~~2. Notwithstanding any exemption in these rules and regulations, equipment used for the dredging of waterways, except during emergencies declared by public officials in accordance with state law, or equipment used in pile driving adjacent to or in waterways, or pipe-laying and derrick barges, shall obtain an Authority to Construct and a Permit to Operate when the potential to emit of such equipment per stationary source is equal to or greater than 25 tons per year of any affected pollutant during any consecutive 12 month period. The Control Officer shall not require Best Available Control Technology for such sources if federal law preempts this requirement.~~

[. . .]

RULE 202. EXEMPTIONS TO RULE 201. (Adopted 10/18/1971, revised 5/1/1972 and 6/27/1977, readopted 10/23/1978, revised 12/7/1987, 1/11/1988, 1/17/1989, 7/10/1990, 7/30/1991, 11/05/1991, 3/10/1992, 5/10/1994, 6/28/1994, ~~and~~ 4/17/1997, and [*date of revised rule adoption*])

A. Applicability

An Authority to Construct or Permit to Operate shall not be required for equipment, operations, and activities described herein.

B. Exceptions

Notwithstanding any exemption created by this ~~Rule~~rule, any:

1. ~~e~~Equipment, activity or operations proposed by an applicant for use as an Emission Reduction Credit is not exempt.

2. Emission unit that functions for distributed electrical generation and is not certified under the regulations of the Air Resources Board is not exempt.

[. . .]

D. General Provisions

[. . .]

5. Temporary Equipment

A permit shall not be required for temporary equipment where the projected actual aggregate emissions of all affected pollutants do not exceed 1 ton (except carbon monoxide, which shall not exceed 5 tons) and the use of each individual piece of equipment does not exceed one 60 day period in any consecutive 12 month period. Such equipment shall also meet one of the following requirements:

a. the temporary equipment is not part of an existing operating process of a stationary source; or

b. the temporary equipment replaces equipment that has qualified for a breakdown pursuant to Rule 505.

To qualify for this exemption, the owner or operator shall submit a written request to the Control Officer, who shall make a determination in writing approving or denying the request. This request shall identify the temporary equipment, its location, any equipment being replaced, and shall include the emission calculations and assumptions that demonstrate that the equipment meets the exemption criteria. The temporary project may commence as soon as the written request has been made, however, project commencement with equipment that is later found ineligible for the exemption shall constitute a violation of the District's Rules and Regulations. This exemption shall not apply to equipment used for the specific purpose to control emissions of ~~Hazardous Air Pollutants~~ Toxic Air Contaminants. The owner or operator shall pay any applicable fee pursuant to Rule 210.

[. . .]

7. Stationary Source Permit Exemption

A permit shall not be required for any new, modified or existing stationary source if the uncontrolled actual emissions of each individual affected pollutant from the entire stationary source are below 1.00 ton per calendar year, unless:

[. . .]

Each owner or operator ~~who desires~~ seeking this exemption shall submit ~~an~~ a written request to the Control Officer, who shall make a determination in writing approving or denying the request~~exemption request form and obtain written concurrence from the District~~. ~~A fee shall be assessed as specified in~~ The owner or operator shall pay any applicable fee pursuant to Rule 210 ~~(Schedule F)~~.

[. . .]

11. Where an exemption is described in this ~~Rule~~ rule for a general category of equipment, the exemption shall not apply to any component which otherwise would require a permit under the provisions of these Rules and Regulations.

[. . .]

15. For the purposes of the exemptions set forth in F.1.e; F.1.f; F.1.g; and G.1, the ratings of all engines or combustion equipment used in the same process shall be accumulated to determine whether these exemptions apply.

16. Notwithstanding any exemption in these rules and regulations, if the combined emissions from all construction equipment used to construct a stationary source which requires an Authority to Construct have a projected actual in excess of 25 tons of any pollutant, except carbon monoxide, in a 12 month period, the owner of the stationary source shall provide offsets as required under the

provisions of Rule 804 and shall demonstrate that no ambient air quality standard would be violated.

17. No additional permit shall be required at a stationary source in the District for equipment permitted by the District for various location uses provided the following conditions are met:

a. The owner or operator of the equipment has a valid Permit to Operate issued by the District that specifically denotes the equipment as being usable at various locations within the District and that the terms and conditions of the Permit to Operate are fully complied with.

b. The equipment is not used to replace equipment which is part of an existing process at the stationary source.

c. The equipment is used for repair and maintenance related purposes only.

d. The stationary source reports all uses (including the start and end dates) and associated emissions for each use under this exemption to the APCD in their next annual report (or semi-annual report for Part 70 sources).

[. . .]

F. Internal Combustion Engines

1. A permit shall not be required for internal combustion engines if any of the following conditions is satisfied:

a. Engines used in aircraft and in locomotives;

b. Engines used to propel marine vessels, except vessels associated with a stationary source which shall be regulated as specified under the provisions of Regulation VIII.

c. Engines used to propel vehicles, as defined in Section 670 of the California Vehicle Code, but not including any engine mounted on such vehicles that would otherwise require a permit under the provisions of these Rules and Regulations.

d. Spark ignition piston-type internal combustion engines used exclusively for emergency electrical power generation or emergency pumping of water for flood control or firefighting if the engine operates no more than 200 hours per calendar year, and where a record is maintained and is available to the District upon request; the record shall list the identification number of the equipment, the number of operating hours on each day the engine is operated and the cumulative total hours.

e. Compression ignition engines with a rated brake horsepower of less than 50 ~~or less~~. No compression ignition engine otherwise subject to permit shall be exempt because it has been derated.

f. Spark ignition piston-type internal combustion engines with a ~~manufacturer's maximum rating of 100~~ rated brake horsepower of less than 50. ~~or less or gas turbine engines with a maximum heat input rate of 3 million British thermal units per hour or less at standard conditions, except if the total horsepower of individual spark ignition piston type internal combustion engines less than 100 brake horsepower but greater than 20 brake horsepower at a stationary source, as defined in Rule 102, exceeds 500 bhp in which case the individual engines are not exempt.~~ Notwithstanding the previous sentence, none of the individual engines in the range of less than 50 but greater than 20 rated brake horsepower

are exempt if such engines at a stationary source have a total rated brake horsepower rating of 400 or greater.

No spark ignition piston-type internal combustion engine otherwise subject to permit shall be exempt because it has been derated. Spark ignition piston-type ~~Internal~~ internal combustion engines exempt under other provisions of Section F and permitted spark ignition piston-type internal combustion engines ~~do~~ shall not count toward the ~~500~~ 400 ~~bhp~~ rated brake horsepower aggregate limit.

g. Gas turbine engines with a maximum heat input rating of 3 million British thermal units per hour or less at standard conditions. No gas turbine engine otherwise subject to permit shall be exempt because it has been derated. For the purposes of this section, power generating microturbines fired on natural gas which meets General Order 58-A of the Public Utility Commission that have been certified by the Air Resources Board to meet the applicable distributed generation standards certified by a current Air Resources Board Executive Order are not subject to the provisions of Section D.15 if the potential annual emissions of each affected pollutant does not exceed 1 ton (except carbon monoxide, which shall not exceed 5 tons).

2. A permit shall not be required for portable engines registered in the Statewide Registration Program, pursuant to California Code of Regulations, title 13, section 2451 *et seq.* and Health and Safety Code Section 41753 *et seq.* Notwithstanding this provision, the requirements of Section ~~F.3~~ D.16 shall apply to such portable engines ~~and the requirements of Section F.6 shall apply to such portable engines used in the outer continental shelf~~. All operators using this permit exemption shall comply with the State Portable Equipment Registration Program and Air Resources Board-issued registration.

3. ~~A permit shall not be required for engines used in construction activities. However, if the combined emissions from all construction equipment used to construct a stationary source which requires an Authority to Construct have the potential to exceed 25 tons of any pollutant, except carbon monoxide, in a 12 month period, the owner of the stationary source shall provide offsets as required under the provisions of Rule 804 and shall demonstrate that no ambient air quality standard would be violated.~~

~~4.~~ A permit shall not be required for engines used for aircraft shows or to power amusement rides at seasonal or special occasion shows, fairs, expositions, circuses or carnival events, provided that the duration of such event is less than 18 days in any calendar year.

