



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SUBJECT: NOTICE OF COMPLETION OF A DRAFT ENVIRONMENTAL ASSESSMENT AND OPPORTUNITY FOR PUBLIC COMMENT

PROJECT TITLE: PROPOSED RULE 461.1 – GASOLINE TRANSFER AND DISPENSING FOR MOBILE FUELING OPERATIONS, PROPOSED AMENDED RULE 461 – GASOLINE TRANSFER AND DISPENSING, PROPOSED AMENDED RULE 219 – EQUIPMENT NOT REQUIRING A WRITTEN PERMIT PURSUANT TO REGULATION II, AND PROPOSED AMENDED RULE 222 – FILING REQUIREMENTS FOR SPECIFIC EMISSIONS SOURCES NOT REQUIRING A WRITTEN PERMIT PURSUANT TO REGULATION II

In accordance with the California Environmental Quality Act (CEQA), the South Coast Air Quality Management District (South Coast AQMD) is the Lead Agency and has prepared a Draft Environmental Assessment (EA) to analyze environmental impacts from the proposed project identified above pursuant to its certified regulatory program (Public Resources Code Section 21080.5, CEQA Guidelines Section 15251(l), and South Coast AQMD Rule 110) and as required by CEQA Guidelines Section 15187. The Draft EA includes a project description and analysis of potential adverse environmental impacts that could be generated from the proposed project. The purpose of this letter, the Notice of Completion (NOC), and the Draft EA, is to provide information on the proposed project and allow public agencies and the public (collectively referred to as the public) the opportunity to review and comment on the environmental analysis in the Draft EA. No action on your part is necessary if the proposed project has no bearing on you or your organization.

Information on how to obtain the Draft EA and other relevant documents is provided on the attached NOC. The NOC has been filed for posting with the county clerks of Los Angeles, Orange, Riverside, and San Bernardino Counties. The NOC and Draft EA has also been electronically filed with the State Clearinghouse of the Governor's Office of Planning and Research to be posted on their CEQAnet Web Portal which, upon posting, may be accessed via the following weblink: <https://ceqanet.opr.ca.gov/search/recent>. In addition, the Draft EA and other relevant documents will be electronically posted on the South Coast AQMD's webpage which can be accessed via the following weblink: <http://www.aqmd.gov/home/research/documents-reports/lead-agency-scaqmd-projects>.

Comments focusing on your area of expertise, your agency's area of jurisdiction, if applicable, or issues relative to the environmental analysis for the proposed project will be accepted during a 30-day public review and comment period beginning November 24, 2021 and ending at 5:00 p.m. on December 24, 2021. **Please send any comments relative to the CEQA analysis in the Draft EA to Ryan Bañuelos (c/o Planning/CEQA) via email to rbanuelos@aqmd.gov, via facsimile to (909) 396-3982, or by mail to the address shown above.** Please include the name, phone number and email address of the contact person, and the organization name, if applicable. Questions regarding the rule language should be directed to Britney Gallivan via email to bgallivan@aqmd.gov or by calling (909) 396-2792.

The proposed project will be considered at the Governing Board Meeting (Public Hearing) on January 7, 2022 at 9:00 a.m. (subject to change). The Governing Board Meeting agenda with details on how the public can participate will be posted at least 72 hours prior to the meeting on South Coast AQMD's website at: <http://www.aqmd.gov/home/news-events/meeting-agendas-minutes>.

**NOTICE OF COMPLETION (NOC) OF A DRAFT ENVIRONMENTAL ASSESSMENT (EA) AND
OPPORTUNITY FOR PUBLIC COMMENT**

To: County Clerks for the Counties of Los Angeles, Orange, Riverside and San Bernardino; and Governor's Office of Planning and Research - State Clearinghouse	From: South Coast Air Quality Management District 21865 Copley Drive Diamond Bar, CA 91765
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Project Title: Proposed Rule (PR) 461.1 – Gasoline Transfer and Dispensing for Mobile Fueling Operations, Proposed Amended Rule (PAR) 461 – Gasoline Transfer and Dispensing, PAR 219 – Equipment not Requiring a Written Permit Pursuant to Regulation II, and PAR 222 – Filing Requirements for Specific Emissions Sources not Requiring a Written Permit Pursuant to Regulation II

Project Location: The proposed project is located in the South Coast Air Quality Management District (South Coast AQMD) jurisdiction, which includes the four-county South Coast Air Basin (all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties), and the Riverside County portion of the Salton Sea Air Basin and the non-Palo Verde, Riverside County portion of the Mojave Desert Air Basin.

Description of Nature, Purpose, and Beneficiaries of Project: The proposed project is comprised of PR 461.1, and proposed amendments to Rules 461, 219, and 222. PR 461.1 has been developed to minimize emissions of volatile organic compounds (VOC) and toxics from mobile fueling operations through establishing requirements applicable to: 1) an owner or operator of a mobile fueler conducting retail or non-retail mobile fueling operations; 2) an owner or operator of dispensing locations where mobile fuelers operate; and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB certified control equipment or the associated components thereof. PAR 461 proposes to remove specific provisions pertaining to the requirements and emission control equipment associated with mobile fueling operations since these requirements are included in PR 461.1. Further, amendments to Rule 219 are proposed that will remove mobile fuelers from the existing exemption in paragraph (m)(9) and will add two separate exemptions for retail and non-retail mobile fuelers in with the new lower cumulative capacity mobile fueler thresholds from PR 461.1. Finally, amendments to Rule 222 are proposed that would establish registration requirements for retail mobile fueler gasoline dispensing locations to ensure that multiple mobile fueler companies would not create a health risk that would exceed the thresholds established by Rule 1401. Implementation of the proposed project is expected to result in less than significant increases of VOC and toxic emissions and associated public health risk from mobile fueling operations. The Draft EA did not identify any environmental topic areas that would be significantly adversely affected by the proposed project. Of the potential sites identified by operators of mobile fuelers where mobile fueling operations (gasoline dispensing) would occur, none are identified on lists compiled by the California Department of Toxic Substances Control per Government Code Section 65962.5.

Lead Agency: South Coast Air Quality Management District	Division: Planning, Rule Development and Area Sources
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The NOC, Draft EA and all supporting documentation are available for public review from:

- South Coast AQMD's website:
<http://www.aqmd.gov/home/research/documents-reports/lead-agency-scaqmd-projects>
- South Coast AQMD Public Information Center: by email at PICrequests@aqmd.gov and by phone at: (909) 396-2039
- Governor's Office of Planning and Research - State Clearinghouse website at:
<https://ceqanet.opr.ca.gov/search/recent>

The rule language and all supporting documentation are available from South Coast AQMD's website at: <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules/rule-461-and-461-1-and-219>

The Notice of Completion is provided to the public through the following:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Los Angeles Times (November 24, 2021) | <input checked="" type="checkbox"/> South Coast AQMD Mailing List & Interested Parties |
| <input checked="" type="checkbox"/> South Coast AQMD Website | <input checked="" type="checkbox"/> South Coast AQMD Public Information Center |
| <input checked="" type="checkbox"/> State Clearinghouse of the Governor's Office of Planning and Research Website | |
-

Draft EA Review Period (30 days): November 24, 2021 to December 24, 2021

Scheduled Public Meeting Date(s) (subject to change): The proposed project will be considered at the Governing Board Meeting (Public Hearing) on January 7, 2022 at 9:00 a.m. (subject to change). The Governing Board Meeting agenda with details on how the public can participate will be posted at least 72 hours prior to the meeting on South Coast AQMD's website at: <http://www.aqmd.gov/home/news-events/meeting-agendas-minutes>.

The proposed project will have no statewide, regional or areawide significance; therefore, no CEQA scoping meeting is required for the proposed project pursuant to Public Resources Code Section 21083.9(a)(2).

Send CEQA Comments to:

Ryan Bañuelos

Phone:

(909) 396-3479

Email:

rbanuelos@aqmd.gov

Fax:

(909) 396-3982

Send Questions on PR 461.1, and PARs 461, 219, and 222 to: Britney Gallivan

Phone:

(909) 396-2792

Email:

bgallivan@aqmd.gov

Fax:

(909) 396-3982

Date: November 23, 2021

Signature:



Barbara Radlein

Program Supervisor, CEQA

Planning, Rule Development, and Area Sources

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Draft Environmental Assessment for Proposed Rule 461.1 – Gasoline Transfer and Dispensing for Mobile Fueling Operations, Proposed Amended Rule 461 – Gasoline Transfer and Dispensing, Proposed Amended Rule 219 – Equipment not Requiring a Written Permit Pursuant to Regulation II, and Proposed Amended Rule 222 – Filing Requirements for Specific Emission Sources Not Requiring a Written Permit Pursuant to Regulation II

November 2021

South Coast AQMD Number: 11232021RB

State Clearinghouse Number: TBD

Executive Officer

Wayne Nastri

Deputy Executive Officer

Planning, Rule Development and Area Sources

Sarah Rees, Ph.D.

