San Joaquin Valley Unified Air Pollution Control District

2018 PM2.5 Attainment Plan

Initial Study and Draft Negative Declaration

August 2018

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INITIAL STUDY AND DRAFT NEGATIVE DECLARATION

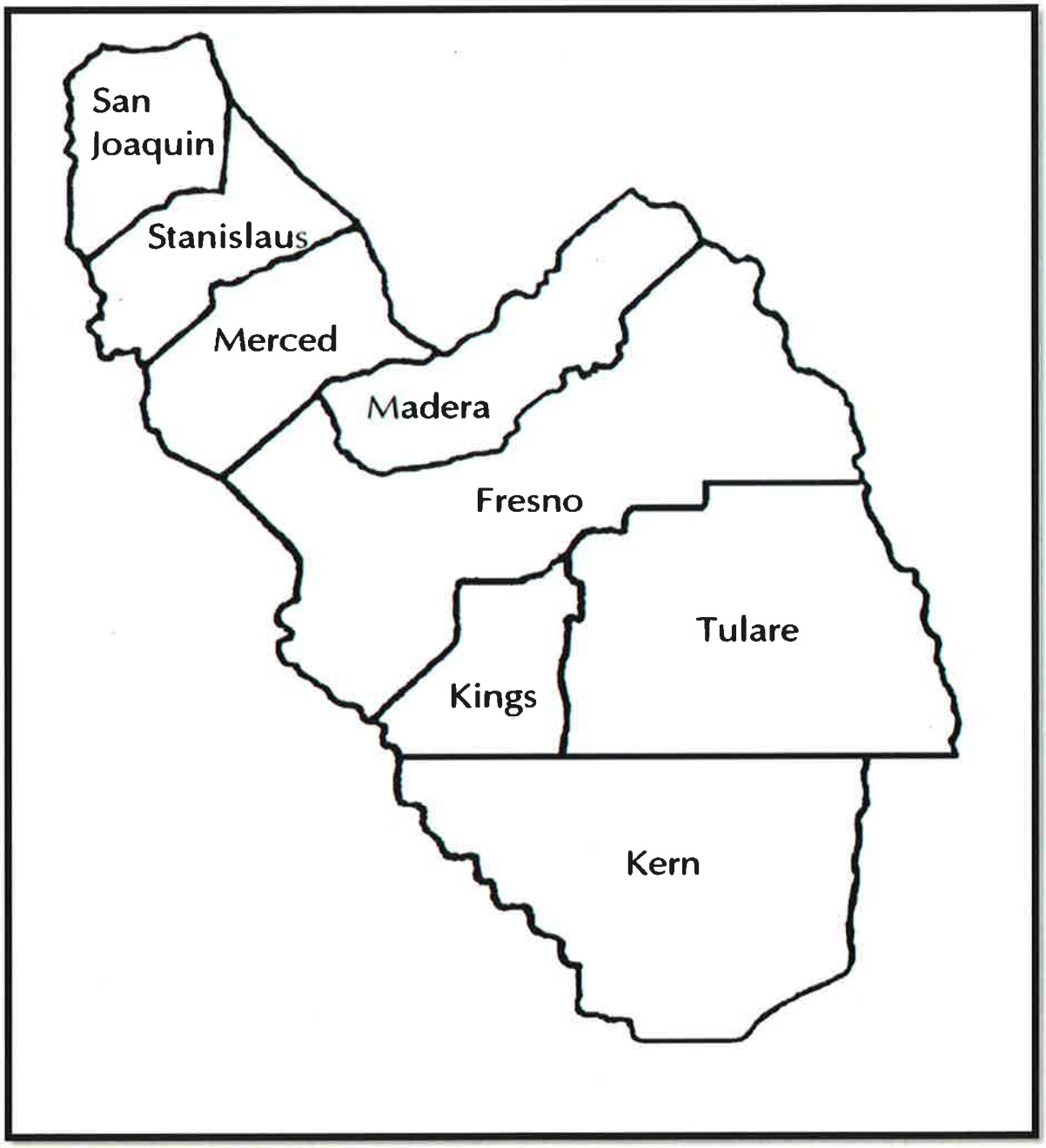
2018 PM2.5 Attainment Plan

August 2018

Lead Agency:	San Joaquin Valley Unified Air Pollution Control District 1990 East Gettysburg Avenue Fresno CA 93726-0244
Agency CEQA Contact:	Mark Montelongo, Senior Air Quality Specialist Phone: (559) 230-6000 Fax: (559) 230-6061
Project Sponsor and Address:	San Joaquin Valley Unified Air Pollution Control District 1990 E. Gettysburg Avenue Fresno, CA 93726-0244
Project Location:	The 2018 PM2.5 Attainment Plan applies to emission sources (primarily emission sources of directly emitted PM2.5 and its precursors) located within the boundaries of the San Joaquin Valley Air Basin (SJVAB) (see Exhibit 1, Map of SJVAB Boundaries).
Project Contact:	Jessica Coria, Air Quality Specialist Phone: (559) 230-6000

Exhibit 1

SJVAB Boundaries



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A. Introduction And Project Background

The 2018 PM2.5 Attainment Plan (Plan) presents the San Joaquin Valley Unified Air Pollution Control District's (District) strategy for achieving attainment for the 1997 PM2.5 Standard (24-hour 65 $\mu g/m^3$ and annual 15 $\mu g/m^3$), 2006 PM2.5 Standard (24-hour 35 $\mu g/m^3$), and the 2012 PM2.5 Standard (annual 12 $\mu g/m^3$) as identified under the federal Clean Air Act. The District's Plan contains a comprehensive suite of existing and new regulatory and incentive-based measures to achieve the emissions reductions necessary to attain the federal health-based 1997, 2006, and 2012 PM2.5 standards.

Given mobile sources make up over 85% of the San Joaquin Valley's Nitrogen Oxide (NOx) emissions (primary PM2.5 precursor), achieving additional emission reductions from mobile sources are imperative for the District to attain the federal air quality standards. For this Plan, the California Air Resources Board (CARB) is committing to achieve significant mobile source reductions through regulatory measures and incentive funding. The Plan includes commitments by the District to amend existing regulations to achieve greater emission reductions from flaring activities, internal combustion engines, boilers/steam generators, glass melting furnaces, and agricultural operations. Control measures under consideration from such amendments to existing regulations in the Plan include: additional ultra-low NOx flare emission limitations for existing and new flaring activities, flare minimization to the extent such controls are technologically achievable and economically feasible, lower NOx limits for boilers/steam generator/process heaters, lower NOx limits for municipal solid waste-fired boilers/generators/process heaters, lower NOx limits for container glass furnaces, new enhanced conservation management practices to reduce fugitive dust from cropland tilling and fallow lands, controls for commercial underfired charbroilers, lower NOx limits for non-agricultural IC engines, and implementation of a more stringent wood burning curtailment program. Additionally, in combination with the control measures discussed above, voluntary participation in District incentive programs will achieve additional emission reductions from residential wood combustion, agricultural internal combustion engines, and commercial cooking operations.

The District developed the Plan with an extensive public process including nine public workshops from year 2016 to the date of this document. The Plan is anticipated to go before the District's Governing Board for review and approval on October/November 2018, and thereafter will be submitted to CARB for review and approval. Upon Plan approval by the CARB, the Plan will then be submitted to the United States Environmental Protection Agency (EPA) for review. Following receipt of the Plan, EPA must determine Plan completeness within six months. As required by the federal Clean Air Act (specifically section 110k), the EPA must act on the Plan within one year of finding the Plan complete. EPA approval of the Plan places it in the State Implementation Plan (SIP) as required by the federal Clean Air Act and EPA's Fine Particulate Matter National Ambient Air Quality Standards: State Implementation Plan Requirements; Final Rule (81 FR-58009).