~~5~~4. A permit shall not be required for engines with a rated brake horsepower of less than 50 ~~bhp~~ used:

a. for military tactical support operations including maintenance and training for such operations;

b. to power temperature and humidity control systems on cargo trailers used to transport satellites and space launch equipment;

c. exclusively for space launch facility support and which power hoists, jacks, pulleys, and other cargo handling equipment permanently affixed to motor vehicles or trailers pulled by motor vehicles.

~~6~~5. A permit shall not be required for ~~drilling~~ specialty equipment. ~~used in state waters or in the outer continental shelf provided the emissions from such equipment are less than 25 tons per stationary source of any affected pollutant during any consecutive 12 month period.~~ To qualify for this exemption, the owner or operator of the stationary source shall submit a written request to the Control Officer, who shall make a determination in writing approving or denying the request. The

owner or operator shall pay any applicable fee pursuant to Rule 210. For specialty equipment emergency use, operations may commence as soon as the written request has been made; however, operation of equipment which is later found ineligible for the exemption shall constitute a violation of the District's Rules and Regulations.

~~7~~6. An internal combustion engine which powers an item of equipment identified as exempt in any other part of this ~~Rule~~ rule is not exempt unless the engine qualifies for an exemption pursuant to this rule.

7. A permit shall not be required for ~~Notwithstanding any exemption in these rules and regulations, equipment used for the dredging of waterways, except during emergencies declared by public officials in accordance with state law, or~~ equipment, including associated marine vessels, used ~~in~~ for pile driving adjacent to or in waterways, or cable and pipe-laying vessels/barges or ~~and~~ derrick barges~~, shall obtain an Authority to Construct and a Permit to Operate when~~ if the potential to emit of such equipment per stationary source is less ~~equal to or greater~~ than 25 tons per year of any affected pollutant during any consecutive 12 month period. The Control Officer shall not require Best Available Control Technology for such sources if federal law preempts this requirement. To qualify for this exemption, the owner or operator of the stationary source shall submit a written request for exemption to the Control Officer, who shall make a determination in writing approving or denying the request. The request shall identify the equipment, its location, and shall include the emission calculations and assumptions that demonstrate that the equipment meets the exemption criteria. The owner or operator shall pay any applicable fee pursuant to Rule 210. Alternatively, an owner or operator of the stationary source may qualify for an exemption from the New Source Review provisions of Regulation VIII by obtaining an Authority to Construct and Permit to Operate which limits the potential to emit of such equipment to less than 25 tons per year of any affected pollutant during any consecutive 12 month period.

8. For purposes of Regulation VIII, the following shall not be subject to New Source Review: Marine vessel engines (propulsion engines, auxiliary engines and permanently affixed support engines) associated with construction, maintenance, repair and/or demolition activities at a stationary source provided the duration of the activities do not exceed 12 consecutive months and the potential to emit of such engines per stationary source is less than 10 tons per stationary source of oxides of nitrogen, oxides of sulfur, reactive organic compounds or particulate matter. To qualify for this exemption, the owner or operator of the stationary source shall submit a written request for exemption to the Control Officer, who shall make a determination in writing approving or denying the request. The request shall identify the marine vessels, project activities, duration, and shall include the emission calculations and assumptions demonstrating that the engines meet the exemption criteria. The owner or operator shall pay any applicable fee pursuant to Rule 210. Alternatively, an owner or operator of the stationary source may qualify for an exemption by obtaining an Authority to Construct and Permit to Operate which limits the potential to emit of such equipment to less than 10 tons per year. Such Authority to Construct/Permit to Operate shall be exempt from Regulation VIII.

G. Combustion Equipment (Other than Internal Combustion Engines)

Notwithstanding the listed exemptions, any collection of articles, machines, equipment or other contrivances within each listed equipment category at a stationary source that has aggregate emissions in excess of 25 tons per calendar year of any affected pollutant is not exempt.

1. Combustion equipment with a maximum heat input of less than or equal to two (2) million British thermal units per hour is exempt from permit requirements if fired exclusively with one of the following:

   a. Natural or produced gas which meets General Order 58-A of the Public Utility Commission,

b. Liquefied petroleum gas, which meets Gas Processors Association Standards,

c. A combination of natural or produced and liquefied petroleum gas, meeting the requirements of subdivisions (a) and (b) above.

Combustion equipment with a maximum heat input rate of 1 million British thermal units per hour or less is exempt and does not count towards the 25 tons per calendar year stationary source exemption threshold listed above ~~in this paragraph,~~ provided the equipment is fired exclusively with fuel listed above in a, b, or c ~~listed above in this paragraph~~. No combustion equipment otherwise subject to permit shall be exempt because it has been derated.

2. Combustion equipment (other than internal combustion engines) which provides heat energy to any item of equipment identified as exempt in any other part of this ~~Rule~~rule, is not exempt unless ~~fired exclusively with one of the fuels listed in G.1.a., G.1.b., or G.1.c.~~ the combustion equipment is exempt as specified in G.1.

[. . .]

I. Coatings Applications Equipment and Operations

The following listed coating applications equipment and operations is exempt from permit requirements. Notwithstanding the listed exemptions, any collection of articles, machines, equipment or other contrivances within each listed equipment category at a stationary source that has aggregate emissions in excess of 10 tons per calendar year of any affected pollutant is not exempt.

[. . .]

5. ~~Polyurethane powder~~ Powder coating operations, provided the powder coating material reactive organic compound content is equal to or less than five percent, by weight.

[. . .]

K. Food Processing and Preparation Equipment

The following listed food processing and preparation equipment is exempt from permit requirements. Notwithstanding the listed exemptions, any collection of articles, machines, equipment or other contrivances within each listed equipment category at a stationary source that has aggregate emissions in excess of 10 tons per calendar year of any affected pollutant is not exempt.

[. . .]

7. Fermentation, aging, and bottling process operations conducted at wineries, breweries, distilleries and similar facilities, provided the projected actual emissions from such operations for each individual affected pollutant from the entire stationary source are below 1.00 ton per calendar year. To qualify for this exemption, the owner or operator shall submit a written request to the Control Officer, who shall make a determination in writing approving or denying the request. The owner or operator shall pay any applicable fee pursuant to Rule 210.

[. . .]

L. General Utility Equipment and Operations

The following listed general utility equipment and operations is exempt from permit requirements. Notwithstanding the listed exemptions, any collection of articles, machines, equipment or other contrivances within each listed equipment category at a stationary source that has aggregate emissions in excess of 10 tons per calendar year of any affected pollutant is not exempt.

[. . .]

15. Notwithstanding G.2 of this rule, portable steam cleaning/pressure washing equipment with maximum heat input rating less than 1 million ~~Btu/hr~~ British thermal units per hour fired exclusively on diesel fuel.

16. Notwithstanding G.2 of this rule, portable water heaters used exclusively for underwater diving activities with a maximum heat input rating less than 1 million British thermal units per hour fired exclusively on diesel fuel.

[. . .]

P. Miscellaneous Equipment and Operations

The following miscellaneous equipment and operations is exempt from permit requirements. Notwithstanding the listed exemptions, any collection of articles, machines, equipment or other contrivances within each listed equipment category at a stationary source that has aggregate emissions in excess of 10 tons per calendar year of any affected pollutant is not exempt.

[. . .]

14. For purposes of Regulation VIII, the following shall not be subject to New Source Review: Marine vessel engines (propulsion engines, auxiliary engines and permanently affixed support engines) associated with launch vehicle recovery operations for the Missile Defense Agency's Airborne Laser program provided the potential to emit is less than 5 tons per year of oxides of nitrogen, oxides of sulfur, reactive organic compounds or particulate matter. To qualify for this exemption, the owner or operator of the stationary source shall submit a written request for exemption to the Control Officer, who shall make a determination in writing approving or denying the request. The request shall identify the marine vessels, project activities, duration, and shall include the emission calculations and assumptions demonstrating that the engines meet the exemption criteria. The owner or operator shall pay any applicable fee pursuant to Rule 210. Alternatively, an owner or operator of the stationary source may qualify for an exemption by obtaining an Authority to Construct and Permit to Operate which limits the potential to emit of such equipment to less than 5 tons per year. Such Authority to Construct/Permit to Operate shall be exempt from Regulation VIII.