Assistant Deputy Executive Officer

Planning, Rule Development and Area Sources

Susan Nakamura

Assistant Deputy Executive Officer

Planning, Rule Development and Area Sources

Ian MacMillan

Authors:	Ryan Bañuelos	Air Quality Specialist
	Kevin Ni	Air Quality Specialist
	Kendra Reif	Air Quality Specialist

Technical

Assistance:	Britney Gallivan	Air Quality Specialist
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Reviewed

By:	Barbara Radlein	Program Supervisor, CEQA
	Neil Fujiwara	Program Supervisor
	Michael Krause	Planning and Rules Manager, CEQA
	Karin Manwaring	Senior Deputy District Counsel
	Barbara Baird	Chief Deputy Counsel

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EXECUTIVE OFFICER:

WAYNE NASTRI

TABLE OF CONTENTS

Page No.

CHAPTER 1 – PROJECT DESCRIPTION

Introduction	1-1
California Environmental Quality Act.....	1-2
Project Location	1-4
Project Background.....	1-5
Technology Overview.....	1-8
Project Description.....	1-10

CHAPTER 2 – ENVIRONMENTAL CHECKLIST

Introduction	2-1
General Information.....	2-1
Environmental Factors Potentially Affected.....	2-3
Determination	2-4
Environmental Checklist and Discussion	2-5

APPENDICES

Appendix A:	A1: Proposed Rule 461.1 – Gasoline Transfer and Dispensing for Mobile Fueling Operations, and
	A2: Proposed Amended Rule 461 – Gasoline Transfer and Dispensing,
	A3: Proposed Amended Rule 222 – Filing Requirements for Specific Emissions Sources Not Requiring a Written Permit Pursuant to Regulation II
	A4: Proposed Amended Rule 219 – Equipment not Requiring a Written Permit Pursuant to Regulation II
Appendix B:	Modeling Files, Assumptions, and Calculations

LIST OF FIGURES

Figure 1-1: Southern California Air Basins	1-5
Figure 1-2: Mobile Fueler CARB-Certified Phase I Vapor Recovery System.....	1-8
Figure 1-3: Mobile Fueler CARB-Certified Phase II Vapor Recovery System	1-9
Figure 1-4: Onboard Refueling Vapor Recovery	1-9
Figure 1-5: Mobile Fueler Model Categories	1-10

LIST OF TABLES

Table 1-1: Regulatory Gap for Mobile Fuelers	1-7
Table 1-2: Mobile Fueler Rule 461 Regulatory Applicability	1-7
Table 2-1: Key Components of Proposed Project with Physical Effects During Operation of Mobile Fuelers	2-6
Table 2-2: South Coast Aqmd Air Quality Significance Thresholds	2-14
Table 2-3: Sources of Potential Secondary Adverse Air Quality and GHG Impacts During Construction and Operation	2-16
Table 2-4: Peak Daily Operation Emissions by Pollutant (lb/day)	2-18
Table 2-5: Summary of GHG Emissions from Affected Facilities	2-22
Table 2-6: Annual Total Projected Fuel Usage for Operation Activities.....	2-34
Table 2-7: Number of Mobile Fueler Truck Trips on a Peak Day by Trip Segment	2-65

CHAPTER 1

PROJECT DESCRIPTION

Introduction

California Environmental Quality Act

Project Location

Project Background

Technology Overview

Project Description

INTRODUCTION

The California Legislature created the South Coast Air Quality Management District (South Coast AQMD) in 1977¹ as the agency responsible for developing and enforcing emission control rules and regulations in the South Coast Air Basin (Basin) and portions of the Salton Sea Air Basin and Mojave Desert Air Basin. By statute, the South Coast AQMD is required to adopt an air quality management plan (AQMP) demonstrating compliance with all federal and state ambient air quality standards for the areas under the jurisdiction of the South Coast AQMD². The AQMP is a regional blueprint for how the South Coast AQMD will achieve air quality standards and healthful air; it contains multiple goals promoting reductions of criteria air pollutants, greenhouse gases (GHGs), and toxic air contaminants (TACs)³.

The South Coast AQMD has adopted regulations, each with individual rules, that carry out the AQMP⁴. For example, Regulation II – Permits specifies what sources must have a permit to operate, but also includes Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II which identifies equipment, processes, or operations that emit small amounts of air contaminants and therefore are exempt from permit requirements. Regulation IV – Prohibitions establishes requirements for certain operations regardless of industry, while Regulation XI – Source Specific Standards establishes requirements for equipment- and industry-specific emission sources. Regulation XIII – New Source Review prescribes requirements for new emission sources that must be met before any permit is issued, and Regulation XIV – Toxics and Other Non-Criteria Pollutants establishes requirements for sources of TACs.

Gasoline transfer and dispensing operations are regulated by both California Air Resources Board (CARB) and South Coast AQMD. CARB has established performance standards and certification procedures for vapor recovery systems for gasoline marketing operations. CARB certifies the equipment and South Coast AQMD requires the use of CARB-certified equipment to meet rule requirements. South Coast AQMD Rule 461 – Gasoline Transfer and Dispensing, for example, applies to the transfer of gasoline from any tank truck, trailer, or railroad tank car into any stationary storage tank or mobile fueler; and from any stationary storage tank or mobile fueler into any mobile fueler or motor vehicle fuel tank; and requires CARB certified vapor recovery systems and components.

In addition to Rule 461, the following South Coast AQMD rules also apply to gasoline transfer and dispensing operations which emit Volatile Organic Compounds (VOC), a criteria air pollutant, and TACs such as benzene, ethyl benzene, and naphthalene:

- Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II; and
- Rule 1401 – New Source Review of Toxic Air Contaminants.

Previous rule development efforts and amendments to Rule 461 thus far have focused on retail stationary fueling facilities. Further, Rule 219(m)(9) currently exempts mobile fuelers with a cumulative capacity of <251 gallons, provided that the operation meets Rule 219(s)(2)(A) which requires the health risk to be below the thresholds in Rule 1401. However, with the emergence of

¹ The Lewis-Prezley Air Quality Management Act, 1976 Cal. Stats., ch. 324 (codified at Health and Safety Code Section 40400-40540).

² Health and Safety Code Section 40460(a).

³ South Coast AQMD, Final 2016 Air Quality Management Plan, March 2017. <https://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>

⁴ Health and Safety Code Section 40440(a).

mobile fueling on-demand (MFOD) services in the gasoline delivery industry, South Coast AQMD staff recognized that additional rule development efforts were necessary to ensure that public health is protected since MFOD operations result in the same types of fueling emissions as retail stationary fueling facilities but with additional vehicular emissions from mobile fueler truck trips and idling, which cause criteria air pollutant emissions of VOC, NO_x, and CO, and TAC as diesel particulate matter (PM).

As such, South Coast AQMD staff developed Proposed Rule (PR) 461.1 with the goal of minimizing emissions of VOC and TACs from mobile fueling operations through establishing requirements applicable to: 1) an owner or operator of a mobile fueler conducting retail or non-retail mobile fueling operations; 2) an owner or operator of dispensing locations where mobile fuelers operate; and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof.

In addition, amendments to Rule 461 are proposed that would remove specific provisions pertaining to the requirements and emission control equipment associated with mobile fueling operations since these requirements are included in PR 461.1.

Further, amendments to Rule 219 are proposed that will remove mobile fuelers from the existing exemption in paragraph (m)(9) and will add two separate exemptions for retail and non-retail mobile fuelers in with the new lower cumulative capacity mobile fueler thresholds from PR 461.1. Finally, amendments to Rule 222 are proposed that would establish registration requirements for retail mobile fueler gasoline dispensing locations to ensure that multiple mobile fueler companies would not create a health risk that would exceed the thresholds established by Rule 1401.

Implementation of the proposed project is expected to result in less than significant increases of VOC, NO_x, and CO, and TAC emissions with associated public health risk from mobile fueling operations.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA), California Public Resources Code Section 21000 *et seq.*, requires that all potentially significant, adverse environmental impacts of proposed projects be evaluated and methods to reduce or avoid identified significant adverse impacts of these projects be implemented, if feasible. The purpose of the CEQA process is to inform the South Coast AQMD Governing Board, public agencies, and interested parties of potential adverse environmental impacts that could result from implementing the proposed project and to identify feasible mitigation measures or alternatives when an impact is significant.

Public Resources Code Section 21080.5 allows public agencies with regulatory programs to prepare a plan or other written documents in lieu of a negative declaration or environmental impact report once the secretary of the resources agency has certified the regulatory program. The South Coast AQMD's regulatory program was certified by the secretary of resources agency on March 1, 1989 (CEQA Guidelines Section 15251(l)). In addition, the South Coast AQMD adopted Rule 110 – Rule Adoption Procedures to Assure Protection and Enhancement of the Environment, which implements the South Coast AQMD's certified regulatory program. Under the certified regulatory program, the South Coast AQMD typically prepares an Environmental Assessment (EA) to evaluate the environmental impacts for rule projects proposed for adoption or amendment. The EA is also a public disclosure document intended to: 1) provide the lead agency, responsible

agencies, decision makers and general public with information on the environmental impacts of the proposed project; and, 2) be used as a tool by decision makers to facilitate decision making on the proposed project.