B. Project Description

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

Executive Summary
The Executive Summary discusses the District's commitment to expeditious attainment for the 1997 PM2.5 Standard (24-hour 65 $\mu g/m^3$ and annual 15 $\mu g/m^3$), 2006 PM2.5 Standard (24-hour 35 $\mu g/m^3$), and the 2012 PM2.5 Standard (annual 12 $\mu g/m^3$) as identified under the federal Clean Air Act. Also, the Executive Summary discusses key Plan concepts.

Introduction
This chapter summarizes EPA's National Ambient Air Quality Standards for particulate matter, and applicable federal requirements.

Air Quality Challenges and Trends
While presented with unique geographical and meteorological challenges, the San Joaquin Valley has made significant progress in which PM2.5 emissions and PM2.5 precursors are at historically low levels and air quality over the past few years has been better than any time on record. Emissions from stationary sources have been reduced by 85%, cancer risk from exposure to air pollutants have been reduced by 95%, population exposure to elevated PM2.5 levels has been reduced by 85%, and population exposure to elevated ozone levels have been reduced by 90%. This chapter summarizes the Valley's PM2.5 challenges, and the progress that has been made reducing emissions.

Health Impacts and Health Risk Reduction Strategy
This chapter summarizes the formation of PM2.5 emissions species in which is attributable to stationary, mobile, area-wide sources, as well as natural occurring emissions. PM2.5 emissions species have been linked by numerous studies to a variety of health problems including: aggravated asthma, increased respiratory symptoms, decreased lung function in children, development of chronic bronchitis, irregular heartbeat, non-fatal heart attacks, increased respiratory and cardiovascular hospitalizations, lung cancer, and premature death. This chapter also summarizes the health risk reduction strategy in which EPA's established National Ambient Air Quality Standards are the primary driving force for new emission controls that result in air quality improvements and health benefits to Valley residents.

Attainment Strategy for PM2.5
This chapter summarizes the District's strategy for attaining the 1997, 2006, and 2012 PM2.5 standards which is built upon comprehensive strategies already in place from previously adopted District plans and strategies implemented by CARB. The District's multi-faceted approach to reducing emissions in the Valley consists of a combination of

conventional and innovative control strategies. This comprehensive strategy includes prohibitory regulations, incentive programs, technology advancement programs, public outreach and education, and more. As supported by extensive photochemical modeling conducted by CARB, the significant emissions reductions achieved by this strategy in the coming years are projected to bring the Valley into attainment of the PM2.5 air quality standards by federally required attainment dates.

1997 PM2.5 Standard Demonstration
This chapter summarizes the District's demonstration for attainment of the 1997 PM2.5 standard.

2006 PM2.5 Standard Demonstration
This chapter summarizes the District's demonstration for attainment of the 2006 PM2.5 standard.

2012 PM2.5 Standard Demonstration
This chapter summarizes the District's demonstration for attainment of the 2012 PM2.5 standard.

Transportation Conformity
This chapter summarizes the District's conformity strategy to ensure transportation activities do not interfere with air quality progress, per the federal Clean Air Act.

Appendices

The Plan contains the following appendices:

Appendix A:	Ambient PM2.5 Data Analysis
Appendix B:	Emissions Inventory
Appendix C:	Stationary Source Control Measure Analyses
Appendix D:	Mobile Source Control Measure Analyses
Appendix E:	Incentive-Based Strategy
Appendix F:	Additional Air Quality Strategies
Appendix G:	Precursor Demonstration
Appendix H:	RACM, RFP, Quantitative Milestones, and Contingency
Appendix I:	New Source Review and Emission Reduction Credits
Appendix J:	Comments and Responses
Appendix K:	Modeling Attainment Demonstration
Appendix L:	Photochemical Modeling Protocol for the 8-hour Ozone and Annual/24-hour PM2.5 State Implementation Plans
Appendix M:	Modeling Emission Inventory
Appendix N:	Quantitative Milestone Report for 2006 24-hour and 1997 24-hour and Annual PM2.5 NAAQS

Other appendices may be added as needed to show additional analyses relevant to the Plan development.

C. Purpose And Authority

The California Environmental Quality Act (CEQA) requires each public agency to adopt objectives, criteria, and specific procedures consistent with CEQA Statutes and the CEQA Guidelines for administering its responsibilities under CEQA, including the orderly evaluation of projects and preparation of environmental documents. The District adopted its *Environmental Review Guidelines* (ERG) in 2001. The ERG was prepared to comply with this requirement and is an internal document used to comply with CEQA.

The basic purposes of CEQA are to:

- Inform governmental decision-makers and the public about the potential, significant environmental effects of proposed activities.
- Identify the ways that environmental damage can be avoided or significantly reduced.
- Prevent significant, avoidable damage to the environment by requiring changes in projects through use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.
- Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

Under CEQA the lead agency is required to:

- Conduct preliminary reviews to determine if applications are subject to CEQA [CCR §15060].
- Conduct review to determine if projects are exempt from CEQA [CCR §15061].
- Prepare Initial Studies for projects that may have adverse environmental impacts [CCR §15063].
- Determine the significance of the environmental effects caused by the project [CCR §15064]
- Prepare Negative Declarations or Mitigated Negative Declarations for projects with no significant environmental impacts [CCR §15070].
- Prepare, or contract to prepare, EIRs for projects with significant environmental impacts [CCR §15081].
- Adopt reporting or monitoring programs for the changes made to projects or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment [PRC §21081.6 & CCR §15097].
- Comply with CEQA noticing and filing requirements.

D. Other Public Agencies Whose Approval Is Required

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

E. Decision To Prepare A Negative Declaration

The Negative Declaration demonstrates that the proposed Plan would not have a significant adverse impact on air quality. Pursuant to CEQA Guidelines §15063 (a), District staff prepared an Initial Study for the Plan. The District has determined the Plan would have a less than significant impact on the environment. The District concludes that a Negative Declaration is appropriate.

F. Environmental Factors Potentially Affected

Substantial evidence supports the District's conclusion that the Project will not have any significant adverse effects on the environment. None of the environmental factors below would potentially be significantly affected by this Project.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☐ Land/Use Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing		
☐ Transportation/Traffic	☐ Public Services	☐ Recreation
☐ Utilities/Service Systems	☐ Tribal Cultural Resources	☐ Mandatory Findings of Significance

G. Determination

The District certifies that the project was independently reviewed and analyzed and that this document reflects the independent judgment of the District. The District finds:

☒ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ 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.

☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ 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.

☐ That although the proposed project could have a significant effect on the environment, 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, nothing further is required.

Signature: _____ Date: AUG 3 0 2018

Printed name: Arnaud Marjollet, Director of Permit Services

H. Environmental Impact Checklist

I. Aesthetics **Would the Project:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

Aesthetics (a-c)

Conclusion: The Plan will not have an impact on scenic vistas, damage scenic resources, or create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Discussion: The Plan includes measures that CARB committed to implement in order to achieve significant mobile source reductions through regulatory measures and incentive funding since mobile sources make up 85% of the San Joaquin Valley's NOx emissions (PM2.5 precursor). The Plan includes commitments by the District to amend existing regulations to achieve greater emission reductions from flaring activities, internal combustion engines, boilers/steam generators, glass melting furnaces, and agricultural operations. Control measures under consideration from such amendments to existing regulations in the Plan include: additional ultra-low NOx flare emission limitations for existing and new flaring activities, flare minimization to the extent such controls are technologically achievable and economically feasible, lower NOx limits for boilers/steam generator/process heaters, lower NOx limits for municipal solid waste-fired boilers/generators/process heaters, lower NOx limits for container glass furnaces, new enhanced conservation management practices to reduce fugitive dust from cropland tilling and fallow lands, controls for commercial underfired charbroilers, lower NOx limits for non-agricultural IC engines, and implementation of a more stringent wood burning curtailment program. It is important to note, these new controls committed under the Plan will be developed within their own rule amendment public processes and CEQA analyses.

Additionally, in combination with the control measures discussed above, voluntary participation in District incentive programs will achieve additional emission reductions from residential wood combustion, agricultural internal combustion engines, and commercial cooking operations. However, the ability to require participation in such

voluntary incentive-based control measure lie within the jurisdiction of land-use approval agencies. Project-specific impacts and control measures would be identified during the project review process and carried out by agencies with this land-use approval authority.