[. . .]

U. Solvent Application Equipment and Operations

The following solvent application equipment and operations is exempt from permit requirements. Notwithstanding the listed exemptions, any collection of articles, machines, equipment or other contrivances within each listed equipment category at a stationary source that has aggregate emissions in excess of 10 tons per calendar year of any affected pollutant is not exempt.

[. . .]

3. Equipment used in wipe cleaning operations, provided that the solvents used do not exceed 55 gallons per year per stationary source.

To qualify for this exemption, the owner or operator shall maintain records of the amount (gallons per year) of solvents used at the stationary source for each calendar year.

These records shall be ~~kept~~ maintained on site for ~~a minimum of~~ at least 3 years and be made available to the District on request. Thereafter, the records shall be maintained either on site or readily available for expeditious inspection and review for an additional 2 years. Solvents meeting the criteria of 2.b. or c. above do not contribute to the 55 gallons per year per stationary source limitation.

[. . .]

RULE 333. CONTROL OF EMISSIONS FROM RECIPROCATING INTERNAL COMBUSTION ENGINES. (Adopted 12/03/1991, revised 12/10/1991, ~~and~~ 4/17/1997, and [*date of revised rule adoption*])

A. Applicability

~~1.~~ The provisions of this rule shall apply to ~~all~~ any engine~~s~~ with a rated brake horsepower of 50 or greater ~~and which are fueled by natural gas, field gas, liquefied petroleum gas, diesel fuel, gasoline, or any other liquid fuel~~.

B. Exemptions

1. ~~Notwithstanding A.1., t~~The requirements of this ~~R~~rule shall not apply to:

a. ~~Engines~~Spark ignition engines operating on gaseous fuel consisting of 75 percent or more of landfill gas on a volume basis determined by annual fuel use. To qualify for this exemption written documentation ~~must~~ shall be submitted with the Authority to Construct application ~~to~~ and approved by the Control Officer. The documentation must describe the fuel meters used, ~~and~~ the level of accuracy of the fuel meters, and calculations to correct volumes to standard conditions to demonstrate compliance. Separate fuel meters shall be used ~~which~~ that measure~~s~~ the volumes ($~~ft^3~~$ cubic feet) of landfill gas ~~used~~ and ~~a separate fuel meter for the volume (ft^3)~~ of all other ~~gases~~ gaseous fuel used. Fuel usage records shall be maintained identifying the volume of landfill gas and the volume of ~~natural gas~~ all other gaseous fuel used annually. The following method shall be used to determine the ~~75~~ landfill gas ~~percent~~ percentage on a volume basis:

$$\text{~~Percent of Fuel use~~ Landfill Gas Percentage} = \frac{\text{Volume in ~~ft}}^3\text{~~ cubic feet of landfill gas consumed annually}}{\text{Total Volume in ~~ft}}^3\text{~~ cubic feet of all ~~gas~~ gaseous fuel consumed annually}} \times 100$$

The volumes in the above equation shall be corrected for standard conditions.

b. Engines that are exempt from permit under the provisions of Rule~~s~~ 202, Exemptions to Rule 201.

c. Any derated engine having a maximum allowable and enforceable output rating of less than 50 brake horsepower, provided such rating is specified by the District in an

Authority to Construct or Permit to Operate and accepted by the engine owner or operator.

d. Any compression ignition emergency standby engines, as defined under California Code of Regulations, Title 17, Section 93115, Airborne Toxic Control Measure for Stationary Compression Ignition (CI) Engines.

2. ~~Engines which operate~~ Any engine that has a total aggregated operational period less than 200 hours per calendar year ~~are~~ is exempt from ~~Sections D., E., F., and G.~~ the requirements of this rule, with the exception of the engine identification requirement in Section D.1, the elapsed operating time meter requirement in Section D.2, the recordkeeping provisions in Section J.3, and the compliance schedules for these provisions specified in Section K. ~~To qualify for this exemption, the engine owner or operator shall maintain and record in a log, as required in Section H, the engine hour meter reading every first working day of each calendar quarter.~~The hours per year operating period of a relocated engine that performs the same function as the engine it displaced will be included in calculating the total aggregated operating period for determining applicability of this exemption.

3. Section G requirements for a Compliance Plan shall not be applicable to any compression ignition engines that are subject to an exhaust emission standard in the:

a. California Code of Regulations, Title 13, Section 2423, for off-road engines, or

b. 40 CFR, Part 89, for nonroad compression ignition engines.

C. Definitions

See Rule 102 for definitions not limited to this rule. For the purposes of this ~~R~~rule, the following definitions shall apply:

"Air-balanced pumping engine" means a noncyclically-loaded engine powering a well pump, with the pump using compressed air in a cylinder under the front of the walking beam to offset the weight of the column of rods and fluid in the well, eliminating the need for counterweights.

"Beam-balanced pumping engine" means a cyclically-loaded engine powering a well pump, with the pump counterweight on the back end of the walking beam. The counterweight is moved mechanically without a cylinder supplying air pressure.

"Crank-balanced pumping engine" means a cyclically-loaded engine powering a well pump, with the pump counterweight attached to a gearbox which is attached to the walking beam with a pitman arm. The counterweight is moved mechanically, in a circular motion, without a cylinder supplying air pressure.

"**Cyclic**ally-loaded **engine**" means an engine that under normal operating conditions has an external load that varies ~~in shaft load~~ by 40 percent or more of rated brake horsepower during any load cycle or ~~recurrent periods of 30 seconds or less, or~~ is used to power ~~an oil~~ a well reciprocating pump~~ing unit~~ including beam-balanced or crank-balanced pumps. Engines powering air-balanced pumps are noncyclically-loaded engines.

~~1.~~ **"Engine"** means any spark or compression ~~ignited~~ ignition engine in which the pistons are contained within a cylinder and move back and forth in a straight line.

~~2. "**Cyclic engine**" means an engine that under normal operating conditions varies in shaft load by 40 percent or more of rated brake horsepower during recurrent periods of 30 seconds or less, or is used to power an oil well reciprocating pumping unit.~~

~~3. "**Noncyclic engine**" means any engine which is not a cyclic engine.~~

"Exhaust controls" means any device or technique used to treat an engine's exhaust to reduce emissions, and include (but are not limited) to catalysts, afterburners, reaction chambers, and chemical injectors.

~~4.~~ "**Existing engine**" means an engine ~~which~~ that by ~~December 3, 1991~~ [*date of revised rule adoption*];

~~a~~1. has been issued a valid ~~ATC~~ Authority to Construct, ~~or PTO~~ Permit to Operate, or Exemption to a Permit to Operate (or listed as *exempt* on an Authority to Construct or Permit to Operate) pursuant to District rules and regulations; or

~~b~~2. has been identified in an application for an ~~ATC~~ Authority to Construct submitted to and deemed complete by the District; or

~~c~~3. ~~is an identical replacement as defined in Rule 202 A. (5) for an engine defined in Section C.4.a.~~has been operated in Santa Barbara County as exempt and now requires a Permit to Operate because of a Rule 202 exemption change effective [*date of revised rule adoption*].

~~5. "**New engine**" is an engine which is not an existing engine.~~

~~6. **"Field gas"** means gas which does not meet the standards as published by the Public Utilities Commission for natural gas (37 California Code of Regulations 589).~~

"Four-stroke engine" means any type of engine which completes the power cycle in two crankshaft revolutions, with intake and compression strokes in the first revolution and power and exhaust strokes in the second revolution.