CEQA Guidelines Section 15187 requires the South Coast AQMD to perform an environmental analysis when proposing to adopt a new rule or regulation requiring the installation of air pollution control equipment, or establishing a performance standard, which is the case with the proposed project. CEQA Guidelines Section 15187 requires the environmental analysis to include at least the following information:

- An analysis of reasonably foreseeable environmental impacts of the methods of compliance;
- An analysis of reasonably foreseeable mitigation measures relating to significant environmental impacts; and
- An analysis of reasonably foreseeable alternative means of compliance with the rule or regulation, which would avoid or eliminate any identified significant environmental impacts.

The proposed adoption of PR 461.1 and proposed amendments to Rules 461, 219, and 222 are a discretionary action subject to South Coast AQMD Governing Board consideration that has the potential for resulting in changes to the environment, and therefore, is considered a “project” as defined by CEQA (CEQA Guidelines Section 15378). The lead agency is the “public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect upon the environment” (Public Resources Code Section 21067). Since the South Coast AQMD Governing Board has the primary responsibility for approving and carrying out the entire project as a whole, the South Coast AQMD is the most appropriate public agency to act as lead agency for the proposed project (CEQA Guidelines Section 15051(b)).

In analyzing the potential environmental impacts as required by CEQA Guidelines Section 15187 (see Chapter 2 of this EA), the type of CEQA document appropriate for the proposed project is an Environmental Assessment (EA) with no significant impacts. The EA is a substitute CEQA document, which the South Coast AQMD, as lead agency for the proposed project, prepared in lieu of a Negative Declaration with no significant impacts (CEQA Guidelines Section 15252), pursuant to the South Coast AQMD’s Certified Regulatory Program (Public Resources Code Section 21080.5, CEQA Guidelines Section 15251(l); South Coast AQMD Rule 110).

The EA includes a project description in Chapter 1 and an Environmental Checklist in Chapter 2. The Environmental Checklist provides a standard tool to identify and evaluate a proposed project’s adverse environmental impacts and the analysis concluded that no significant adverse impacts would be expected to occur if the proposed project is implemented. Because the proposed project would have no statewide, regional, or areawide significance, no CEQA scoping meeting is required to be held pursuant to Public Resources Code Section 21083.9(a)(2). Further, pursuant to CEQA Guidelines Section 15252, since no significant adverse impacts were identified, no alternatives or mitigation measures are required.

The Draft EA has been released for a 30-day public review and comment period from November 24, 2021 to December 24, 2021. All comments received during the public comment period on the analysis presented in the Draft EA will be responded to and included in an appendix to the Final EA.

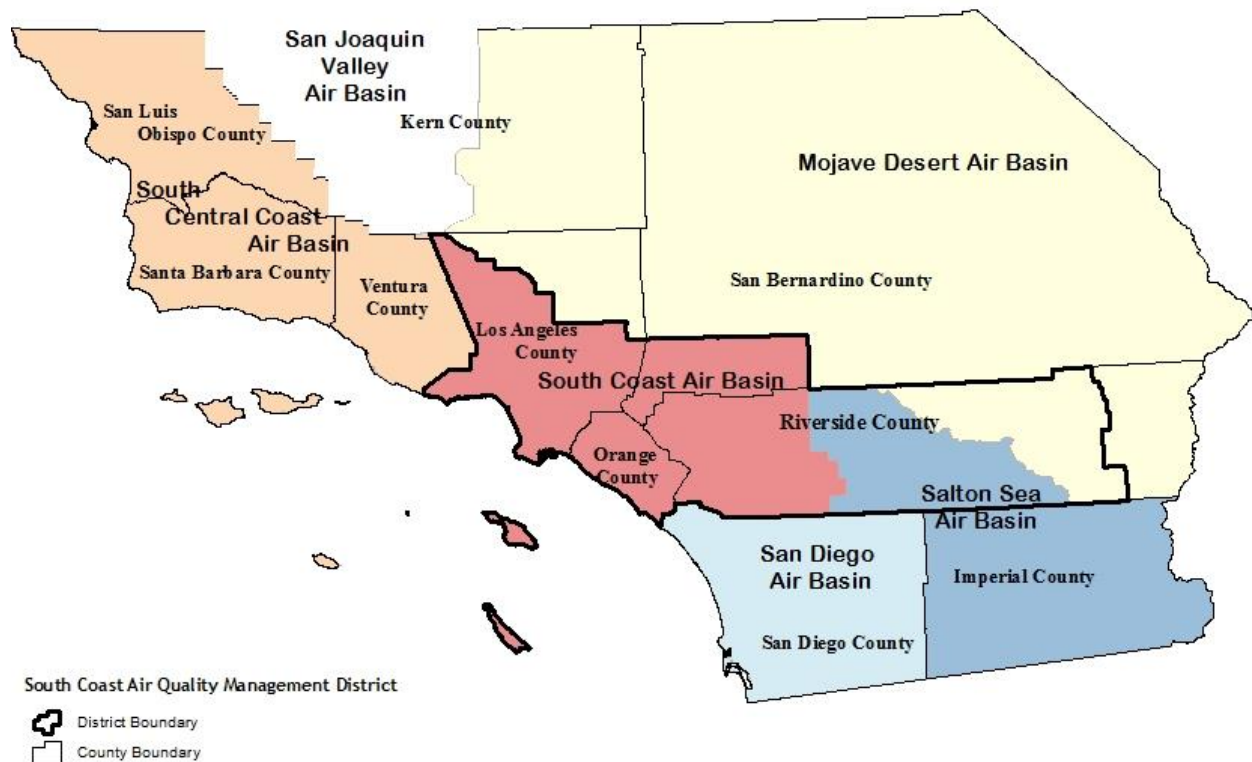
Prior to making a decision on the adoption of the proposed project, the South Coast AQMD Governing Board must review and certify the Final EA as providing adequate information on the potential adverse environmental impacts that may occur as a result of adopting PR 461.1 and amending Rules 461, 219, and 222.

PROJECT LOCATION

The proposed project applies to the owners or operators of mobile fuelers that conduct retail or non-retail operations, to owners or operators of dispensing locations where mobile fuelers operate, and to any person that installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacturers CARB-certified control equipment or the associated components thereof.

As illustrated in Figure 1-1, the South Coast AQMD has jurisdiction over an area of approximately 10,743 square miles, which includes the four-county South Coast Air Basin (all of Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino counties), and the Riverside County portion of the Salton Sea Air Basin and the non-Palo Verde, Riverside County portion of the Mojave Desert Air Basin. The South Coast Air Basin is a subarea of South Coast AQMD's jurisdiction and is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east. The Riverside County portion of the Salton Sea Air Basin is bounded by the San Jacinto Mountains in the west and spans eastward up to the Palo Verde Valley. A federal nonattainment area (known as the Coachella Valley Planning Area) is a subregion of Riverside County and the Salton Sea Air Basin and is bounded by the San Jacinto Mountains to the west and the eastern boundary of the Coachella Valley to the east.

Figure 1-1
Southern California Air Basins and South Coast AQMD's Jurisdiction



PROJECT BACKGROUND

Gasoline transfer and dispensing operations are regulated by both CARB and South Coast AQMD. CARB has established performance standards and certification procedures for vapor recovery systems for gasoline marketing operations. CARB certifies the equipment and South Coast AQMD requires the use of CARB-certified equipment to meet rule requirements. Gasoline transfer and dispensing operations in the South Coast AQMD's jurisdiction are regulated through Rule 461. Rule 461 was originally adopted by the South Coast AQMD on January 9, 1976 and focuses primarily on stationary retail gasoline dispensing facilities through requirements for vapor recovery systems that are tested and certified by CARB.

CARB-certified Phase I and Phase II vapor recovery systems are the existing standard emissions control equipment for gasoline transfer and dispensing operations for both stationary and mobile fueling operations subject to Rule 461. Rule 461 has required CARB-certified Phase II vapor recovery systems since 1995 for both stationary gasoline dispensing facilities and mobile fuelers that dispense gasoline which is consistent with the requirements in Health and Safety Code Section 41954(g)(3) which states, "any stricter procedures or performance standards shall not be implemented until at least two systems meeting the stricter performance standards have been certified by the state board."

The current version of Rule 461 does not contain requirements specific to small mobile fuelers with tanks less than 120 gallons which means that if any are currently operating, they are not required to have a South Coast AQMD air permit and are not required to be equipped with a vapor recovery system. Small mobile fuelers have been operating in limited non-retail function. As small mobile fuelers were not subject to either permitting or rule requirements, small mobile fuelers could be

operating at locations that have not been evaluated for emissions and health risk to sensitive receptors. For this reason, emissions from retail gasoline mobile fueling operations need to be evaluated for each dispensing location to prevent exceedances of the health risk thresholds in Rule 1401. When compared to stationary gasoline dispensing facilities that comply with Rule 461, retail mobile fuelers not equipped with Phase I vapor recovery system and Phase II vapor recovery system have higher emissions per gallon of gasoline dispensed. In addition, emissions from loading increase when mobile fuelers are not equipped with a Phase I vapor recovery system. Similarly, emissions from dispensing are greater for mobile fuelers that are not equipped with a Phase II vapor recovery system. Finally, when gasoline is stored in aboveground storage tanks, the tanks are typically designed to have a reflective exterior which results in a lower tank temperature and thus lower evaporative emissions than a mobile fueller without a Phase I vapor system and Phase II vapor recovery system, since the gasoline storage tanks are not always insulated and are typically painted with a darker or non-reflective exterior.