Commitments from CARB and the District under the Plan, combined with District control strategies will provide the necessary emissions reductions to complement those already being attributed to PM2.5 air quality improvements in the Valley. The Plan would not require any changes in the physical environment that would obstruct any scenic vistas or views of interest to the public. In addition, the Plan would not create aesthetically offensive sites visible to the public with no significant adverse aesthetic, and no recreation impacts are expected from the Plan. In the contrary, the Plan may have a beneficial effect on scenic resources by improving visibility as well as improving air quality in the San Joaquin Valley. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that the Plan would have a detrimental impact on aesthetics, as identified above (a-c).

Mitigation: None.

References: 2018 PM2.5 Attainment Plan.

II. Agricultural Resources **Would the Project:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less Than Significant Impact**	**No Impact**
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220 (g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?				X
c) Result in the loss of forest land or conversion of forest land to non-forest use?				X
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Agricultural Resources (a-d)

Conclusion: The Plan will not conflict with existing zoning and will not have an impact on agricultural and forest lands.

Discussion: The Plan includes measures that CARB committed to implement in order to achieve significant mobile source reductions through regulatory measures and incentive funding since mobile sources make up 85% of the San Joaquin Valley's NOx emissions (PM2.5 precursor). The Plan includes commitments by the District to amend existing regulations to achieve greater emission reductions from flaring activities, internal combustion engines, boilers/steam generators, glass melting furnaces, and agricultural operations. Control measures under consideration from such amendments to existing regulations in the Plan include: additional ultra-low NOx flare emission limitations for existing and new flaring activities, flare minimization to the extent such controls are technologically achievable and economically feasible, lower NOx limits for boilers/steam generator/process heaters, lower NOx limits for municipal solid waste-fired boilers/generators/process heaters, lower NOx limits for container glass furnaces, new enhanced conservation management practices to reduce fugitive dust from cropland tilling and fallow lands, controls for commercial underfired charbroilers, lower NOx limits for non-agricultural IC engines, and implementation of a more stringent wood burning curtailment program. It is important to note, these new controls committed under the Plan will be developed within their own rule amendment public processes and CEQA analyses.

Additionally, in combination with the control measures discussed above, voluntary participation in District incentive programs will achieve additional emission reductions from residential wood combustion, agricultural internal combustion engines, and commercial cooking operations. However, the ability to require participation in such voluntary incentive-based control measure lie within the jurisdiction of land-use approval agencies. Project-specific impacts and control measures would be identified during the project review process and carried out by agencies with this land-use approval authority.

Commitments from CARB and the District under the Plan, combined with District control strategies will provide the necessary emissions reductions to complement those already being attributed to PM2.5 air quality improvements in the Valley. The Plan will not result in substantive conversion of prime unique farmland to non-agricultural use and will not conflict with existing zoning for agricultural use or Williamson Act contract. PM2.5 levels are expected to be lowered over the life of the Plan and could provide benefits to agricultural resources by reducing the impacts of PM2.5 emissions on plants and animals. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that the Plan would have a detrimental impact on agricultural resources, as identified above (a-d).

Mitigation: None.

References: 2018 PM2.5 Attainment Plan.

III. Air Quality **Would the Project:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less Than Significant Impact**	**No Impact**
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or Projected air quality violation?				X
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				X
d) Expose sensitive receptors to substantial pollutant concentrations?				X
e) Create objectionable odors affecting a substantial number of people?				X

Air Quality (a-e)

Conclusion: The Plan will not conflict with any other air quality plans, substantially contribute to or create an air quality violation, result in a cumulatively considerable net increase of criteria pollutants, expose sensitive receptors to substantial pollutant concentrations, or create objectionable odors.

Discussion: The Plan includes measures that CARB committed to implement in order to achieve significant mobile source reductions through regulatory measures and incentive funding since mobile sources make up 85% of the San Joaquin Valley's NOx emissions (PM2.5 precursor). The Plan includes commitments by the District to amend existing regulations to achieve greater emission reductions from flaring activities, internal combustion engines, boilers/steam generators, glass melting furnaces, and agricultural operations. Control measures under consideration from such amendments to existing regulations in the Plan include: additional ultra-low NOx flare emission limitations for existing and new flaring activities, flare minimization to the extent such controls are technologically achievable and economically feasible, lower NOx limits for

boilers/steam generator/process heaters, lower NOx limits for municipal solid waste-fired boilers/generators/process heaters, lower NOx limits for container glass furnaces, new enhanced conservation management practices to reduce fugitive dust from cropland tilling and fallow lands, controls for commercial underfired charbroilers, lower NOx limits for non-agricultural IC engines, and implementation of a more stringent wood burning curtailment program. It is important to note, these new controls committed under the Plan will be developed within their own rule amendment public processes and CEQA analyses.

Additionally, in combination with the control measures discussed above, voluntary participation in District incentive programs will achieve additional emission reductions from residential wood combustion, agricultural internal combustion engines, and commercial cooking operations. However, the ability to require participation in such voluntary incentive-based control measure lie within the jurisdiction of land-use approval agencies. Project-specific impacts and control measures would be identified during the project review process and carried out by agencies with this land-use approval authority.

Commitments from CARB and the District under the Plan, combined with District control strategies will provide the necessary emissions reductions to complement those already being attributed to PM2.5 air quality improvements in the Valley. Thus implementation of the Plan would result in benefit for improving air quality in the San Joaquin Valley Air Basin.

The Plan would not result in a violation of air quality standards or significantly contribute to an existing or projected air quality violation. Hazardous risk assessments and other analyses are completed as needed as individual rules are amended or developed. Also, no creation of objectionable odors will result from the Plan. Subsequent rule making will determine the actual air quality reductions and impacts. As such, these issues will continue to be evaluated as the Plan's control measure commitments are developed in their post-Plan rule development processes. However, the net result is improved air quality. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that the Plan would have a detrimental impact on air quality, as identified above (a-e).

Mitigation: None.

References: 2018 PM2.5 Attainment Plan.

IV. Biological Resources **Would the Project:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Biological Resources (a-f)

Conclusion: The Plan will have no impact on candidate, sensitive, special status species, federally protected wetlands, native or migratory species, preservation policy or ordinance, or any adopted conservation plans.

Discussion: The Plan includes measures that CARB committed to implement in order to achieve significant mobile source reductions through regulatory measures and incentive funding since mobile sources make up 85% of the San Joaquin Valley's NOx

emissions (PM2.5 precursor). The Plan includes commitments by the District to amend existing regulations to achieve greater emission reductions from flaring activities, internal combustion engines, boilers/steam generators, glass melting furnaces, and agricultural operations. Control measures under consideration from such amendments to existing regulations in the Plan include: additional ultra-low NOx flare emission limitations for existing and new flaring activities, flare minimization to the extent such controls are technologically achievable and economically feasible, lower NOx limits for boilers/steam generator/process heaters, lower NOx limits for municipal solid waste-fired boilers/generators/process heaters, lower NOx limits for container glass furnaces, new enhanced conservation management practices to reduce fugitive dust from cropland tilling and fallow lands, controls for commercial underfired charbroilers, lower NOx limits for non-agricultural IC engines, and implementation of a more stringent wood burning curtailment program. It is important to note, these new controls committed under the Plan will be developed within their own rule amendment public processes and CEQA analyses.

Additionally, in combination with the control measures discussed above, voluntary participation in District incentive programs will achieve additional emission reductions from residential wood combustion, agricultural internal combustion engines, and commercial cooking operations. However, the ability to require participation in such voluntary incentive-based control measure lie within the jurisdiction of land-use approval agencies. Project-specific impacts and control measures would be identified during the project review process and carried out by agencies with this land-use approval authority.