~~7.~~ "**Lean-burn engine**" means ~~a spark-ignited or compression ignited, Otto-cycle, Diesel-cycle or~~ any two-stroke or four-stroke engine where the manufacturer's recommended operating air-to-fuel ratio divided by the stoichiometric air-to-fuel ratio is greater than 1.1. Any existing engine where there are no manufacturer's recommendations regarding the air-to-fuel ratio will be considered a lean-burn engine if the excess oxygen content of the exhaust at full load conditions ~~that is operated with an exhaust stream oxygen concentration of~~ is greater than ~~4~~ 2 percent by volume~~, or greater~~. Where exhaust control is employed on such an existing engine, ~~The~~ the exhaust gas oxygen content shall be determined from the uncontrolled exhaust stream. Any engine modification that changes any rich-burn engine to a lean-burn engine or vice versa requires approval from the Control Officer in the form of a permit modification.

"**New engine**" is an engine that is not an existing engine.

"**Noncyclically-loaded engine**" means any engine which is not a cyclically-loaded engine.

~~8. **"Operating engine"** means an engine that is operating and consuming fuel for its intended application a minimum of 150 hours for each month during the 12 consecutive month period prior to the adoption of this Rule as certified by the engine owner or operator.~~

~~9. "**Rated brake horsepower**" means the maximum brake horsepower rating at maximum revolutions per minute (RPM) specified for the engine by the manufacturer. Alternately, the rated brake horsepower of an engine shall be the maximum allowable and enforceable rating specified by the District, stated in the Permit to Operate (PTO), and accepted by the engine operator.~~

"ppmv" means parts per million by volume, dry.

~~10.~~ **"Rich-burn ~~E~~engine"** means ~~a spark-ignited, Otto-cycle, or a~~ any spark ignition, four-stroke ~~naturally aspirated~~ engine where the manufacturer-recommended operating air-to-fuel ratio divided by the stoichiometric air-to-fuel ratio is less than or equal to 1.1. Any existing engine where there are no manufacturer's recommendations regarding the air-to-fuel ratio will be considered a rich-burn engine if the

excess oxygen content of the exhaust at full load conditions ~~that is operated with an exhaust stream oxygen concentration of~~ is less than or equal to ~~4~~ 2 percent by volume. Where exhaust control is employed on such an existing engine, ~~The~~ the exhaust gas oxygen content shall be determined from the uncontrolled exhaust stream. ~~Additionally, any engine which is designated as a rich burn engine on a District Permit on the date of rule adoption shall be a rich burn engine.~~ Any engine modification that changes any rich-burn engine to a lean-burn engine or vice versa requires approval from the Control Officer in the form of a permit modification.

~~11. "**Diesel Engine**" means a compression ignited four stroke engine that is operated with an exhaust stream oxygen concentration of 4 percent by volume, or greater.~~

"Stoichiometric air-to-fuel ratio" means the chemically correct air-to-fuel ratio where all fuel and all oxygen in the air and fuel mixture will be consumed.

"Two-stroke engine" means a type of engine which completes the power cycle in single crankshaft revolution by combining the intake and compression operations into one stroke and the power and exhaust operations into a second stroke. This system requires auxiliary scavenging and inherently runs lean of the stoichiometric air-to-fuel ratio.

D. Requirements – Engine Identification, Meters, and Continuous Monitoring Systems

The owner or operator of any engine subject to this rule shall ensure each engine meets the following requirements in accordance with the compliance schedule specified in Section K.

1. Any engine subject to this rule shall have a permanently affixed plate, tag, or marking listing:

   a. the engine's make, model, and serial number; or

   b. the owner's or operator's unique identification number.

The plate, tag, or marking shall be made accessible and legible.

2. Each engine shall be equipped with a nonresettable elapsed operating time meter and the meter shall be maintained in proper operating condition.

3. Each engine shall be equipped with a nonresettable fuel meter or, where approved by the Control Officer in writing, an alternative device, method, or technique for determining fuel consumption. The fuel meter shall be calibrated periodically pursuant to the recommendations of the manufacturer and shall be maintained in proper operating condition.

4. Engines in the following category shall be equipped with a continuous oxides of nitrogen, carbon monoxide, and oxygen monitoring system approved by the Control Officer pursuant to an Authority to Construct:

   New engines rated at 1,000 brake horsepower or greater that:

   a. are installed on or after [*date of revised rule adoption*], and

   b. are subject to the emission limits specified in Section E, and

   c. have Permits to Operate allowing operations in excess of 2,000 hours per year.

   This system shall determine and record exhaust gas oxides of nitrogen concentrations and carbon monoxide in parts per million by volume (dry), corrected to 15 percent oxygen. The continuous monitoring system may be a continuous emissions monitoring system or an alternative approved

by the Control Officer. Alternatives to a continuous emissions monitoring system must be submitted to and approved by the Control Officer. Continuous emission monitoring systems shall meet the District Continuous Emission Monitoring Protocol (1992) and applicable federal requirements described in 40 CFR Part 60. These include the performance specifications found in Appendix B, Specification 2, the quality assurance requirements found in Appendix F, and the reporting requirements of Parts 60.7(c), 60.7(d), and 60.13.

The monitoring system shall have data gathering and retrieval capability as approved by the Control Officer. All data collected by the monitoring system shall be maintained for at least two years and made available for inspection by the Control Officer. Any Control Officer approved continuous monitoring system for oxides of nitrogen, carbon monoxide, and oxygen shall suffice in lieu of the quarterly monitoring required in Section F.3.

~~D~~E. Requirements - Emission Limits

Owners or operators of engines shall meet the following requirements ~~based on biennial source testing,~~ in accordance with the compliance schedule set forth in Section ~~I~~K:

1. ~~Noncyclic Rich~~ Rich-Burn Noncyclically-Loaded Spark Ignition Engines

   a. The emission concentrations, corrected for oxygen, from any such engine ~~Rich burn noncyclic engines~~ shall not exceed the following ~~concentration~~ limits ~~corrected for oxygen~~:

	Limit (~~ppmV~~ppmv at 15 percent oxygen)	
Pollutant	**~~15% Oxygen~~**	**~~3% Oxygen~~**
NOx	50	~~152~~
ROC	250	~~758~~
CO	4,500	~~13,653~~

   b. ~~Rich burn noncyclic engines shall meet~~ Engines using either combustion modifications or exhaust controls shall meet the oxides of nitrogen ~~(NOx) requirements~~ limit specified above, or the oxides of nitrogen ~~(NOx)~~ shall be reduced by at least 90 percent by mass of the uncontrolled emissions ~~across the control device~~. For engines with exhaust controls, the percent control shall be determined by measuring concurrently the oxides of nitrogen concentration upstream and downstream from the exhaust control. For engines without external control devices, the percent control shall be based on source test results for the uncontrolled engine and the same engine after the control device or technique has been employed. In this situation, the engine's typical operating parameters, loading, and duty cycle shall be documented and repeated at each successive post-control source test to ensure that the engine is meeting the percent reduction limit. The parts per million by volume (dry) limits for reactive organic compounds and carbon monoxide apply to all engines.

2. ~~Noncyclic Lean~~ Lean-Burn Spark Ignition Engines

   a. The emission concentrations, corrected for oxygen, from any such engine ~~Lean burn noncyclic engines~~ shall not exceed the following limits ~~as corrected for oxygen~~:

Any engine with a rated brake horsepower of 50 or greater but less than 100:

Pollutant	Limit (ppmv at 15 percent oxygen)
NOx	200
ROC	750
CO	4,500

Any engine with a rated brake horsepower of 100 or greater:

Pollutant	Limit (~~ppmV~~ppmv at 15 percent oxygen)	
	~~15% Oxygen~~	~~3% Oxygen~~
NOx	125	~~380~~
ROC	750	~~2,275~~
CO	4,500	~~13,653~~

b. ~~Lean burn engines shall meet~~Any engine with a rated brake horsepower of 100 or greater using either combustion modifications or exhaust controls shall meet the oxides of nitrogen ~~(NOx)~~ requirements specified above, or the oxides of nitrogen ~~(NOx)~~ shall be reduced by at least 80~~%~~ percent by mass of the uncontrolled emissions ~~across the control device~~. For engines with exhaust controls, the percent control shall be determined by measuring concurrently the oxides of nitrogen concentration upstream and downstream from the exhaust control. For engines without external control devices, the percent control shall be based on source test results for the uncontrolled engine and the same engine after the control device or technique has been employed. In this situation, the engine's typical operating parameters, loading, and duty cycle shall be documented and repeated at each successive post-control source test to ensure that the engine is meeting the percent reduction limit. The parts per million by volume (dry) limits for reactive organic compounds and carbon monoxide apply to all engines.