Regulating mobile fueling operations presents a unique challenge relative to the established regulatory framework for stationary gasoline dispensing facilities because the location where a mobile fueller will distribute gasoline varies by day, time, and facility. Existing regulations applicable to mobile fuelers dispensing gasoline via CARB-certified non-vapor recovery components but that are not equipped with a Phase II vapor recovery system are further complicated by the difficulty in verifying that each motor vehicle receiving the fuel must be equipped with an Onboard Refueling Vapor Recovery (ORVR) system. Historically, the process of verifying ORVR status has been a compliance challenge for regulators. In addition, tracking the amount of fuel transferred into a mobile fueller and dispensed into vehicles for regulatory purposes is a further challenge.

To address these historical compliance challenges unique to mobile fueling operations, PR 461.1 proposes specific requirements to restrict opening of the cargo tank dome hatch, and includes additional monitoring, recordkeeping, and reporting requirements in addition to the requirements already included in Rule 461.

Another challenge associated with regulating mobile fueling operations are the variables with the evaluation of health risk since mobile fuelers can visit multiple locations and some retail mobile fuelers are not equipped with vapor recovery systems. For comparison, the health risk evaluation for stationary gasoline dispensing facilities (gas station), is based on dispensing equipment fitted with mandatory vapor recovery systems operating at one fixed location and is part of the South Coast AQMD permit process to ensure that facility emissions do not pose a health risk to nearby sensitive receptors.




A visual overview of the existing mobile fueling regulations as applicable to various mobile fueling systems and Rule 461 regulatory applicability are shown in Tables 1-1 and 1-2.

**Table 1-1
Regulatory Gap for Mobile Fuelers**

Mobile Fueling System	Cumulative Capacity (Gallons)	Requires a South Coast AQMD Permit to Operate?	Regulatory Gap
 Phase I and Phase II Cab and Chassis Truck with Cargo Tank	300 - 4,000	Yes	None
 Phase I Cab and Chassis Truck with Cargo Tank	≥ 1,200	Yes	Permit required, but cannot be issued for retail fueling since it is not allowed under Rule 461
 Pickup Truck with Tanks	< 251 ¹	No	Not required to be permitted and Rule 461 does not currently apply to this equipment

¹ Each individual tank is ≤ 120 gallons

**Table 1-2
Mobile Fueller Rule 461 Regulatory Applicability**

Mobile Fueling System	Cumulative Capacity (Gallons)	Allowed in Rule 461	
		Non-Retail	Retail
 Phase I and Phase II Cab and Chassis Truck with Cargo Tank	300 - 4,000	Allowed	Allowed
 Phase I Cab and Chassis Truck with Cargo Tank	≥ 1,200	Allowed	Not Allowed
 Pickup Truck with Tanks	< 251 ¹	Unregulated	Unregulated

¹ Each individual tank is ≤ 120 gallons

South Coast AQMD staff was tasked to pursue rulemaking that establishes operational and permit requirements to address the absence of existing regulations specific to retail mobile fueling operations and to reduce the associated public health impacts from mobile fueling activities. For these reasons, South Coast AQMD staff developed the approach to regulate mobile fueling operations in PR 461.1 and amend Rule 461 to limit its applicability to stationary gasoline transfer and dispensing facilities. The objective of PR 461.1 is to reduce VOC and TAC emissions from mobile fueling operations that occur from the transfer, storage, and dispensing of gasoline. To address the regulatory gap for mobile fuelers, PR 461.1 proposes to require a permit and a health risk assessment for mobile fuelers operating at retail dispensing locations. As part of the rulemaking process, Rules 219 and 222 are proposed to be amended to modify permit requirements for previously exempt mobile fuelers and dispensing locations as well as require registration for dispensing locations used for retail mobile fueling operations.

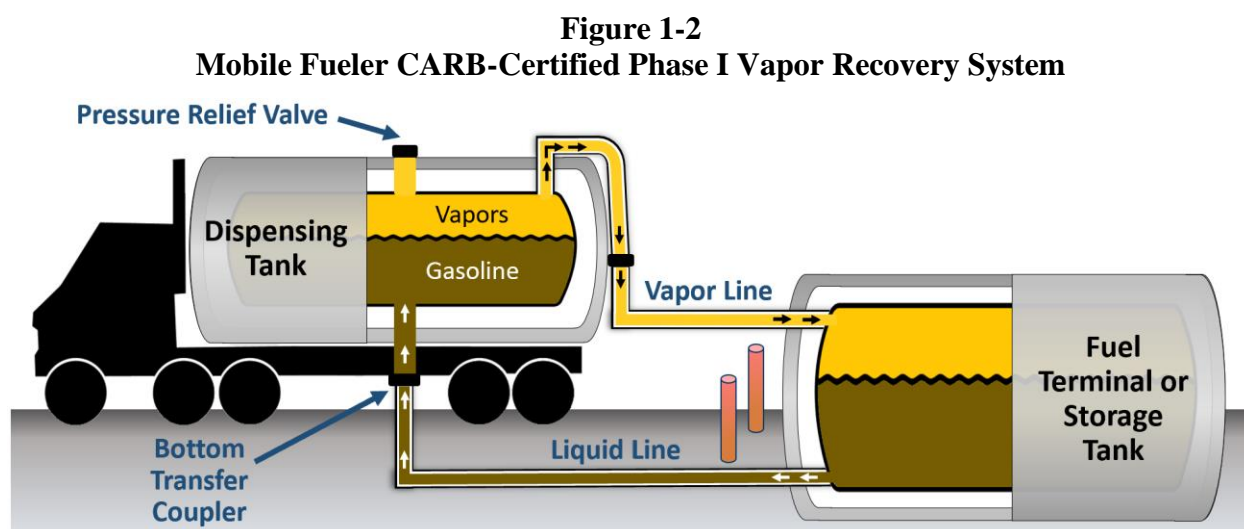
TECHNOLOGY OVERVIEW

The following discussion provides a general overview of the technologies associated with mobile fueling operations.

Phase I and Phase II Vapor Recovery Systems

Phase I Vapor Recovery System for a Mobile Fueler

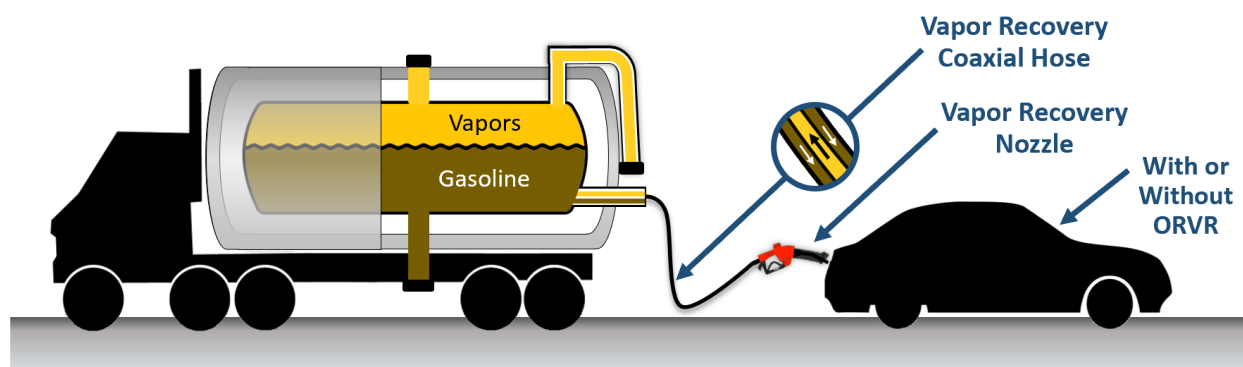
A Phase I vapor recovery system is installed on a mobile fueler cargo tank for the collection and recovery of gasoline vapors displaced or emitted during the transfer of gasoline into and out of a mobile fueler cargo tank from a fuel terminal or storage tank, except when dispensing. Figure 1-2 depicts the loading of gasoline into a mobile fueler equipped with a Phase I vapor recovery system. A mobile fueler with Phase I vapor recovery is loaded from the bottom of the tank (referred to as bottom loading) to reduce splashing of the fuel which can increase vapors. In general, cargo tanks on mobile fuelers are filled either at a bulk loading terminal or from a stationary storage tank.



Phase II Vapor Recovery System for a Mobile Fueler

A Phase II vapor recovery system is installed on a mobile fueler cargo tank for the collection and recovery of gasoline vapors displaced or emitted during the dispensing of gasoline from a mobile fueler cargo tank into a motor vehicle fuel tank. There are two types of Phase II vapor recovery dispensing equipment. A vacuum assist Phase II vapor recovery system dispenses gasoline through the exterior of the coaxial hose and utilizes a vacuum-producing device to create a vacuum to draw vapors back into the cargo tank through the interior of the coaxial hose. A balance Phase II vapor recovery system, not currently CARB-certified for mobile fuelers at the time of this rulemaking, dispenses gasoline through the interior of the coaxial hose and utilizes the principle of vapor displacement to draw vapors back into the cargo tank through the exterior of the coaxial hose. Figure 1-3 depicts a mobile fueler which is equipped with a Phase II vapor recovery system with a vacuum assist coaxial hose dispensing gasoline into a motor vehicle fuel tank.