Commitments from CARB and the District under the Plan, combined with District control strategies will provide the necessary emissions reductions to complement those already being attributed to PM2.5 air quality improvements in the Valley. The Plan is not expected to adversely affect special status species, riparian habitat, sensitive natural communities, native resident or migratory fish and wildlife species. No significant adverse impacts to biological resources are anticipated from the Plan because biological resources are already disturbed on existing sites and areas with the Plan will be implemented. Furthermore, improvements from the Plan are expected to provide health benefits to plant and animal species as well as to humans in the San Joaquin Valley.

The Plan would not affect any current local policies or ordinances land-use policies. For these reasons, the Plan would not adversely affect protected wetlands as defined by §404 of the Clean Water Act, including, but not limited to marshes, vernal pools, coastal wetlands, through direct removal, filling, hydrological interruption or other means. Implementation of the Plan is not anticipated to affect land-use plans, local policies or ordinances. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that the Plan would have a detrimental impact on biological resources, as identified above (a-f).

Mitigation: None.

References: 2018 PM2.5 Attainment Plan.

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

Cultural Resources (a-d)

Conclusion: The Plan will not have an impact on cultural resources.

Discussion: The Plan includes measures that CARB committed to implement in order to achieve significant mobile source reductions through regulatory measures and incentive funding since mobile sources make up 85% of the San Joaquin Valley's NOx emissions (PM2.5 precursor). The Plan includes commitments by the District to amend existing regulations to achieve greater emission reductions from flaring activities, internal combustion engines, boilers/steam generators, glass melting furnaces, and agricultural operations. Control measures under consideration from such amendments to existing regulations in the Plan include: additional ultra-low NOx flare emission limitations for existing and new flaring activities, flare minimization to the extent such controls are technologically achievable and economically feasible, lower NOx limits for boilers/steam generator/process heaters, lower NOx limits for municipal solid waste-fired boilers/generators/process heaters, lower NOx limits for container glass furnaces, new enhanced conservation management practices to reduce fugitive dust from cropland tilling and fallow lands, controls for commercial underfired charbroilers, lower NOx limits for non-agricultural IC engines, and implementation of a more stringent wood burning curtailment program. It is important to note, these new controls committed under the Plan will be developed within their own rule amendment public processes and CEQA analyses.

Additionally, in combination with the control measures discussed above, voluntary participation in District incentive programs will achieve additional emission reductions

from residential wood combustion, agricultural internal combustion engines, and commercial cooking operations. However, the ability to require participation in such voluntary incentive-based control measure lie within the jurisdiction of land-use approval agencies. Project-specific impacts and control measures would be identified during the project review process and carried out by agencies with this land-use approval authority.

Commitments from CARB and the District under the Plan, combined with District control strategies will provide the necessary emissions reductions to complement those already being attributed to PM2.5 air quality improvements in the Valley. The Plan will not result in significant impacts to cultural resources because it will not require the destruction of existing buildings or sites with prehistoric, historic, archaeological, religious, or ethnic significance. The Plan is not anticipated to result in any activities to promote any programs that could have a significant adverse impact on cultural resources in the San Joaquin Valley. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that the Plan would have a detrimental impact on cultural resources, as identified above (a-d).

Mitigation: None.

References: 2018 PM2.5 Attainment Plan.

VI. Geology / Soils **Would the Project:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less Than Significant Impact**	**No Impact**
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				X
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?				X
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

Geology/Soils (a-e)

Conclusion: The Plan will not result in substantial soil erosion or the loss of topsoil nor have an impact on the capacity of the soil to support wastewater disposal systems.

Discussion: The Plan includes measures that CARB committed to implement in order to achieve significant mobile source reductions through regulatory measures and incentive funding since mobile sources make up 85% of the San Joaquin Valley's NOx emissions (PM2.5 precursor). The Plan includes commitments by the District to amend existing regulations to achieve greater emission reductions from flaring activities, internal combustion engines, boilers/steam generators, glass melting furnaces, and agricultural operations. Control measures under consideration from such amendments

to existing regulations in the Plan include: additional ultra-low NOx flare emission limitations for existing and new flaring activities, flare minimization to the extent such controls are technologically achievable and economically feasible, lower NOx limits for boilers/steam generator/process heaters, lower NOx limits for municipal solid waste-fired boilers/generators/process heaters, lower NOx limits for container glass furnaces, new enhanced conservation management practices to reduce fugitive dust from cropland tilling and fallow lands, controls for commercial underfired charbroilers, lower NOx limits for non-agricultural IC engines, and implementation of a more stringent wood burning curtailment program. It is important to note, these new controls committed under the Plan will be developed within their own rule amendment public processes and CEQA analyses.

Additionally, in combination with the control measures discussed above, voluntary participation in District incentive programs will achieve additional emission reductions from residential wood combustion, agricultural internal combustion engines, and commercial cooking operations. However, the ability to require participation in such voluntary incentive-based control measure lie within the jurisdiction of land-use approval agencies. Project-specific impacts and control measures would be identified during the project review process and carried out by agencies with this land-use approval authority.

Commitments from CARB and the District under the Plan, combined with District control strategies will provide the necessary emissions reductions to complement those already being attributed to PM2.5 air quality improvements in the Valley. The Plan does not provide provisions that would result in the disruption or covering of soil, changes in topography or surface relief features. Also, the Plan will not have an impact on soil to support wastewater disposal systems. Any facilities affected by the control measures under consideration in this Plan would also be required to adhere to the California Buildings Standards Code requirements in effect at the time of initial construction or modification of a structure. The local land-use agency is responsible for assuring that projects comply with the California Building Standards Code as part of the issuance of the building permit process. The District does not have land-use authority (California Health and Safety Code, Sec. 40716(b)), so the District is generally prohibited from encouraging or promoting specific land-uses in specific locations in the San Joaquin Valley. As such, the Plan will not increase the exposure of people or property to geological hazards, faults, rupture, seismic ground shaking, seismic ground failure, seiche, tsunami or volcanic hazard.

Control measures under Plan consideration are focused on efforts to reduce PM2.5 emissions and PM2.5 precursors from disturbed and already existing operations. Any resulting facility modifications are not anticipated to require substantial measures that require substantial grading or construction activities. The Plan does not have the potential to substantially increase the area subject to compaction or over-covering since the subject areas will be limited in size and, typically have already been graded or

displaced in some way. Therefore, significant adverse soil erosion impacts are not anticipated from the Plan, as identified above (a-e).

Mitigation: None.

References: 2018 PM2.5 Attainment Plan.

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

Greenhouse Gas Emissions (a-b)

Conclusion: The Plan will not result in a significant increase in greenhouse gas emissions, nor will it conflict with any applicable plans.

Discussion: Greenhouse Gases (GHGs) are gases that absorb and emit radiation within the thermal infrared range, trapping heat in the earth's atmosphere. There are no "attainment" standards established by the Federal or State government for GHGs. In fact, GHGs are not generally thought of as traditional air pollutants because GHGs, and their impacts, are global in nature, while traditional "criteria" pollutants affect the health of people and other living things at ground level, in the general region of their release to the atmosphere. Some GHGs occur naturally and are emitted into the atmosphere through natural processes. Other GHGs are created and emitted solely through human activities. The principal GHGs that enter the atmosphere because of human activities are carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), and fluorinated carbons.

The Plan includes measures that CARB committed to implement in order to achieve significant mobile source reductions through regulatory measures and incentive funding since mobile sources make up 85% of the San Joaquin Valley's NOx emissions (PM2.5 precursor). The Plan includes commitments by the District to amend existing regulations to achieve greater emission reductions from flaring activities, internal combustion engines, boilers/steam generators, glass melting furnaces, and agricultural operations. Control measures under consideration from such amendments to existing regulations in the Plan include: additional ultra-low NOx flare emission limitations for existing and new flaring activities, flare minimization to the extent such controls are

technologically achievable and economically feasible, lower NOx limits for boilers/steam generator/process heaters, lower NOx limits for municipal solid waste-fired boilers/generators/process heaters, lower NOx limits for container glass furnaces, new enhanced conservation management practices to reduce fugitive dust from cropland tilling and fallow lands, controls for commercial underfired charbroilers, lower NOx limits for non-agricultural IC engines, and implementation of a more stringent wood burning curtailment program. It is important to note, these new controls committed under the Plan will be developed within their own rule amendment public processes and CEQA analyses.