3. ~~Cyclic~~ Rich-Burn Cyclically-Loaded Spark Ignition Engines

~~a. On or before March 2, 1992 the owner or operator of cyclic engines shall maintain an exhaust stream oxygen concentration of 6.5 percent or greater, by volume. Owners or operators of cyclic engines shall comply with the following:~~

~~i. An initial source test shall be performed within twelve months from December 3, 1991 for each engine. Subsequent source tests shall be performed in accordance with Section G.; and~~

~~ii. The exhaust stream oxygen concentration shall be monitored on a monthly basis utilizing a portable analyzer or any other method approved by the Control Officer. The instrument reading shall be recorded as set forth in Section H.~~

~~b.~~ The emission concentrations, corrected for oxygen, from any such engine ~~Cyclic engines~~ shall not exceed the following limits~~, in accordance with Section I.~~:

Limit (~~ppmV~~ppmv at 15 percent oxygen)

Pollutant	~~**15% Oxygen**~~	~~**3% Oxygen**~~
NOx	~~50~~300	~~152~~
ROC	250	~~758~~
CO	4,500	~~13,653~~

~~Alternatively, NOx emissions may be reduced by at least 90% of the uncontrolled emissions across the control device.~~

~~c. In lieu of D.3.a. and D.3.b. above, an engine owner or operator may choose for any cyclic engine to comply with Section D.1. of this rule by designating the cyclic engine as a noncyclic engine for the purposes of this Rule. In this case the owner or operator shall notify the District in writing on or before March 2, 1992 which cyclic engines will be designated as noncyclic engines. These engines shall be included as part of the compliance plan as set forth in Section F.~~

4. Compression Ignition Engines and Dual-Fuel Engines

a. The emission concentrations, corrected for oxygen, from any such engine ~~Diesel engines~~ shall not exceed ~~8.4 grams per brake horsepower-hour of oxides of nitrogen or~~ the following limits ~~as corrected for oxygen~~:

Limit (~~ppmV~~ppmv at 15 percent oxygen)

Pollutant	~~**15% Oxygen**~~	~~**3% Oxygen**~~
NOx	~~797~~700	~~2,400~~
ROC	750	
CO	4,500	

b. Engines using either combustion modifications or exhaust controls shall meet the oxides of nitrogen limit specified above, or the oxides of nitrogen shall be reduced by at least 40 percent by mass of the uncontrolled emissions. For engines with exhaust controls, the percent control shall be determined by measuring concurrently the oxides of nitrogen concentration upstream and downstream from the exhaust control. For engines without external control devices, the percent control shall be based on source test results for the uncontrolled engine and the same engine after the control device or technique has been employed. In this situation, the engine's typical operating parameters, loading, and duty cycle shall be documented and repeated at each successive post-control source test to ensure that the engine is meeting the percent reduction limit. The parts per million by volume (dry) limits for reactive organic compounds and carbon monoxide apply to all engines.

~~5. Alternative Emission Control Plan (AECP)~~

~~An owner or operator of any existing engine subject to this rule may meet the NO_x emission control requirements of Sections D.1, D.2, and D.3.b, by controlling additional existing engines at the same stationary source, which are not otherwise subject to this rule, provided the owner or operator submits an Alternative Emission Control Plan that is enforceable by the District and is approved in writing by the Control Officer, ARB and EPA prior to implementation.~~

~~Any Alternative Emission Control Plan must be submitted by March 9, 1992.~~

~~The Alternative Emission Control Plan shall:~~

~~a. Include all information determined by the Control Officer as necessary to confirm that the requirements of this section will be met.~~

~~b. Include the control of all engines 20 horsepower and larger at the stationary source. All engines shall be controlled consistent with the applicable schedule specified in Section I.~~

~~c. Achieve at least 20 percent more tonnage of NOx emission reductions than otherwise required by Sections D.1, D.2 and D.3.b. The required tonnage of emission reductions shall be calculated using a 90% (80% for lean burn engines) reduction from an uncontrolled emission factor of 2,000 lbs of NOX/MMSCF fuel used, with the baseline fuel usage calculated in accordance with Rule 802.F.2. When engine specific fuel usage is not available, fuel use data will be apportioned to individual engines based on their estimated utilized horsepower, following a method approved by the Control Officer.~~

~~d. Specify NO_x, ROC and CO ppmv emission limits for each engine. NO_x ppmv limits for each engine shall be equal to or less than that emitted from the engine when the exhaust stream oxygen concentration is set at the maximum percentage achievable while maintaining stable engine operation. The ROC and CO ppmv limits specified in Sections D.1, D.2 and D.3.b. shall not be exceeded. All engines included in the AECP shall be included as non-exempt engines on District permits with these emission limits specified.~~

~~e. Calculate the uncontrolled emission factor for engines 20 to 49 horsepower by measuring the NO_x emissions in accordance with Section C. (except the test shall be conducted for 30 minutes) with the exhaust stream oxygen concentration adjusted to 2 percent or greater by volume. Baseline fuel usage for these engines shall be calculated as specified above.~~

~~f. Calculate the tonnage of emission reductions achieved to meet the requirements of Section D.5.c. by subtracting the controlled emission rate from the uncontrolled emission rate. The controlled emission rate shall be calculated using the controlled engine NO_x ppmv limit and the baseline fuel usage. The uncontrolled emission rate shall be calculated as specified in Section D.5.c for engines 50 horsepower and over and Section D.5.e for engines 20 to 49 horsepower.~~

~~g. Provide that emission reductions for any engine required under Regulation VIII shall not be used to reduce the emission reductions required of any other engine.~~

~~h. Include engine specific fuel usage monitoring, and other continuous monitoring on each engine determined necessary by the Control Officer to confirm continuous compliance with the required pollution reductions.~~

~~i. Exempt from the requirements of Section G and D.5.h., any 20 to 49 horsepower engines whose control is not required to meet the obligations established under Section D.5.c. These engines must, however, meet all other requirements in the rule, including requirements in Section E. The AECP shall specify any engines subject to this exemption.~~

~~j. Insure compliance with all other provisions of this rule, including but not limited to D.3.a, D.4 and D.5.~~

~~The AECP may be modified at a future date to incorporate equivalent replacement engines which meet the requirements of Rule 202.D.9. The emission limit for the new engine shall be the same as for the replaced engine.~~

~~All District costs for the review and enforcement of the AECP and for District participation in any field studies shall be reimbursed under the cost reimbursement provisions of Rule 210.~~

~~A violation of the AECP shall be a violation of this rule and any applicable permit.~~

~~6~~5. The use of anhydrous ammonia to meet the requirements of this rule is prohibited unless case-specific analysis indicates that the use is acceptable to the Control Officer.

~~E~~F. Requirements - Owner or Operator Engine Inspection~~s~~ and Maintenance Plan

~~All~~ Any engine~~s~~ subject to the requirements of Section ~~D~~ E shall be inspected by the engine owner or operator in accordance with a ~~District~~ District-approved ~~engine~~ Engine ~~inspection~~ Inspection and ~~maintenance~~ Maintenance ~~plan~~ Plan for each stationary source~~. which~~ The owner or operator shall meet the following requirements for the Plan in accordance with the compliance schedule specified in Section K:

1. ~~The plan shall be submitted to the District by March 2, 1992.~~ Obtain the Control Officer's approval of the Plan. An Inspection and Maintenance Plan for each stationary source shall be submitted to the District in a format approved by the Control Officer.