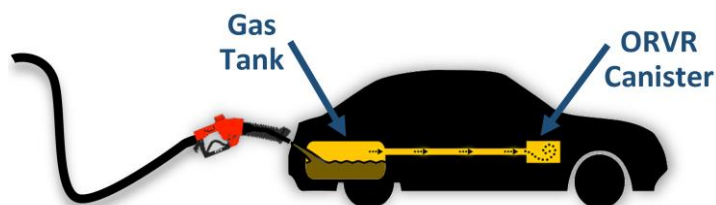
Figure 1-3
Mobile Fueler CARB-Certified Phase II Vapor Recovery System



Other Vapor Controls

Onboard Refueling Vapor Recovery (ORVR) is designed for on-road motor vehicles to control gasoline vapors during the filling of the motor vehicle gas tank as shown in Figure 1-4. Key characteristics of ORVR include: a narrow fill tube, valve to prevent vapors from returning to the fill tube, a carbon canister, and design features that allow displaced gasoline vapors to flow into the carbon canister. ORVR systems were introduced for 1998 model year motor vehicles and are now required on all new cars and trucks. ORVR is mandated by Title 13 of the California Code of Regulations (CCR), Section 1978 and 40 Code of Federal Regulations (CFR) Part 86. The ORVR phase-in period for passenger vehicles, light duty truck, and medium duty vehicles (up to 8500 pounds gross vehicle weight rating) was already scheduled to meet 100 percent of fleets by 2006. ORVR systems must meet the regulatory standard of 95 percent control efficiency⁵. While ORVR is effective in controlling emissions, some vehicles older than 1998, and still operating, may not be equipped with ORVR because the requirement to equip ORVR systems was phased in. While ORVR has been demonstrated to be effective in controlling emissions, there are still many older cars without ORVR being operated on public roads and highways.

Figure 1-4
Onboard Refueling Vapor Recovery



⁵ Environmental Protection Agency. (1994, April 6). *Control of Air Pollution From New Motor Vehicles and New Motor Vehicle Engines; Refueling Emission Regulations for Light-Duty Vehicles and Light-Duty Trucks*. Federal Register. <https://www.govinfo.gov/content/pkg/FR-1994-04-06/html/94-4752.htm>

Mobile Fuelers

Model 1 Mobile Fueler – Phase I and Phase II Vapor Recovery System

Model 1 mobile fuelers have been issued a CARB executive order which includes CARB-certified Phase I and Phase II vapor recovery systems. Rule 461 currently allows Model 1 mobile fuelers for retail and non-retail dispensing of gasoline into motor vehicles. The majority of currently permitted mobile fuelers are Model 1. At this point in time when the EA is being written, there is only one known Model 1 mobile fueler that has been issued a CARB executive order with CARB-certified Phase I and Phase II vapor recovery systems, however, this mobile fueler is currently commercially unavailable for new purchases.

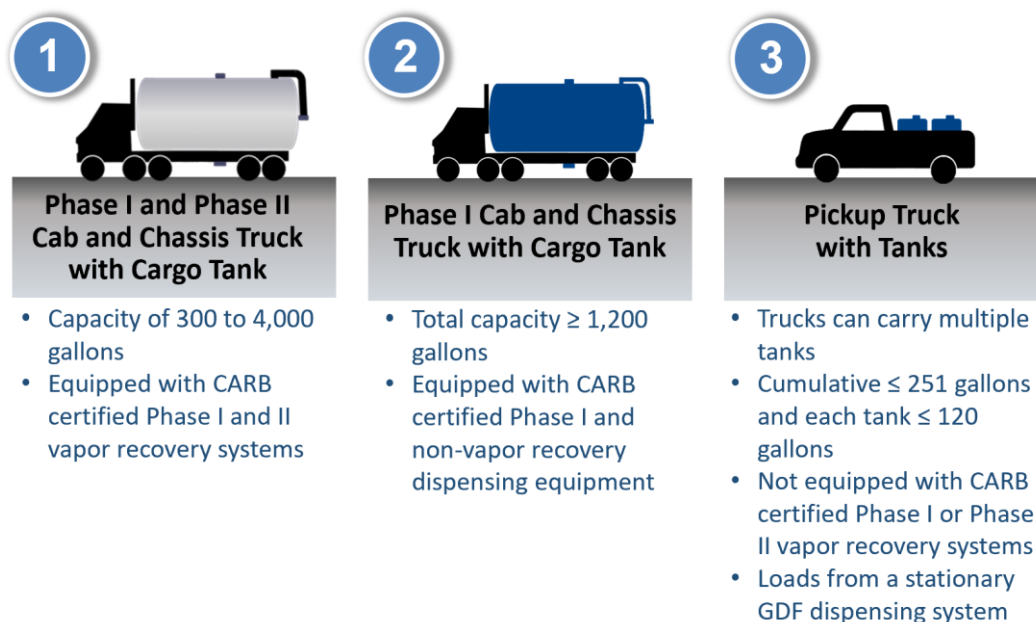
Model 2 Mobile Fueler – Phase I Vapor Recover and No Phase II Vapor Recovery

Model 2 mobile fuelers have been issued a CARB executive order which includes a CARB-certified Phase I vapor recovery system, but does not include a Phase II vapor recovery system. Rule 461 currently allows Model 2 mobile fuelers for non-retail dispensing of gasoline into ORVR equipped motor vehicles. Rule 461 does not allow Model 2 mobile fuelers for retail dispensing of gasoline.

Model 3 Mobile Fueler – No Phase I and No Phase II

Model 3 mobile fuelers have not been issued a CARB executive order and are not equipped with Phase I or Phase II vapor recovery systems. Rule 461 does not allow Model 3 mobile fuelers to fuel motor vehicles if the cumulative gasoline storage capacity is greater than 251 gallons or if an individual tank is greater than 120 gallons. Model 3 mobile fuelers with cumulative gasoline storage that is less than the capacities listed above are unregulated by the vapor recovery requirements of Rule 461 and exempt from South Coast AQMD permitting requirements.

**Figure 1-5
Mobile Fueler Model Categories**



PROJECT DESCRIPTION

The proposed project is comprised of PR 461.1 and PARs 461, 219 and 222. The following discussion provides a summary of the key elements contained in PR 461.1, and PARs 461, 219

and 222. Appendix A of this Draft EA contains a draft rule language of PR 461.1 and PARs 461, 219, and 222.

PR 461.1 – Gasoline Transfer and Dispensing for Mobile Fueling Operations

PR 461.1 has been developed to minimize emissions of VOC and TACs from mobile fueling operations through establishing requirements applicable to: 1) an owner or operator of a mobile fueler conducting retail or non-retail mobile fueling operations; 2) an owner or operator of dispensing locations where mobile fuelers operate; and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufactures CARB-certified control equipment or the associated components thereof.

The exact number of mobile fueling owners or operators is unknown at the time of this rulemaking because the South Coast AQMD does not currently have a procedure or process that records the amount of previously exempt mobile fuelers operating in the South Coast AQMD jurisdiction. As facilities become interested in conducting retail mobile fueling on their associated site, those facilities would be subject to the registration requirements included in the proposed project.

Under PR 461.1, mobile fuelers would be subject to control equipment requirements in regards to Phase I vapor recovery systems, Phase II vapor recovery systems, or non-vapor recovery components for dispensing; and cumulative capacity requirements in regards to the combined capacity of the storage capacity for each cargo tank located on a mobile fueler at any one given time with an exception for one portable fuel container with a five gallon or less capacity. In addition, PR 461.1 includes definitions that distinguish the difference between non-retail and retail mobile fuelers.

PR 461.1 includes requirements for operational activities associated with mobile fuelers. Operational requirements vary based on the type of mobile fueler, but generally require the owner or operator of a mobile fueler to conduct dispensing activities that minimize the release of gasoline vapors, conduct recordkeeping, and maintain equipment as required. Further, PR 461.1 limits the dispensing of gasoline to motor vehicles that are equipped with an ORVR system until CARB certifies at least two Phase II vapor recovery systems for mobile fuelers. PR 461.1 also requires both the owner or operator of a dispensing location, and the owner or operator of a mobile fueler to comply with dispensing location requirements. In addition, location requirements would prevent more than one retail mobile fueling company from operating at a single dispensing location within the same calendar month. Location requirements would also ensure that retail fueling companies are identified on each dispensing locations registration.

Additional requirements for PR 461.1 include the postage and maintenance of signage that has information that details how the public may report potential air related issues regarding operation of the mobile fueler. Also included are requirements for mobile fueling owners or operators to install, maintain, and repair, as necessary, CARB-certified Phase I and II vapor recovery systems and CARB-certified non-vapor recovery component for dispensing. Requirements for self-compliance, recordkeeping, testing, and reporting are also included in PR 461.1.