Additionally, in combination with the control measures discussed above, voluntary participation in District incentive programs will achieve additional emission reductions from residential wood combustion, agricultural internal combustion engines, and commercial cooking operations. However, the ability to require participation in such voluntary incentive-based control measure lie within the jurisdiction of land-use approval agencies. Project-specific impacts and control measures would be identified during the project review process and carried out by agencies with this land-use approval authority.

Commitments from CARB and the District under the Plan, combined with District control strategies will provide the necessary emissions reductions to complement those already being attributed to PM2.5 air quality improvements in the Valley. The potential exists for control measures in the Plan to decrease GHG emissions. The rulemaking process will identify the control options of each of the control measure commitments under consideration. As noted above, the details resulting from the rulemaking process would determine the GHG and potential climate change impact.

As a result, these impacts will continue to be evaluated as the Plan's control measure commitments are developed in their post-Plan public processes. The desired goal is improved air quality for the San Joaquin Valley Air Basin. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that the Plan would have a detrimental impact on GHGs, as identified above (a-b).

Mitigation: None.

References: 2018 PM2.5 Attainment Plan.

VIII. Hazards & Hazardous Materials **Would the Project:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less Than Significant Impact**	**No Impact**
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?				X
f) For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

Hazards & Hazardous Materials (a-h)

Conclusion: The Plan will not expose the public to hazardous materials. The Plan will not interfere with emergency response or evacuation plans; nor will it expose people or structures to risks from wildland fires.

Discussion: The Plan includes measures that CARB committed to implement in order to achieve significant mobile source reductions through regulatory measures and incentive funding since mobile sources make up 85% of the San Joaquin Valley's NOx emissions (PM2.5 precursor). The Plan includes commitments by the District to amend existing regulations to achieve greater emission reductions from flaring activities, internal combustion engines, boilers/steam generators, glass melting furnaces, and agricultural operations. Control measures under consideration from such amendments to existing regulations in the Plan include: additional ultra-low NOx flare emission limitations for existing and new flaring activities, flare minimization to the extent such controls are technologically achievable and economically feasible, lower NOx limits for boilers/steam generator/process heaters, lower NOx limits for municipal solid waste-fired boilers/generators/process heaters, lower NOx limits for container glass furnaces, new enhanced conservation management practices to reduce fugitive dust from cropland tilling and fallow lands, controls for commercial underfired charbroilers, lower NOx limits for non-agricultural IC engines, and implementation of a more stringent wood burning curtailment program. It is important to note, these new controls committed under the Plan will be developed within their own rule amendment public processes and CEQA analyses.

Additionally, in combination with the control measures discussed above, voluntary participation in District incentive programs will achieve additional emission reductions from residential wood combustion, agricultural internal combustion engines, and commercial cooking operations. However, the ability to require participation in such voluntary incentive-based control measure lie within the jurisdiction of land-use approval agencies. Project-specific impacts and control measures would be identified during the project review process and carried out by agencies with this land-use approval authority.

The control measures under Plan consideration are not anticipated to necessitate additional clean-up activities, contaminated sites, create significant hazard through routine transport of hazardous materials, create conditions involving the release of hazardous materials, nor emit hazardous emissions within ¼ mile of an existing or proposed school.

The Plan would not adversely affect any airport land-use plan or result in any safety hazard for people residing or working in the San Joaquin Valley. The U.S. Department of Transportation (Federal Aviation Administration Advisory Circular AC) provides information regarding the types of projects that may affect navigable airspace. The control measures under Plan consideration would not require construction of tall structures near airports so potential impacts to airport land-use plans or safety hazards to people residing or working in the vicinity or local airports are not anticipated.
The Plan would not impair implementation of, or physically interfere with any adopted emergency response plan or emergency evacuation plan. Any existing facilities affected by the control measures under Plan consideration would typically have their

own emergency response plans for their facilities already in place. Emergency response plans are typically prepared in coordination with the local city or county emergency plans to ensure the safety of not only the public, but the facility employees as well. The Plan is not anticipated to interfere with any emergency response procedures or evacuation plans.

In addition, control measures under Plan consideration applicable to facilities and stationary source equipment subject to District rules and regulations are typically not located near wildland and forest areas.

Therefore, the District concludes there is no substantial evidence of record to support a conclusion that the Plan would have a detrimental impact on hazardous and hazardous materials, as identified above (a-h).

Mitigation: None.

References: 2018 PM2.5 Attainment Plan.

IX. Hydrology / Water Quality **Would the Project:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less Than Significant Impact**	**No Impact**
a) Violate any water quality standards or waste discharge requirements?				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?				X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				X

IX. Hydrology / Water Quality **Continued.**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less Than Significant Impact**	**No Impact**
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?				X
f) Otherwise substantially degrade water quality?				X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

Hydrology/Water Quality (a-j)

Conclusion: The Plan will not violate any water quality standards or waste discharge requirements and will not degrade water quality. The Plan will not have an impact on groundwater supplies, interfere substantially with groundwater recharge, or drainage patters. The Plan will not expose people or structures to flood hazards, seiche, tsunamis or mudflows.

Discussion: The Plan includes measures that CARB committed to implement in order to achieve significant mobile source reductions through regulatory measures and incentive funding since mobile sources make up 85% of the San Joaquin Valley's NOx emissions (PM2.5 precursor). The Plan includes commitments by the District to amend existing regulations to achieve greater emission reductions from flaring activities, internal combustion engines, boilers/steam generators, glass melting furnaces, and agricultural operations. Control measures under consideration from such amendments to existing regulations in the Plan include: additional ultra-low NOx flare emission limitations for existing and new flaring activities, flare minimization to the extent such controls are technologically achievable and economically feasible, lower NOx limits for boilers/steam generator/process heaters, lower NOx limits for municipal solid waste-fired boilers/generators/process heaters, lower NOx limits for container glass furnaces, new enhanced conservation management practices to reduce fugitive dust from cropland tilling and fallow lands, controls for commercial underfired charbroilers, lower

NOx limits for non-agricultural IC engines, and implementation of a more stringent wood burning curtailment program. It is important to note, these new controls committed under the Plan will be developed within their own rule amendment public processes and CEQA analyses.

Additionally, in combination with the control measures discussed above, voluntary participation in District incentive programs will achieve additional emission reductions from residential wood combustion, agricultural internal combustion engines, and commercial cooking operations. However, the ability to require participation in such voluntary incentive-based control measure lie within the jurisdiction of land-use approval agencies. Project-specific impacts and control measures would be identified during the project review process and carried out by agencies with this land-use approval authority.

Commitments from CARB and the District under the Plan, combined with District control strategies will provide the necessary emissions reductions to complement those already being attributed to PM2.5 air quality improvements in the Valley. The Plan would not require action that would violate any established local, state, or federal standards for water quality as the control measures under consideration are mainly to lower PM2.5 emissions.

The Plan contains no control measure commitments that would substantially increase water usage facilities, generate any new structures that could alter existing drainage patterns. In addition, the District does not have land-use authority and is generally prohibited from encouraging or prohibiting specific land-uses in specific locations in the San Joaquin Valley Air Basin (California Health and Safety Code Sec. 40716). The Plan does not require any new construction or relocation of existing housing or other types of facilities and, as such, would not require the placement of housing or other structures within a 100-year flood hazard area. Therefore, the District concludes that there is no substantial evidence of record to support a conclusion that the Plan would have a detrimental impact on Hydrology/Water Quality, as identified above (a-j).

Mitigation: None.

References: 2018 PM2.5 Attainment Plan.

X. Land Use / Planning **Would the Project:**	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Land Use/Planning (a-c)

Conclusion: The Plan will not divide an established community or conflict with applicable land-use plans, policies, or regulations.