2. **~~Such plan shall list~~ List all engines by engine classification~~, identified as either cyclics~~ (rich-burn ~~non~~cyclically-loaded spark ignition, rich-burn cyclically-loaded spark ignition, lean-burn spark ignition, ~~and noncyclics~~compression ignition, or dual-fuel)~~,~~ and identify the method, engine and control equipment operating ~~parameters~~parameter ranges, and compliance values, including engine exhaust oxygen concentration ranges, to be used to verify compliance with Section ~~D~~E.**

~~3. The plan shall require a minimum of one inspection for each engine every calendar quarter. The readings for each parameter identified in E.2. shall be recorded pursuant to Section H.~~

~~4~~3. A portable ~~NOx~~ emissions analyzer ~~or any other method approved by the Control Officer~~ shall be used to take ~~NOx~~ oxides of nitrogen and carbon monoxide emission readings and engine exhaust oxygen concentration readings to determine compliance with the emission limits or percent control specified in Section ~~D~~ E during ~~which~~ any quarter (or month, if performing monthly monitoring) in which a source test is not performed under Section ~~G~~ I and an engine is operated in excess of 20 hours per quarter. If such an engine cannot be operated for portable analyzer emissions testing due to mechanical failure or lack of fuel, the monitoring requirement may be waived provided written Control Officer approval is obtained prior to the end of the quarter (or month, if performing monthly monitoring). All emission readings shall be taken at an engine's typical duty cycle.~~The results shall be recorded pursuant to Section H~~. The analyzer shall be calibrated, maintained, and operated in accordance with the manufacturer's specifications and recommendations or a Control Officer approved protocol. The applicable control equipment parameters and engine operating parameters will be inspected and monitored in conformance with a regular inspection schedule listed in the Plan. A~~n~~ portable analyzer instrument reading in excess of the emission compliance values shall not be considered a violation ~~of this rule~~, so long as the ~~problem is corrected~~ engine is brought into compliance and a follow-up inspection is conducted within 15 days of the initial ~~inspection~~out-of-compliance reading. If an engine owner or operator or District staff find an engine to be operating outside the acceptable range for control equipment parameters, engine operating parameters, engine exhaust oxides of nitrogen or carbon monoxide concentrations, the owner or operator shall bring the engine into compliance within 15 days. Also, when there has been a portable analyzer instrument reading in excess of the emission compliance values or a source test result in excess of an emission limit or less than the percent control requirement, the inspection and maintenance monitoring schedule will be performed on a monthly basis and continue to be monthly until Rule 333 compliance is demonstrated in three consecutive months (by portable analyzer or source tests).

The results and ~~instrument~~ readings for each engine and control equipment operating parameter identified in the ~~inspection plan~~ Inspection and Maintenance Plan, the analyzer instrument readings,

a description of the corrective actions taken, a determination of whether or not the engine is in compliance, and the ~~initials~~ name of the person recording the ~~measurement~~ information shall be recorded ~~on~~ in an inspection log consistent with the recordkeeping provisions specified in Section J.1.

4. Include preventive and corrective maintenance procedures. Before any change in operations can be implemented, the Plan must be revised as necessary, and the revised Plan must be submitted to and approved by the Control Officer.

~~F~~G. Requirements - Compliance Plan

~~A compliance~~ The owner or operator of any engine subject to the emission limits in Section E shall submit and obtain the Control Officer's approval of a Compliance ~~plan~~Plan. A new or revised Compliance Plan for each stationary source shall be submitted to the District in a format approved by the Control Officer in accordance with the time schedule specified in Section ~~I.2.~~ K unless otherwise specified by the Control Officer. ~~or I.3. to the District for each stationary source~~ The Compliance Plan shall describe all actions, including a schedule of increments of progress, which will be taken to meet the applicable emissions limitations in Section E and the compliance schedule in Section K. The owner or operator shall ensure that the Compliance Plan meets the following requirements ~~and shall include~~:

1. ~~a l~~List of all engines ~~with~~ by classification (rich-burn noncyclically-loaded spark ignition, rich-burn cyclically-loaded spark ignition, lean-burn spark ignition, compression ignition, or dual-fuel), make, model, serial number (or owner's/operator's ID number), rated brake horsepower ~~and associated RPM~~, type of fuel (including higher heating value and percent or ~~ppm~~ parts per million by volume (dry) sulfur), engine application, ~~maximum~~ total hours of operation ~~per~~ in the previous year, typical daily operating schedule, fuel consumption (cubic feet of gas or gallons of liquid) for the previous one year period, engine location and engine ~~PTO~~ Permit to Operate number~~(if applicable);~~. ~~and~~

2. List manufacturer-tested typical emission rates or source test values, if available or documentation showing existing emissions of oxides of nitrogen, reactive organic compounds, and carbon monoxide~~;~~. ~~and~~

3. List the applicable emission limits.

~~3~~4. List the type of emission control device or method for each engine, and the temperature and flow rate of the exhaust gas, and any auxiliary devices used with the main control device (i.e., air-to-fuel ratio controller, exhaust gas monitor, etc.), ~~and~~ the proposed installation completion date for each engine to be controlled, stack modifications to facilitate continuous in-stack monitoring and source testing.

5. An Engine Inspection and Maintenance Plan, as specified in Section F, or at a minimum, a reference to and a statement incorporating the Engine Inspection and Maintenance Plan into the Compliance Plan.

~~4~~6. List of all existing ~~and operating~~ engines planned for shutdown or electrification and the proposed date of shutdown or electrification.

An owner or operator may modify a ~~compliance~~ Compliance ~~plan~~ Plan by submitting a modified ~~plan~~Plan to the District at least ~~thirty (~~30~~) calendar~~ days prior to modifying the equipment~~,~~ or control method ~~or compliance date~~ for any engine. ~~Modification of a compliance plan shall not alter the schedule of controlled horsepower required in Section I.~~

Approval of a ~~compliance~~ Compliance ~~plan~~ Plan does not relieve the owner or operator of engine(s) from the permitting requirements of District Rule 201.

H. [Reserved]

~~G~~I. Requirements - Source Testing

The owner or operator of any engine subject to the requirements of Section E shall comply with the following:

1. ~~Source test plans~~ Except as otherwise provided in Section I.8, an initial emissions source test shall be performed on each stationary internal combustion engine to verify compliance with Section E. ~~A~~ After the initial source test, source tests shall be performed biennially to demonstrate compliance with Section ~~D~~E. ~~S~~These source tests shall be performed within 30 ~~calendar~~ days of the anniversary date of the initial source test, unless the Control Officer approves a period longer than ~~thirty (~~30~~) calendar~~ days. Emissions source testing shall be conducted at an engine's maximum achievable load or, at a minimum, under the engine's typical duty cycle as demonstrated by historical operational data. Source test loads shall be finalized in the source test plan approved by the District per Section I.2. For facilities with more than 20 engines subject to Section E requirements, the Control Officer may, on a case-by-base basis, approve a source's written request to exclude one or more engines from biennial testing. Such a request shall be submitted with the Plan required in Section I.2.

2. ~~a. An owner or operator of any engine shall~~ A Source Test Plan shall be submitted to the District and ~~obtain~~ the Control Officer's approval ~~of a source test plan~~shall be obtained prior to the start of a source test. The approved ~~p~~Plan shall be ~~on~~ filed with the District at least ~~thirty (~~30~~) calendar~~ days before the start of each source test~~ing~~. The District shall be notified of the date for source testing an engine at least ~~fourteen (~~14~~) calendar~~ days prior to testing to arrange a mutually agreeable test date. In addition to other information, the Source Test Plan shall describe which critical parameters will be measured for those parameters specified in the Engine Inspection and Maintenance Plan described in Section F.

~~b. A source test shall be performed biennially to demonstrate compliance with Section D. Source tests shall be performed within 30 calendar days of the anniversary date of the initial source test, unless the Control Officer approves a period longer than thirty (30) calendar days.~~

3. ~~c.~~ Source testing shall be performed by a source test contractor certified by the ~~California~~ Air Resources Board. District required ~~S~~source testing shall not be performed by a source owner or operator unless approved by the Control Officer.