PAR 461 – Gasoline Transfer and Dispensing

PAR 461 is being amended to remove specific provisions that detail the requirements for the transfer of gasoline from a mobile fueler to any motor vehicle fuel tank, and the required emissions controls associated with mobile fueling operations which will now be addressed in PR 461.1. In

addition, PAR 461 will allow the owner or operator of a stationary non-retail gasoline dispensing facility with modified dispensing equipment used in lieu of complying with Phase II requirements to continue to use these modified components until the permit to operate is modified, at which time those modified components shall be replaced with hose and nozzle components according to the latest CARB Executive Order.

PAR 219 – Equipment not Requiring a Written Permit Pursuant to Regulation II

PAR 219 will remove mobile fuelers from the existing exemption in paragraph (m)(9) and will add two separate exemptions for retail and non-retail mobile fuelers in with the new lower cumulative capacity mobile fueler thresholds from PR 461.1.

PAR 222 – Filing Requirements for Specific Emission Sources not Requiring a Written Permit Pursuant to Regulation II

PAR 222 is being amended to establish registration requirements for dispensing locations where retail mobile fuelers would dispense gasoline to ensure that multiple mobile fueler companies are not creating a health risk in exceedance of thresholds established by Rule 1401.

PAR 222 will require the owner or operator of a dispensing location to register the dispensing location where a retail mobile fueler dispenses gasoline as long as the dispensing location is not located at a Title V facility subject to South Coast AQMD Regulation XXX – Title V Permits. Facilities subject to the Title V program are currently required to list and evaluate all emissions, including gasoline vapors, in the Title V facility permit. A mobile fueler is a regulated emission unit and, if operated at any Title V facility, is required to be included in the facility's application for a Title V permit.

CHAPTER 2

ENVIRONMENTAL CHECKLIST

Introduction

General Information

Environmental Factors Potentially Affected

Determination

Environmental Checklist and Discussion

INTRODUCTION

The environmental checklist provides a standard evaluation tool to identify a project's potential adverse environmental impacts. This checklist identifies and evaluates potential adverse environmental impacts that may be created by the proposed project.

GENERAL INFORMATION

Project Title:	PR 461.1 – Gasoline Transfer and Dispensing for Mobile Fueling Operations; PAR 461 – Gasoline Transfer and Dispensing; PAR 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II; and PAR 222 – Filing Requirements for Specific Emission Sources Not Requiring a Written Permit Pursuant to Regulation II
Lead Agency Name:	South Coast Air Quality Management District
Lead Agency Address:	21865 Copley Drive Diamond Bar, CA 91765
CEQA Contact Person:	Ryan Bañuelos, (909) 396-3479, rbanuelos@aqmd.gov
PR 461.1, and PARs 461, 219, and 222 Contact Person:	Britney Gallivan, (909) 396-2792, bgallivan@aqmd.gov
Project Sponsor's Name:	South Coast Air Quality Management District
Project Sponsor's Address:	21865 Copley Drive Diamond Bar, CA 91765
General Plan Designation:	Not applicable
Zoning:	Not applicable
Description of Project:	The proposed project is comprised of PR 461.1, and proposed amendments to Rules 461, 219, and 222. PR 461.1 has been developed to minimize emissions of volatile organic compounds (VOC) and toxics from mobile fueling operations through establishing requirements applicable to: 1) an owner or operator of a mobile fueler conducting retail or non-retail mobile fueling operations; 2) an owner or operator of dispensing locations where mobile fuelers operate; and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof. PAR 461 proposes to remove specific provisions pertaining to the requirements and emission control equipment associated with mobile fueling operations since these requirements are included in PR 461.1. Further, amendments to Rule 219 are proposed that will remove mobile fuelers from the existing exemption in paragraph (m)(9) and will add two separate exemptions for retail and non-retail mobile fuelers in with the new lower cumulative capacity mobile fueler thresholds from PR 461.1. Finally, amendments to Rule 222 are proposed that would establish registration requirements for retail mobile fueler gasoline dispensing locations to ensure that multiple mobile fueler companies would not create a health risk that would exceed the thresholds established by Rule 1401. Implementation of the proposed project is expected to result in less than significant

increases of VOC and toxic emissions and associated public health risk from mobile fueling operations. The Draft EA did not identify any environmental topic areas that would be significantly adversely affected by the proposed project. Of the potential sites identified by operators of mobile fuelers where mobile fueling operations (gasoline dispensing) would occur, none are identified on lists compiled by the California Department of Toxic Substances Control per Government Code Section 65962.5.

Surrounding Land Uses and
Setting: Various

Other Public Agencies Whose
Approval is Required: Not applicable

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The following environmental impact areas have been assessed to determine their potential to be affected by the proposed project. As indicated by the checklist on the following pages, environmental topics marked with an "✓" involve at least one impact that is a "Potentially Significant Impact". An explanation relative to the determination of impacts can be found following the checklist for each area.

- | | | |
|---|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Population and Housing |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality and Greenhouse Gas Emissions | <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Solid and Hazardous Waste |
| <input type="checkbox"/> Cultural and Tribal Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Mandatory Findings of Significance | | |

DETERMINATION

On the basis of this initial evaluation:

- ☒ I find the proposed project, in accordance with those findings made pursuant to CEQA Guidelines Section 15252, COULD NOT have a significant effect on the environment, and that an ENVIRONMENTAL ASSESSMENT with no significant impacts has been prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will NOT be significant effects in this case because revisions in the project have been made by or agreed to by the project proponent. An ENVIRONMENTAL ASSESSMENT with no significant impacts will be prepared.
- ☐ I find that the proposed project MAY have a significant effect(s) on the environment, and an ENVIRONMENTAL ASSESSMENT will be prepared.
- ☐ I find that the proposed project MAY have a "potentially significant 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 ASSESSMENT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects: 1) have been analyzed adequately in an earlier ENVIRONMENTAL ASSESSMENT pursuant to applicable standards; and, 2) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL ASSESSMENT, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Date: November 23, 2021

Signature: _____



Barbara Radlein
Program Supervisor, CEQA
Planning, Rule Development and Area Sources

ENVIRONMENTAL CHECKLIST AND DISCUSSION

As explained in Chapter 1, the proposed project proposes to reduce emissions of VOC and TAC emissions (e.g., benzene, ethyl benzene, naphthalene, methyl tertiary-butyl ether, toluene, and xylene) from mobile fueling operations by establishing requirements for mobile fueling owners or operators in regard to throughput, location, duration, emissions controls, and permit conditions associated with mobile fueling operations.

Implementation of the proposed project is anticipated to require mobile fuelers to be equipped with emissions controls such as the CARB-certified Phase I and Phase II vapor recovery systems or non-vapor recovery systems which will minimize emissions of VOCs and TACs from mobile fueling operations. Installation and use of vapor recovery systems do not require building construction activities. Further, because mobile fuelers are premanufactured with the required emission control equipment, no additional construction or retrofit activities are expected to ensure compliance with the proposed project because it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. Operation of mobile fuelers may cause secondary adverse environmental impacts from emissions associated with fuel dispensing due to loading, breathing, refueling, hose permeation, spillage losses, and mobile fueler idling based on various dispensing throughputs specified in each individual mobile fueling permit to operate.

Other components of the proposed project, such as recordkeeping requirements, the requirement to submit permit applications, procedures for registration of equipment, and requirements associated with the preparation and submittal of testing protocols are administrative or procedural in nature and as such, would not be expected to cause any physical changes that would create any secondary adverse environmental impacts.

For these reasons, the analysis in this Draft EA focuses on the key elements in the proposed project with the potential to create secondary adverse environmental impacts associated with operating mobile fuelers. The key components of the proposed project that are expected to involve physical activities are summarized in Table 2-1.

Table 2-1
Key Components of Proposed Project with Physical Effects During Operation of Mobile Fuelers

Proposed Project Requirement with Potential Physical Effects	Construction Impacts?	Operational Impacts?	Environmental topic areas potentially affected
Installing and/or using CARB-certified vapor recovery systems	NO; the installation of a CARB approved vapor recovery system does not involve any construction activities because mobile fuelers are premanufactured with the required emission control equipment and it is unlikely that control equipment would be installed or retrofitted once a mobile fueler is already operating	YES, from the dispensing of gasoline from a mobile fueler that uses a CARB-certified vapor recovery systems	Air Quality and GHG Emissions
Dispensing of Gasoline (Idling)	NO	YES, from increased use of mobile fueler engines that idle during mobile fueling operations; risk of spillage or leak during dispensing	Air Quality and GHG Emissions, Hazards and Hazardous Materials
Dispensing Location Requirements	NO	YES, from the proximity to sensitive receptors based on physical location of mobile fueling operations at the time of dispensing gasoline	Air Quality and GHG Emissions
Driving to and From Dispensing Location(s)	NO	Yes, from increase in VMT; risk from transport of gasoline; use of diesel fuel for mobile fueler to operate	Air Quality and GHG Emissions, Energy, Hazards and Hazardous Materials, Transportation

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
I. <u>AESTHETICS.</u> Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point(s).) If the project is in an urbanized area, would the project conflict with applicable zoning or other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

The proposed project impacts on aesthetics will be considered significant if:

- The project will block views from a scenic highway or corridor.
- The project will adversely affect the visual continuity of the surrounding area.
- The impacts on light and glare will be considered significant if the project adds lighting which would add glare to residential areas or sensitive receptors.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) the owner or operator of dispensing locations where mobile fuelers operate; and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or

retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

I. a), b), c) & d) No Impact. For the purpose of determining significance under CEQA, a scenic vista is generally considered a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Some scenic vistas are officially designated by public agencies, or informally designated by tourist guides. Vistas provide visual access or panoramic views to a large geographic area and are generally located at a point where surrounding views are greater than one mile away. Panoramic views are usually associated with vantage points over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of panoramic views might include an urban skyline, valley, mountain range, a large open space area, the ocean, or other water bodies. A substantial adverse effect to a scenic vista is one that degrades the view from such a designated view spot.