Discussion: The Plan includes measures that CARB committed to implement in order to achieve significant mobile source reductions through regulatory measures and incentive funding since mobile sources make up 85% of the San Joaquin Valley's NOx emissions (PM2.5 precursor). The Plan includes commitments by the District to amend existing regulations to achieve greater emission reductions from flaring activities, internal combustion engines, boilers/steam generators, glass melting furnaces, and agricultural operations. Control measures under consideration from such amendments to existing regulations in the Plan include: additional ultra-low NOx flare emission limitations for existing and new flaring activities, flare minimization to the extent such controls are technologically achievable and economically feasible, lower NOx limits for boilers/steam generator/process heaters, lower NOx limits for municipal solid waste-fired boilers/generators/process heaters, lower NOx limits for container glass furnaces, new enhanced conservation management practices to reduce fugitive dust from cropland tilling and fallow lands, controls for commercial underfired charbroilers, lower NOx limits for non-agricultural IC engines, and implementation of a more stringent wood burning curtailment program.

Additionally, in combination with the control measures discussed above, voluntary participation in District incentive programs will achieve additional emission reductions from residential wood combustion, agricultural internal combustion engines, and commercial cooking operations.

The District does not have land-use authority and is generally prohibited from encouraging or prohibiting specific land-uses. As such, the Plan has no characteristics that would directly change land-use, zoning or land-use plans or directly affect the land-use classification, or location criteria of any public or private residential, commercial, industrial or public land-use facility. The Plan would not affect these plans, policies, or regulations.

Mitigation: None.

References: 2018 PM2.5 Attainment Plan.

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

Mineral Resources (a-b)

Conclusion: The Plan will not have an impact on mineral resources.

Discussion: The Plan includes measures that CARB committed to implement in order to achieve significant mobile source reductions through regulatory measures and incentive funding since mobile sources make up 85% of the San Joaquin Valley's NOx emissions (PM2.5 precursor). The Plan includes commitments by the District to amend existing regulations to achieve greater emission reductions from flaring activities, internal combustion engines, boilers/steam generators, glass melting furnaces, and agricultural operations. Control measures under consideration from such amendments to existing regulations in the Plan include: additional ultra-low NOx flare emission limitations for existing and new flaring activities, flare minimization to the extent such controls are technologically achievable and economically feasible, lower NOx limits for boilers/steam generator/process heaters, lower NOx limits for municipal solid waste-fired boilers/generators/process heaters, lower NOx limits for container glass furnaces, new enhanced conservation management practices to reduce fugitive dust from cropland tilling and fallow lands, controls for commercial underfired charbroilers, lower NOx limits for non-agricultural IC engines, and implementation of a more stringent wood burning curtailment program. It is important to note, these new controls committed under the Plan will be developed within their own rule amendment public processes and CEQA analyses.

Additionally, in combination with the control measures discussed above, voluntary participation in District incentive programs will achieve additional emission reductions from residential wood combustion, agricultural internal combustion engines, and commercial cooking operations. However, the ability to require participation in such voluntary incentive-based control measure lie within the jurisdiction of land-use approval agencies. Project-specific impacts and control measures would be identified during the project review process and carried out by agencies with this land-use approval authority. Commitments from CARB and the District under the Plan, combined with District control strategies will provide the necessary emissions reductions to complement those already being attributed to PM2.5 air quality improvements in the Valley.

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

Mitigation: None.

References: 2018 PM2.5 Attainment Plan.

XII. Noise **Would the Project:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less Than Significant Impact**	**No Impact**
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?				X
d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?				X
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?				X
f) For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?				X

Noise (a-f)

Conclusion: The Plan will not result in increased noise exposure and will not expose people residing or working in the Plan area to excessive noise levels.

Discussion: Commitments from CARB and the District under the Plan, combined with District control strategies will provide the necessary emissions reductions to complement those already being attributed to PM2.5 air quality improvements in the Valley. The Plan includes measures that CARB committed to implement in order to achieve significant mobile source reductions through regulatory measures and incentive funding since mobile sources make up 85% of the San Joaquin Valley's NOx emissions (PM2.5 precursor). The Plan includes commitments by the District to amend existing regulations to achieve greater emission reductions from flaring activities, internal combustion engines, boilers/steam generators, glass melting furnaces, and agricultural operations. Control measures under consideration from such amendments to existing regulations in the Plan include: additional ultra-low NOx flare emission limitations for existing and new flaring activities, flare minimization to the extent such controls are

technologically achievable and economically feasible, lower NOx limits for boilers/steam generator/process heaters, lower NOx limits for municipal solid waste-fired boilers/generators/process heaters, lower NOx limits for container glass furnaces, new enhanced conservation management practices to reduce fugitive dust from cropland tilling and fallow lands, controls for commercial underfired charbroilers, lower NOx limits for non-agricultural IC engines, and implementation of a more stringent wood burning curtailment program. It is important to note, these new controls committed under the Plan will be developed within their own rule amendment public processes and CEQA analyses.

Additionally, in combination with the control measures discussed above, voluntary participation in District incentive programs will achieve additional emission reductions from residential wood combustion, agricultural internal combustion engines, and commercial cooking operations. However, the ability to require participation in such voluntary incentive-based control measure lie within the jurisdiction of land-use approval agencies. Project-specific impacts and control measures would be identified during the project review process and carried out by agencies with this land-use approval authority.

It is not anticipated the Plan would substantially increase ambient noise levels (construction/operation), either permanently or intermittently, or expose people to excessive noise levels that would be noticeably above and beyond existing ambient levels. In addition, the Plan is not anticipated to increase any ground borne vibration levels because air pollution control equipment is not typically vibration intensive. Consequently, the Plan would not directly or indirectly cause substantial noise or excessive ground borne vibration impacts.

The Plan would not interfere with any applicable airport land-use plans and would not result in any excessive noise levels to affected residences and workers pursuant to existing rules, regulations and requirements. As noted in the above discussion, there are no components of the Plan that would substantially increase ambient noise levels, either intermittently or permanently. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that the Plan would have a detrimental impact on noise, as identified above (a-f).

Mitigation: None.

References: 2018 PM2.5 Attainment Plan.

XIII. Population / Housing **Would the Project:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less Than Significant Impact**	**No Impact**
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Population/Housing (a-c)

Conclusion: The Plan will not result in a substantial growth in population or the displacement of people or housing units.

Discussion: The Plan includes measures that CARB committed to implement in order to achieve significant mobile source reductions through regulatory measures and incentive funding since mobile sources make up 85% of the San Joaquin Valley's NOx emissions (PM2.5 precursor). The Plan includes commitments by the District to amend existing regulations to achieve greater emission reductions from flaring activities, internal combustion engines, boilers/steam generators, glass melting furnaces, and agricultural operations. Control measures under consideration from such amendments to existing regulations in the Plan include: additional ultra-low NOx flare emission limitations for existing and new flaring activities, flare minimization to the extent such controls are technologically achievable and economically feasible, lower NOx limits for boilers/steam generator/process heaters, lower NOx limits for municipal solid waste-fired boilers/generators/process heaters, lower NOx limits for container glass furnaces, new enhanced conservation management practices to reduce fugitive dust from cropland tilling and fallow lands, controls for commercial underfired charbroilers, lower NOx limits for non-agricultural IC engines, and implementation of a more stringent wood burning curtailment program. It is important to note, these new controls committed under the Plan will be developed within their own rule amendment public processes and CEQA analyses.

Additionally, in combination with the control measures discussed above, voluntary participation in District incentive programs will achieve additional emission reductions from residential wood combustion, agricultural internal combustion engines, and commercial cooking operations. However, the ability to require participation in such voluntary incentive-based control measure lie within the jurisdiction of land-use approval agencies. Project-specific impacts and control measures would be identified during the

project review process and carried out by agencies with this land-use approval authority.

Commitments from CARB and the District under the Plan, combined with District control strategies will provide the necessary emissions reductions to complement those already being attributed to PM2.5 air quality improvements in the Valley. The Plan is not anticipated to generate any significant effects, either directly or indirectly, on the population or population distribution in the San Joaquin Valley Air Basin. Provisions in the Plan would not result in the creation of any industry that would affect population growth or directly or indirectly induce the construction of single or multiple family units. The District does not anticipate that affected facilities will be required to hire additional personnel to operate and maintain new control equipment on site, because air pollution control equipment is not labor-intensive equipment. As such, the Plan is not anticipated to result in a significant change in population densities or induce significant growth in population. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that the Plan would have a detrimental impact on population and housing, as identified above (a-c).