4. For each source test performed, a Source Test Report shall be submitted to the District within 45 days of completing the test. Reactive organic compounds, oxides of nitrogen, and carbon monoxide concentrations shall be reported in parts per million by volume, corrected to 15 percent oxygen. For engines using either combustion modifications or exhaust controls, oxides of nitrogen shall be reported as a percent reduction from the combustion modification or control device.

5. ~~d. The owner or operator of~~ For any engine ~~which~~ that is found not to be in compliance with Section ~~D~~E~~.~~ as a result of source testing~~, shall comply with~~ the following shall apply:

   a. ~~i. A r~~Repeat a source test ~~shall be performed~~ to demonstrate compliance with Section ~~D.~~E within the time period specified by the District.

   b. ~~ii.~~ Notwithstanding the provisions of Section ~~G.1.b.~~I.1, annual source tests shall be conducted on any noncompliant engine until two consecutive annual tests demonstrate the engine is in compliance with Section ~~D~~ E. When the engine is demonstrated to be in compliance with Section ~~D~~ E by two consecutive annual source tests, the engine shall comply with the provisions of Section ~~G.1.b~~I.1.

~~2~~6. Engine operating parameters (e.g., timing, manifold vacuum pressure, valve set points, etc.) shall be established using the results of the source test carried out pursuant to Section ~~G~~I.1.

~~3~~7. Test Methods

a. Source testing shall be performed in accordance with the following procedures:

~~NOx, CO, O_2: CARB Method 1-100~~

~~ROC: EPA Method 18 or EPA Method 25~~

i. Stack gas oxygen: Environmental Protection Agency Method 3A or Air Resources Board Method 100.

ii. Nitrogen oxides: Environmental Protection Agency Method 7E or Air Resources Board Method 100.

iii. Carbon monoxide: Environmental Protection Agency Method 10 or Air Resources Board Method 100.

iv. Reactive organic compounds: Environmental Protection Agency Method 18 with gas chromatography-flame ionization detection speciation analysis for C1, C2, C3, C4, C5, C6+ species.

v. Pollutant Mass Emission Rate (e.g., pounds per hour): Calculated from stack flow rate data obtained by either 1) the Environmental Protection Agency Methods 1 through 4, or 2) the Environmental Protection Agency ~~exhaust concentration, fuel flow and fuel composition data as per EPA~~ Method 19 ~~, Sections 2.1 and 3.2.1.~~ stack flow rate F factor (ratio of combustion gas volume to heat input), using fuel flow and fuel composition data.

vi. Fuel rate: ~~Appropriate~~ District-approved metering system, calibrated within 60 days of the test date. Public utility company regulated utility fuel meters relied on by operators for testing may be allowed an alternative calibration schedule per the Control Officer's discretion. Results must be corrected for ~~temperature and pressure (~~standard conditions ~~of 60°F and 29.92 inches of Mercury~~.

vii. Determination of the Fuel Composition and Higher Heating Value: The following applicable standards developed by the ASTM International: ~~ASTM Method~~

1) ASTM D~~-~~ 1945-~~81~~03, "Standard Test Method for Analysis of Natural Gas by Gas Chromatography," ASTM International,

2) ASTM ~~Method~~ D~~-~~ 3588-~~81~~98 (2003), "Standard Practice for Calculating Heat Value, Compressibility Factor, and Relative Density of Gaseous Fuels," ASTM International, ~~and~~

3) ASTM ~~Method~~ D~~-~~ 1072-~~80.~~06, "Standard Test Method for Total Sulfur in Fuel Gases," ASTM International,

4) ASTM D 240-02 (2007), "Standard Test Method for Heat of Combustion of Liquid Hydrocarbon Fuels by Bomb Calorimeter," ASTM International,

5) ASTM D 4809-06, "Standard Test Method for Heat of Combustion of Liquid Hydrocarbon Fuels by Bomb Calorimeter (Precision Method)," ASTM International, and

6) ASTM D 1826-94 (2003), "Standard Test Method for Calorific (Heating) Value of Gases in Natural Gas Range by Continuous Recording Calorimeter," ASTM International.

The Control Officer may approve in writing alternative methods for determining the fuel composition or fuel higher heating value.

~~Pollutant Emission Rate: Calculated from exhaust concentration, fuel flow and fuel composition data as per EPA Method 19, Sections 2.1 and 3.2.1.~~

b. The Control Officer may approve in writing an alternative source test method provided that such method is comparable in accuracy to the procedure in ~~G.3.a~~ I.7.a~~.~~ and has been approved by the ~~ARB~~ Air Resources Board and the ~~EPA~~ Environmental Protection Agency.

c. At a minimum, three 30 minute test runs shall be performed, and the average concentration from the three runs shall be used for determining compliance unless alternative provisions are specified in an approved source testing plan.

8. Initial and biennial source testing requirements shall not be applicable to any compression ignition engines that are subject to an exhaust emission standard in the:

a. California Code of Regulations, Title 13, Section 2423, for off-road engines, or

b. 40 CFR, Part 89, for nonroad compression ignition engines.

However, a source test shall be triggered for such engine if the result from a portable analyzer emissions monitoring reading (e.g., a result obtained during the monitoring required by Section F.3) exceeds a threshold of 560 parts per million of oxides of nitrogen at 15 percent oxygen, unless the engine is brought into compliance with this threshold value and a follow-up portable analyzer monitoring inspection is conducted within 15 days of the initial over-the-threshold reading.

The owner or operator of the engine shall provide written notification to the Control Officer within two business days of a portable analyzer emissions monitoring reading in excess of the 560 parts per million of oxides of nitrogen at 15 percent oxygen threshold. In addition, portable analyzer monitoring results shall be reported to the APCD within three business days of any follow-up quarterly portable analyzer monitoring.

Source testing of a Tier 1, 2, 3 or 4 engine, if triggered per the above criteria, shall be completed within 60 days of the initial over-the-threshold reading and shall comply with Sections I.2, I.3, I.4, I.5.a, and I.7.

Any compression ignition engine that triggers a source test, and demonstrates compliance with the oxides of nitrogen standard in Section E.4, shall not be subject to another source test for two years from the date of the initial compliant source test. Any compression ignition engine that does not comply with the oxides of nitrogen standard in Section E.4 based on any source test, shall thereafter be subject to source testing on a biennial schedule starting from the date of the initial failed source test.

~~H~~J. Recordkeeping

1. The owner or operator of any engine subject to the requirements of ~~this rule~~ Section E shall maintain a written ~~engine~~ Engine ~~operation~~ Operation, Inspection, and Maintenance ~~log~~ Log containing the following information for each engine subject to an emission limit:

a~~).~~ Engine classification (rich-burn noncyclically-loaded spark ignition, rich-burn cyclically-loaded spark ignition, lean-burn spark ignition, compression ignition, or dual-fuel), make, model, and serial number or the owner's or operator's unique identification number.

b. ~~h~~Hours of operation, as determined by a nonresettable elapsed operating time meter, ~~each month for each engine since the last inspection;~~.

~~b)~~c. ~~l~~Location ~~and hours~~ of ~~engine~~ operation of the engine ~~as determined by an hour meter for each engine which operates less than 200 hours per calendar year~~.

~~c)~~d. ~~a~~ A summary of any maintenance performed on an emission control device~~;~~.

~~d)~~e. ~~a~~ A summary of any maintenance performed on an engine ~~which~~ that affects the emission control device.~~; and,~~

~~e)~~f. ~~the o~~Observations made ~~in~~ during each monthly or quarterly inspection, pursuant to the requirements of Section ~~E~~ F.3.

g. Date of each log entry and the printed or typed name of the person entering the log information.

h. For every engine that has been relocated, a notation to that effect identifying both the present and prior location, the reason(s) for the engine relocation, and the elapsed operating time meter readings for both the relocated engine and the engine being displaced.

2. Copies of all ~~engine~~ Engine Operation, ~~inspection~~Inspection, and ~~maintenance~~ Maintenance ~~logs~~ Logs shall be retained ~~by the operator~~ for a minimum of 2 years after the date of the last entry and shall be available to the District upon request. Thereafter, the Logs shall be retained for an additional 3 years either at the stationary source or in a readily available location that allows for expeditious District inspection and review.