A scenic highway is generally considered a stretch of public roadway that is designated as a scenic corridor by a federal, state, or local agency. Caltrans defines a scenic highway as any freeway, highway, road, or other public right of way, that traverses an area of exceptional scenic quality.

Physical modifications associated with the proposed project are limited to the installation of CARB approved vapor recovery systems. No construction is associated with the installation of CARB-certified emission control equipment and no other construction activities are expected to occur to comply with the proposed project because mobile fuelers are premanufactured with emission control equipment and not likely to be retrofitted once in operation. Therefore, there are no visual changes associated with construction as a result of the proposed project.

Mobile fuelers are expected to operate at existing facilities that are already constructed and have existing approvals from the local city or county planning departments which have assessed compliance with zoning requirements, including review of aesthetic impacts under CEQA, as applicable, prior to completion of construction. In addition, the facilities where mobile fueling activities would occur are located throughout Los Angeles, Orange, and San Bernardino counties, and each county is mandated by the state of California to prepare a general plan containing an aesthetics element^{6 7 8}. None of the anticipated physical activities associated with implementing the proposed project would involve activities that would exceed height restrictions or be inconsistent with the zoning designations at facilities where mobile fueling operations would occur.

Operation of mobile fuelers at a facility will be intermittent and temporally regulated by each individual mobile fueler operating permit which will limit the amount of gasoline that may be dispensed by a mobile fueler at any one location. For facilities with a mobile fueler operating onsite and that are located within the views of a scenic vista or state scenic highway as designated by the California Department of Transportation (CalTrans)⁹, no aesthetic impacts are expected during

⁶ Los Angeles County Department of Regional Planning, Los Angeles County General Plan 2035, Chapter 9: Conservation and Natural Resources Element, Accessed October 2020. <http://planning.lacounty.gov/generalplan/generalplan>

⁷ OC Public Works, General Plan, Chapter IV Scenic Highway Plan Map and Chapter VI Resources Element, Accessed October 2020. <https://www.ocpublicworks.com/ds/planning/generalplan>

⁸ San Bernardino County Land Use Services, Open Space Element, Accessed October 2020. <http://cms.sbcounty.gov/Portals/5/Planning/ZoningOverlaymaps/OpenSpaceCountywide.pdf>

⁹ Caltrans, Scenic Highways, Accessed October 2020. <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>

operation of a mobile fueler since a mobile fueler is not substantially discernable from any other vehicles that regularly transit to a facility where mobile fueling operations would occur. The proposed project is not anticipated to take place in nor have a substantial adverse effect on a scenic vista indicated in the Los Angeles County General Plan 2035, County of Orange General Plan, County of Riverside General Plan, or San Bernardino Countywide Plan. For these reasons, the proposed project would not be expected to conflict with applicable zoning or other regulations governing scenic quality.

Therefore, the use of mobile fuelers and associated equipment such as CARB certified vapor recovery systems as part of implementing the proposed project would not be expected to adversely affect a scenic vista, obstruct scenic resources within a state scenic highway, or degrade the existing visual character or quality of public views.

The requirements in the proposed project specific to conducting testing and recordkeeping would involve low-profile activities, if at all, that would be expected to blend in with routine day-to-day operations occurring within the property line of each facility where a mobile fueler is operating. Therefore, maintenance and testing, would not be expected to cause any discernable aesthetic impacts visible to outside the property lines of each facility where a mobile fueler is operating.

The proposed project does not include any components that would require mobile fueling activities to occur at night. If mobile fueling operations were to occur at night, each facility being visited by the mobile fueler would need to have sufficient existing lighting in place for safety reasons. If sufficient lighting does not exist and the facility elects to allow mobile fuelers to conduct their operations at night, the facility would need obtain approvals from the local city or county planning departments to install additional lighting. In addition, any lighting used for mobile fueling activities at night would not be expected to be substantially discernable from lighting used by existing vehicles at a facility or permanent facility night lighting used for safety and security purposes. Lighting typically faces toward the interior of each facility's property where a mobile fueler is operating so that they point downward or parallel to the ground, which has the effect of limiting the amount of lighting to what is needed to adequately illuminate the specific locations. Furthermore, during operation, additional light or glare would not be created which would adversely affect day or nighttime views at a location where a mobile fueler is operating since no light generating equipment is required to comply with the proposed project.

Conclusion

Based upon these considerations, significant adverse aesthetics impacts are not expected from implementing the proposed project. Since no significant aesthetics impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
II. <u>AGRICULTURE AND FORESTRY RESOURCES.</u>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Project-related impacts on agriculture and forest resources will be considered significant if any of the following conditions are met:

- The proposed project conflicts with existing zoning or agricultural use or Williamson Act contracts.
- The proposed project will convert prime farmland, unique farmland or farmland of statewide importance as shown on the maps prepared pursuant to the farmland mapping and monitoring program of the California Resources Agency, to non-agricultural use.
- The proposed project conflicts with existing zoning for, or causes rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public

Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).

- The proposed project would involve 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.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) the owner or operator of dispensing locations where mobile fuelers operate; and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

II. a), b), c), d), & e) No Impact. Pursuant to the California Land Conservation Act of 1965, a Williamson Act Contract enables private landowners to voluntarily enter into contracts with local governments for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive lower property tax assessments based upon farming and open space uses as opposed to full market value.

For each facility where a mobile fueler would visit, the immediately surrounding areas are typically not located on or near areas zoned for agricultural use, 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 Department of Conservation¹⁰. Therefore, the proposed project would not result in any construction of new buildings or other structures that would require converting farmland to non-agricultural use or conflict with zoning for agriculture use or a Williamson Act contract. The proposed project will not cause any construction activities and operational activities would be expected to occur within the confines of existing facilities where mobile fuelers would be intermittently and temporarily located; thus, the proposed project is not expected to result in converting farmland to non-agricultural use; conflict with existing zoning for agricultural use, or a Williamson Act Control.

Under the proposed project, mobile fuelers would be intermittently and temporarily located at previously developed sites and there are no provisions or requirements in the proposed project that

¹⁰ California Department of Conservation, California Important Farmland Finder, Accessed October 2020. <https://maps.conservation.ca.gov/DLRP/CIFF/>

would lead to construction in underdeveloped areas where agricultural and forest resources are more likely to occur. Therefore, the proposed project is not expected to 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)) or result in the loss of forest land or conversion of forest land to non-forest use. Consequently, the proposed project would not create any significant adverse agriculture or forestry impacts.

Conclusion

Based upon these considerations, significant adverse agriculture and forestry resources impacts are not expected from implementing the proposed project. Since no significant agriculture and forestry resources impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
III. <u>AIR QUALITY AND GREENHOUSE GAS EMISSIONS.</u> Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Diminish an existing air quality rule or future compliance requirement resulting in a significant increase in air pollutant(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Significance Criteria

To determine whether or not air quality and greenhouse gas impacts from implementing the proposed project are significant, impacts will be evaluated and compared to the criteria in Table 2-2. The proposed project will be considered to have significant adverse impacts if any one of the thresholds in Table 2-2 are equaled or exceeded.

Table 2-2
South Coast AQMD Air Quality Significance Thresholds

Mass Daily Thresholds ^a		
Pollutant	Construction ^b	Operation ^c
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs), Odor, and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to South Coast AQMD Rule 402	
GHG	10,000 MT/yr CO ₂ eq for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants ^d		
NO ₂ 1-hour average annual arithmetic mean	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM ₁₀ 24-hour average annual average	10.4 µg/m ³ (construction) ^e & 2.5 µg/m ³ (operation) 1.0 µg/m ³	
PM _{2.5} 24-hour average	10.4 µg/m ³ (construction) ^e & 2.5 µg/m ³ (operation)	
SO ₂ 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm (federal – 99 th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 µg/m ³ (state)	
CO 1-hour average 8-hour average	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day Average Rolling 3-month average	1.5 µg/m ³ (state) 0.15 µg/m ³ (federal)	

^a Source: South Coast AQMD CEQA Handbook (South Coast AQMD, 1993)

^b Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).

^c For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.

^d Ambient air quality thresholds for criteria pollutants based on South Coast AQMD Rule 1303, Table A-2 unless otherwise stated.