Mitigation: None.

References: 2018 PM2.5 Attainment Plan.

XIV. Public Services **Would the Project:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less Than Significant Impact**	**No Impact**
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				X
i) Fire protection?				X
ii) Police protection?				X
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X

Public Services (a)

Conclusion: The Plan will not require additional public services and will not negatively impact governmental facilities ability to provide services.

Discussion: The Plan includes measures that CARB committed to implement in order to achieve significant mobile source reductions through regulatory measures and incentive funding since mobile sources make up 85% of the San Joaquin Valley's NOx emissions (PM2.5 precursor). The Plan includes commitments by the District to amend existing regulations to achieve greater emission reductions from flaring activities, internal combustion engines, boilers/steam generators, glass melting furnaces, and agricultural operations. Control measures under consideration from such amendments to existing regulations in the Plan include: additional ultra-low NOx flare emission limitations for existing and new flaring activities, flare minimization to the extent such controls are technologically achievable and economically feasible, lower NOx limits for boilers/steam generator/process heaters, lower NOx limits for municipal solid waste-fired boilers/generators/process heaters, lower NOx limits for container glass furnaces, new enhanced conservation management practices to reduce fugitive dust from cropland tilling and fallow lands, controls for commercial underfired charbroilers, lower NOx limits for non-agricultural IC engines, and implementation of a more stringent wood burning curtailment program. It is important to note, these new controls committed under the Plan will be developed within their own rule amendment public processes and CEQA analyses.

Additionally, in combination with the control measures discussed above, voluntary participation in District incentive programs will achieve additional emission reductions from residential wood combustion, agricultural internal combustion engines, and commercial cooking operations. However, the ability to require participation in such voluntary incentive-based control measure lie within the jurisdiction of land-use approval agencies. Project-specific impacts and control measures would be identified during the project review process and carried out by agencies with this land-use approval authority.

Commitments from CARB and the District under the Plan, combined with District control strategies will provide the necessary emissions reductions to complement those already being attributed to PM2.5 air quality improvements in the Valley. The Plan is not anticipated to generate significant adverse impacts to public services (e.g. – fire departments, and local governments). The Plan would not result in the need for new or physically altered government facilities in order to maintain acceptable service ratios, response times or other performance objectives. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that approval of the Plan would have a detrimental impact on public services, as identified above (a).

Mitigation: None.

References: 2018 PM2.5 Attainment Plan.

XV. Recreation **Would the Project:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less Than Significant Impact**	**No Impact**
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) 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?				X

Recreation (a-b)

Conclusion: The Plan will not have an impact on neighborhood or regional parks, or any other local recreational facilities.

Discussion: The Plan includes measures that CARB committed to implement in order to achieve significant mobile source reductions through regulatory measures and incentive funding since mobile sources make up 85% of the San Joaquin Valley's NOx emissions (PM2.5 precursor). The Plan includes commitments by the District to amend existing regulations to achieve greater emission reductions from flaring activities, internal combustion engines, boilers/steam generators, glass melting furnaces, and agricultural operations. Control measures under consideration from such amendments to existing regulations in the Plan include: additional ultra-low NOx flare emission limitations for existing and new flaring activities, flare minimization to the extent such controls are technologically achievable and economically feasible, lower NOx limits for boilers/steam generator/process heaters, lower NOx limits for municipal solid waste-fired boilers/generators/process heaters, lower NOx limits for container glass furnaces, new enhanced conservation management practices to reduce fugitive dust from cropland tilling and fallow lands, controls for commercial underfired charbroilers, lower NOx limits for non-agricultural IC engines, and implementation of a more stringent wood burning curtailment program. It is important to note, these new controls committed under the Plan will be developed within their own rule amendment public processes and CEQA analyses.

Additionally, in combination with the control measures discussed above, voluntary participation in District incentive programs will achieve additional emission reductions from residential wood combustion, agricultural internal combustion engines, and commercial cooking operations. However, the ability to require participation in such

voluntary incentive-based control measure lie within the jurisdiction of land-use approval agencies. Project-specific impacts and control measures would be identified during the project review process and carried out by agencies with this land-use approval authority.

Commitments from CARB and the District under the Plan, combined with District control strategies will provide the necessary emissions reductions to complement those already being attributed to PM2.5 air quality improvements in the Valley. The Plan would not affect land-use plans, policies, ordinances, or regulations. Land-use and other planning considerations are determined by local governments. In addition, land-use or planning requirements including those related to recreational facilities, would not be altered by the Plan. The Plan does not have the potential to directly or indirectly induce population growth or redistribution. As a result, the Plan would not increase the use of or demand for existing neighborhood and/or regional parks or other recreational facilities, nor would it require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. Further, improvements in air quality from the Plan are expected to provide overall health benefits to the environment and potentially improving recreational facilities. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that the Plan would have a detrimental impact on recreational facilities, as identified above (a-b).

Mitigation: None.

References: 2018 PM2.5 Attainment Plan.

XVI. Transportation / Traffic **Would the Project:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less Than Significant Impact**	**No Impact**
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?				X

XVI. Transportation / Traffic **Continued.**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less Than Significant Impact**	**No Impact**
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designed roads and highways?				X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X

Transportation/Traffic (a-f)

Conclusion: The Plan will not conflict with any circulation plans, congestion management programs, or alternative transportation facilities. Also the Plan will not change air traffic patterns or include hazardous design features and, therefore, will not pose a safety risk.

Discussion: The Plan includes measures that CARB committed to implement in order to achieve significant mobile source reductions through regulatory measures and incentive funding since mobile sources make up 85% of the San Joaquin Valley's NOx emissions (PM2.5 precursor). The Plan includes commitments by the District to amend existing regulations to achieve greater emission reductions from flaring activities, internal combustion engines, boilers/steam generators, glass melting furnaces, and agricultural operations. Control measures under consideration from such amendments to existing regulations in the Plan include: additional ultra-low NOx flare emission limitations for existing and new flaring activities, flare minimization to the extent such controls are technologically achievable and economically feasible, lower NOx limits for boilers/steam generator/process heaters, lower NOx limits for municipal solid waste-

fired boilers/generators/process heaters, lower NOx limits for container glass furnaces, new enhanced conservation management practices to reduce fugitive dust from cropland tilling and fallow lands, controls for commercial underfired charbroilers, lower NOx limits for non-agricultural IC engines, and implementation of a more stringent wood burning curtailment program. It is important to note, these new controls committed under the Plan will be developed within their own rule amendment public processes and CEQA analyses.

Additionally, in combination with the control measures discussed above, voluntary participation in District incentive programs will achieve additional emission reductions from residential wood combustion, agricultural internal combustion engines, and commercial cooking operations. However, the ability to require participation in such voluntary incentive-based control measure lie within the jurisdiction of land-use approval agencies. Project-specific impacts and control measures would be identified during the project review process and carried out by agencies with this land-use approval authority.

Commitments from CARB and the District under the Plan, combined with District control strategies will provide the necessary emissions reductions to complement those already being attributed to PM2.5 air quality improvements in the Valley. The Plan is not anticipated to substantially increase vehicle trips or vehicle miles traveled in the San Joaquin Valley Air Basin. In the contrary, as described in the Plan, the District supports and encourages alternative transportation and other efforts to reduce vehicle miles traveled, as these efforts contribute to improve PM2.5 air quality. Therefore, the Plan would ultimately provide transportation improvements and congestion reduction benefits.

The Plan contains no provisions pertaining to air traffic levels and is not anticipated to result in direct or indirect increases in roadway design hazards or incompatible risks. The Plan would not conflict with any adopted policies, plans, or programs supporting alternative transportation programs. The Plan is not anticipated to generate any significant adverse impacts to transportation or traffic systems. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that the Plan would have a detrimental impact on transportation/traffic, as identified above (a-f).