3. For any exemption claimed under Section B.2, maintain a written Engine Exemption Log containing the following information for each engine subject of the claim in accordance with the compliance schedule in Section K:

a. Engine's classification (rich-burn noncyclically-loaded spark ignition, rich-burn cyclically-loaded spark ignition, lean-burn spark ignition, compression ignition, or dual-fuel), make, model, and serial number or the owner's or operator's unique identification number.

b. Hours of operation per quarter (or more often at the owner's or operator's discretion), as determined by a nonresettable elapsed operating time meter.

c. Location of operation of the engine.

d. Date of each log entry and the printed or typed name of the person entering the log information.

e. For every engine that has been relocated, a notation to that effect identifying both the present and prior location, the reason(s) for the engine relocation, and the elapsed operating time meter readings for both the relocated engine and the engine being displaced.

At a minimum, entries in the Engine Exemption Log shall be performed on the first day the engine is operated in a new quarter and when any engine is relocated. Copies of all such Logs shall be retained at the stationary source for a minimum of 2 years after the date of the last entry and shall be available to the District upon request. Thereafter, the Logs shall be retained for an additional 3 years either at the stationary source or in a readily available location that allows for expeditious District inspection and review.

~~H~~K. **Compliance Schedule**

The owner or operator of any engine subject to this rule shall meet the following compliance schedule:

1. New engines~~ shall comply with this rule on the date of adoption.~~

Commencing [*date of revised rule adoption*], any new engine shall comply with this rule the first time it is operated in the District or the outer continental shelf for which the District is the corresponding onshore area.

~~2. Owners or operators of existing noncyclic engines shall comply as follows:~~

~~a. by March 2, 1992 submit a Compliance Plan pursuant to Section F.; and~~

~~b. by September 3, 1992 control a sufficient number of engines to meet the requirements of Section D. for a minimum of 33% of the total rated brake horsepower of the engines at the stationary source; and~~

~~c. by June 3, 1993 control a sufficient number of engines to meet the requirements of Section D. for a minimum of 66% of the total rated brake horsepower of the engines at the stationary source; and~~

~~d. by March 8, 1994 control a sufficient number of engines to meet the requirements of Section D. for all engines.~~

~~3. Owners or operators of existing cyclic engines shall comply as follows:~~

~~a. by March 2, 1992 meet the requirements of Section D.3.a.~~

~~b. Within one year or sooner from date of adoption the Board of Directors of the Air Pollution Control District shall notice a public hearing at least thirty (30) days prior to the hearing date. The hearing will be held to review additional information pertaining to the requirements of Section D.1., D.2. and D.3.b.~~

~~c. by March 3, 1993 submit a Compliance Plan pursuant to Section F.; and~~

~~d. by March 3, 1994 all engines shall be controlled to the limits established by the Board of Directors of the Air Pollution Control District.~~

~~4. An existing and operating engine that is permanently shut down or electrified after the date of rule adoption can be included in determining the percent of total horsepower that meets the requirements of Section D.~~

~~5. An application for an ATC shall be filed 120 days before the compliance date for each engine set forth in I.2.b. and 180 days for engines set forth in I.2.c., I.2.d., and I.3.d.~~

2. Existing Engines:

a. For any engine subject to an emission limit:

The Rule 333 [*date of revised rule adoption*] revisions resulted in changes in the oxides of nitrogen (NOx) emission limits and the addition of reactive organic compound (ROC) and carbon monoxide emission limits as summarized in the attached Tables 1 and 2.

Any engine previously subject to any emission limit in the April 17, 1997 adopted Rule 333, shall continue to comply with the emission limit(s) until such time that compliance with a revised emission limit is required. Further, any engine subject to a revised emission limit, as indicated in attached Tables 1 or 2, shall comply with the Rule 333 Section E emission limits by [*two years from the date of revised rule adoption*] unless the engine is permanently removed.

Any engine that was previously exempt from Rule 333, but became subject to Rule 333 emission limits through the [*date of revised rule adoption*] Rule 202 revisions shall comply with the Rule 333 Section E emission limits by [*two years from the date of revised rule adoption*] unless the engine is permanently removed.

An initial source test demonstrating compliance with a new or revised emission limit shall be completed in accordance with Section I prior to [*two years from the date of revised rule adoption*]. The owner or operator of any engine to be modified or replaced to comply with the Section E emission limits shall submit an Authority to Construct application to the Control Officer by [*one year from the date of revised rule adoption*].

b. For any engine that will be permanently removed from service:

i. by [*one month from the date of revised rule adoption*], comply with the engine identification requirements in Section D.1;

ii. by [*six months from the date of revised rule adoption*], submit a statement to the Control Officer identifying the engine to be removed; and

iii. by [*two years from the date of revised rule adoption*], remove the engine.

c. For any engine subject to the exemption in Section B.2 (operating less than 200 hours per year):

i. by [*one month from the date of revised rule adoption*], comply with the engine identification requirements in Section D.1 and the recordkeeping provisions in Section J.3; and

ii. by [*six months from the date of revised rule adoption*], install and comply with the metering requirements in Sections D.2.

d. For any engine subject to engine identification, plans, or metering requirements in Section D:

i. by [*one month from the date of revised rule adoption*], comply with the engine identification requirements in Section D.1 and the recordkeeping provisions in Section J;

ii. by [*six months from the date of revised rule adoption*]:

1) submit a new/revised Engine Inspection and Maintenance Plan for the Control Officer's approval pursuant to Section F. Any previously approved Engine Inspection and Maintenance Plan will continue to be in force until the Control Officer approves a revised plan; and

2) except as specified in Section B.3, submit a new/revised Compliance Plan for the Control Officer's approval pursuant to Section G. Previously approved Compliance Plans will continue to be in force until the Control Officer approves a revised Compliance Plan; and

iii. by [*nine months from the date of revised rule adoption*], install and comply with the metering requirements in Sections D.2 and D.3.

Table 1: Summarized Oxides of Nitrogen Emission Limit Changes Resulting from the *[date of revised rule adoption]* Rule 333 Revision

Engine Type	Category Number	April 17, 1997 Adopted Rule 333 NOx Limits		*[Date of Revised Rule Adoption]* Adopted Rule 333 NOx Limits		Effect of Change
		% Control	ppmv (at 15% O2)	% Control	ppmv (at 15% O2)	
Rich-Burn Noncyclically-Loaded Spark Ignition Engines	1	90	50	90	50	No change
Lean-Burn Spark Ignition Engines in the 50 to less than 100 bhp Range	2	80	125	-	200	Increased emission limit
Lean-Burn Spark Ignition Engines Rated 100 bhp or Greater	3	80	125	80	125	No change
Rich-Burn Cyclically-Loaded Spark Ignition Engines	4	90	50	-	300	Increased emission limit
Compression Ignition Engines and Dual-Fuel Engines	5	-	797	40	700	Decreased emission limit

Table 2: Summarized Reactive Organic Compound and Carbon Monoxide Emission Limit Changes Resulting from the *[date of revised rule adoption]* Rule 333 Revision

Engine Type	Category Number	April 17, 1997 Adopted Rule 333 Limits, ppmv (at 15% O2)		*[Date of Revised Rule Adoption]* Adopted Rule 333 Limits, ppmv (at 15% O2)		Effect of Change
		ROC	CO	ROC	CO	
Rich-Burn Noncyclically-Loaded Spark Ignition Engines	1	250	4,500	250	4,500	No change
Lean-Burn Spark Ignition Engines in the 50 to less than 100 bhp Range	2	750	4,500	750	4,500	No change
Lean-Burn Spark Ignition Engines Rated 100 bhp or Greater	3	750	4,500	750	4,500	No change
Rich-Burn Cyclically-Loaded Spark Ignition Engines	4	250	4,500	250	4,500	No change
Compression Ignition Engines and Dual-Fuel Engines	5	-	-	750	4,500	New emission limits