Mitigation: None.

References: 2018 PM2.5 Attainment Plan.

XVII. Tribal Cultural Resources **Would the Project:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less Than Significant Impact**	**No Impact**
Would the Project cause a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed as eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				X
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				X

Tribal Cultural Resources (a-b)

Conclusion: The Plan will not have an impact on historical resources or resources of significance to California Native American Tribes.

Discussion: The Plan includes measures that CARB committed to implement in order to achieve significant mobile source reductions through regulatory measures and incentive funding since mobile sources make up 85% of the San Joaquin Valley's NOx emissions (PM2.5 precursor). The Plan includes commitments by the District to amend existing regulations to achieve greater emission reductions from flaring activities, internal combustion engines, boilers/steam generators, glass melting furnaces, and agricultural operations. Control measures under consideration from such amendments to existing regulations in the Plan include: additional ultra-low NOx flare emission limitations for existing and new flaring activities, flare minimization to the extent such controls are technologically achievable and economically feasible, lower NOx limits for

boilers/steam generator/process heaters, lower NOx limits for municipal solid waste-fired boilers/generators/process heaters, lower NOx limits for container glass furnaces, new enhanced conservation management practices to reduce fugitive dust from cropland tilling and fallow lands, controls for commercial underfired charbroilers, lower NOx limits for non-agricultural IC engines, and implementation of a more stringent wood burning curtailment program. It is important to note, these new controls committed under the Plan will be developed within their own rule amendment public processes and CEQA analyses.

Additionally, in combination with the control measures discussed above, voluntary participation in District incentive programs will achieve additional emission reductions from residential wood combustion, agricultural internal combustion engines, and commercial cooking operations. However, the ability to require participation in such voluntary incentive-based control measure lie within the jurisdiction of land-use approval agencies. Project-specific impacts and control measures would be identified during the project review process and carried out by agencies with this land-use approval authority.

Commitments from CARB and the District under the Plan, combined with District control strategies will provide the necessary emissions reductions to complement those already being attributed to PM2.5 air quality improvements in the Valley. The District as part of its air pollution control efforts, develops air quality attainment plans and implements control measures within the San Joaquin Valley Air Basin, as prescribed in the Plan. Control measures are focused on business facilities in the San Joaquin Valley Air Basin, and generally result in the subsequent development of rules or amendments to existing rules that require emission reductions from stationary sources under the District's jurisdiction. The development of plans and rules is subject to CEQA, but these types of projects do not involve land-use or land development projects in any way and do not approve construction or development activities. As such, the Plan will have no impact on historical resources or resources of potential significance to a California Native American tribe. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that the Plan would have a detrimental impact on tribal cultural resources, as identified above (a-b)

Mitigation: None.

References: 2018 PM2.5 Attainment Plan.

XVIII. Utilities / Service Systems **Would the Project:**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less Than Significant Impact**	**No Impact**
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

Utilities/Service Systems (a-g)

Conclusion: The Plan would not exceed wastewater treatment requirements or require the construction of new wastewater or storm water facilities. The Plan will not result in new or expanded water entitlements. The Plan will comply with all solid waste regulations and will not have an impact on landfills.

Discussion: The Plan includes measures that CARB committed to implement in order to achieve significant mobile source reductions through regulatory measures and incentive funding since mobile sources make up 85% of the San Joaquin Valley's NOx

emissions (PM2.5 precursor). The Plan includes commitments by the District to amend existing regulations to achieve greater emission reductions from flaring activities, internal combustion engines, boilers/steam generators, glass melting furnaces, and agricultural operations. Control measures under consideration from such amendments to existing regulations in the Plan include: additional ultra-low NOx flare emission limitations for existing and new flaring activities, flare minimization to the extent such controls are technologically achievable and economically feasible, lower NOx limits for boilers/steam generator/process heaters, lower NOx limits for municipal solid waste-fired boilers/generators/process heaters, lower NOx limits for container glass furnaces, new enhanced conservation management practices to reduce fugitive dust from cropland tilling and fallow lands, controls for commercial underfired charbroilers, lower NOx limits for non-agricultural IC engines, and implementation of a more stringent wood burning curtailment program. It is important to note, these new controls committed under the Plan will be developed within their own rule amendment public processes and CEQA analyses.

Additionally, in combination with the control measures discussed above, voluntary participation in District incentive programs will achieve additional emission reductions from residential wood combustion, agricultural internal combustion engines, and commercial cooking operations. However, the ability to require participation in such voluntary incentive-based control measure lie within the jurisdiction of land-use approval agencies. Project-specific impacts and control measures would be identified during the project review process and carried out by agencies with this land-use approval authority.

Commitments from CARB and the District under the Plan, combined with District control strategies will provide the necessary emissions reductions to complement those already being attributed to PM2.5 air quality improvements in the Valley. The Plan will not result in any new demand for new utilities or service systems or result in any substantial demand on existing sources. There are no provisions in the Plan that would affect existing or new regional water treatment facilities, storm water drainage facilities, or solid waste facilities. Therefore, the District concludes there is no substantial evidence of record to support a conclusion that the Plan would have a detrimental impact on utilities and service systems, as identified above (a-g).

Mitigation: None.

References: 2018 PM2.5 Attainment Plan.

XIX. Mandatory Findings Of Significance **Would the Project**	**Potentially Significant Impact**	**Potentially Significant Impact Unless Mitigated**	**Less Than Significant Impact**	**No Impact**
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively Considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?				X
c) Does the Project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?				X

Mandatory Findings of Significance (a-c)

Conclusion: The Plan will have no impact on the environment and special status plant and animal species. In addition, the Plan will not have a cumulatively significant impacts on the environment, plant and animal species, or the human population. Furthermore, the Plan will not result in environmental impacts that would cause substantial adverse effects on human beings.

Discussion: The Plan includes measures that CARB committed to implement in order to achieve significant mobile source reductions through regulatory measures and incentive funding since mobile sources make up 85% of the San Joaquin Valley's NOx emissions (PM2.5 precursor). The Plan includes commitments by the District to amend existing regulations to achieve greater emission reductions from flaring activities, internal combustion engines, boilers/steam generators, glass melting furnaces, and agricultural operations. Control measures under consideration from such amendments

to existing regulations in the Plan include: additional ultra-low NOx flare emission limitations for existing and new flaring activities, flare minimization to the extent such controls are technologically achievable and economically feasible, lower NOx limits for boilers/steam generator/process heaters, lower NOx limits for municipal solid waste-fired boilers/generators/process heaters, lower NOx limits for container glass furnaces, new enhanced conservation management practices to reduce fugitive dust from cropland tilling and fallow lands, controls for commercial underfired charbroilers, lower NOx limits for non-agricultural IC engines, and implementation of a more stringent wood burning curtailment program. It is important to note, these new controls committed under the Plan will be developed within their own rule amendment public processes and CEQA analyses.

Additionally, in combination with the control measures discussed above, voluntary participation in District incentive programs will achieve additional emission reductions from residential wood combustion, agricultural internal combustion engines, and commercial cooking operations. However, the ability to require participation in such voluntary incentive-based control measure lie within the jurisdiction of land-use approval agencies. Project-specific impacts and control measures would be identified during the project review process and carried out by agencies with this land-use approval authority.

Commitments from CARB and the District under the Plan, combined with District control strategies will provide the necessary emissions reductions to complement those already being attributed to PM2.5 air quality improvements in the Valley. The Plan is not anticipated to impact any biological resources including wildlife and the resources on which it relies, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Furthermore, the Plan is not anticipated to create significant adverse effects on human beings, either directly or indirectly. Overall improvements in air quality are, ultimately, anticipated to provide substantial benefits to local biological resources in the San Joaquin Valley. The District anticipates the Plan will provide improvements to air quality, with respect to PM2.5, in addition to substantial benefits to human health.

Mitigation: None.

References: 2018 PM2.5 Attainment Plan.