^e Ambient air quality threshold based on South Coast AQMD Rule 403.

KEY: lbs/day = pounds per day ppm = parts per million $\mu\text{g}/\text{m}^3$ = microgram per cubic meter \geq = greater than or equal to
 MT/yr CO₂eq = metric tons per year of CO₂ equivalents $>$ = greater than

Revision: April 2019

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) the owner or operator of dispensing locations where mobile fuelers operate; and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

III. a) No Impact. The South Coast AQMD is required by law to prepare a comprehensive district-wide AQMP which includes strategies (e.g., control measures) to reduce emission levels to achieve and maintain state and federal ambient air quality standards, and to ensure that new sources of emissions are planned and operated to be consistent with the South Coast AQMD's air quality goals. The AQMP's air pollution reduction strategies include control measures which target stationary, area, mobile, and indirect sources. These control measures are based on feasible methods of attaining ambient air quality standards. Pursuant to the provisions of both the state and federal Clean Air Acts, the South Coast AQMD is also required to attain the state and federal ambient air quality standards for all criteria pollutants.

The most recent regional blueprint for how the South Coast AQMD will achieve air quality standards and healthful air is outlined in the 2016 AQMP¹¹ which contains multiple goals of promoting reductions of criteria air pollutants, greenhouse gases, and toxics.

The proposed project is not expected to obstruct or conflict with the implementation of the 2016 AQMP because minimizing VOC and TAC emissions from implementing the proposed project is in accordance with the emission reduction goals in the 2016 AQMP. Further, the purpose of the proposed project is to address a regulatory gap to establish requirements for retail mobile fuelers, establish consistent permitting requirements, clarify requirements for retail and non-retail mobile fuelers, minimize emissions of VOCs and TACs, and minimize public health impacts. Thus, implementing the proposed project would not conflict with or obstruct implementation of the applicable air quality plans.

III. b) and e) Less Than Significant Impact. While the proposed project is designed to minimize VOC and TAC emissions from mobile fuelers by establishing requirements for controls, operating, dispensing locations, testing and recordkeeping, secondary air quality impacts are expected due to

¹¹ South Coast AQMD, Final 2016 Air Quality Management Plan, March, 2017. <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf>

physical activities that would occur from its implementation: dispensing gasoline and mobile fueler travel to and from various facilities.

Table 2-3 summarizes the key requirements in the proposed project that may result in secondary adverse air quality and greenhouse gas (GHG) impacts during operation. Because the proposed project does not require any construction, no secondary adverse impacts to air quality or greenhouse gases are expected during construction, and this EA is limited to the analysis of operational impacts as a result of the proposed project.

Table 2-3
Sources of Potential Secondary Adverse Air Quality and GHG Impacts
During Operation

Proposed Project Compliance Requirement with Potential Physical Effects	Operational Impacts?	Environmental topic areas potentially affected
Dispensing of Gasoline (Idling)	YES, from increased use of mobile fueler engines that idle during mobile fueling operations; risk of spillage or leak during dispensing	Air Quality and GHG Emissions, Hazards and Hazardous Materials
Mobile Fueling Location Requirements	YES, from the proximity to sensitive receptors based on physical location of mobile fueling operations at the time of dispensing gasoline	Air Quality and GHG Emissions
Driving to and From Mobile Fueling Location(s)	Yes, from increase in VMT; risk from transport of gasoline; use of diesel fuel for mobile fueler to operate	Air Quality and GHG Emissions, Energy, Hazards and Hazardous Materials, Transportation

For the purpose of conducting a worst-case CEQA analysis for the proposed project the following assumptions have been made:

Number of Operating Mobile Fuelers on Peak Day

- Based on communication with current mobile fueling operators, the South Coast AQMD expects to receive permit applications for 21 new mobile fuelers if the proposed project is approved. In order to account for activity from other mobile fueling operators under a worst case scenario, the potential mobile fueler count is doubled; therefore, 42 mobile fuelers are assumed in this analysis to operate in the South Coast AQMD on a peak day after adoption of the proposed project.

Gasoline Dispensing by Mobile Fuelers

- A single mobile fueler is assumed to dispense a full tank at one facility per day. Extrapolating a worst case fueling rate based on field observation, this equates to 1,200 gallons in 6.33 hours per day. During the dispensing of gasoline, a mobile fueler will idle as needed in order to fuel vehicles. Idling activities are assumed to occur the entire 6.33 hour duration.

Emissions Control Equipment

- All mobile fuelers would be required to be equipped with CARB-Certified Phase I and Phase II vapor recovery systems or an alternative CARB-certified non-vapor recovery system subject to requirements of the proposed project.

Timing of Operation Activities

The proposed project requires owners or operators of mobile fuelers that conduct retail or non-retail operations to comply with the applicable requirements to equip each mobile fueller cargo tank with the appropriate emissions control equipment (e.g., CARB-certified Phase I and Phase II vapor recovery systems or CARB-certified non-vapor recovery component). The analysis assumes that the emissions controls for mobile fuelers would be installed prior to mobile fueller operation.

Construction Impacts

No construction activities are expected as a result of the proposed project; therefore, there are no air quality or greenhouse gas impacts from construction.

Operational Impacts

Physical activities from dispensing gasoline (throughput VOC emissions that include loading, breathing, refueling, hose permeation, and spillage losses), idling, and mobile fueller travel to and from various facilities would cause recurring operational emissions. Emissions from mobile fueller vehicle travel was estimated using EMFAC2017. Mobile fueller vehicles were approximated as medium-heavy duty diesel instate construction trucks with gross vehicle weight rating $\leq 26,000$ pounds. Calendar year 2021 emission rates were applied for a 30-mile trip starting from facility headquarters to a bulk terminal to potential fueling location, and ending back at a mobile fueller headquarters.

Table 2-4 summarizes the peak daily emissions associated with operation and the detailed calculations of project emissions can be found in Appendix B.

Table 2-4
Peak Daily Operation Emissions by Pollutant (lb/day)

Mobile Fueler Count	Operation Activity	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
1 Mobile Fueler	Throughput Emissions from Gasoline Dispensing (loading, breathing, refueling, hose permeation and spillage losses)	0.94	--	--	--	--	--
	Idling Emissions for 1 Mobile Fueler	0.01	0.44	0.30	0.00	0.00	0.00
	Travel to Conduct Fueling Operations	0.00	0.06	0.00	0.00	0.00	0.00
	Subtotal	0.95	0.49	0.31	0.00	0.00	0.00
42 Mobile Fuelers	Throughput Emissions from Gasoline Dispensing (loading, breathing, refueling, hose permeation and spillage losses)	38.58	--	--	--	--	--
	Idling Emissions for 42 Mobile Fuelers	0.31	18.30	12.74	0.03	0.00	0.00
	Travel to Conduct Fueling Operations	0.02	2.39	0.17	0.02	0.02	0.01
Overall	Total Operational Emissions	38.91	20.69	12.91	0.06	0.02	0.02
	Significance Threshold for Operation	55	55	550	150	150	55
	Significant?	NO	NO	NO	NO	NO	NO

The air quality analysis indicates that the peak daily operation emissions are below the South Coast AQMD's air quality significance thresholds for any pollutant during operation. Thus, the analysis concludes that the air quality impacts during operation are expected to be less than significant.

Further, the air quality analysis is based on the emissions from Model 2 mobile fuelers because if the proposed project is adopted, Model 3 retail mobile fuelers, which are currently operating, would be prevented from further operation and therefore emissions would be offset as a result of taking the Model 3 retail mobile fuelers out of operation in the South Coast AQMD jurisdiction. At the time of this rulemaking it is uncertain how many Model 3 retail mobile fuelers are currently operating. However, the proposed project would ensure that Model 3 retail mobile fuelers would cease operations.

Cumulatively Considerable Impacts

Based on the foregoing analysis, since criteria pollutant project-specific air quality impacts from implementing the proposed project would not be expected to exceed any of the air quality significance thresholds in Table 2-2, cumulative air quality impacts are also expected to be less than significant. South Coast AQMD cumulative air quality significance thresholds are the same as project-specific air quality significance thresholds. Therefore, potential adverse impacts from implementing the proposed project would not be "cumulatively considerable" as defined by CEQA

Guidelines Section 15064(h)(1) for air quality impacts. Per CEQA Guidelines Section 15064(h)(4), the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable.

The South Coast AQMD's guidance on addressing cumulative impacts for air quality is as follows: "As Lead Agency, the South Coast AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR." "Projects that exceed the project-specific significance thresholds are considered by the South Coast AQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."¹²

This approach was upheld by the Court in *Citizens for Responsible Equitable Environmental Development v. City of Chula Vista* (2011) 197 Cal. App. 4th 327, 334. The Court determined that where it can be found that a project did not exceed the South Coast AQMD's established air quality significance thresholds, the City of Chula Vista properly concluded that the project would not cause a significant environmental effect, nor result in a cumulatively considerable increase in these pollutants. The court found this determination to be consistent with CEQA Guidelines Section 15064.7, stating, "The lead agency may rely on a threshold of significance standard to determine whether a project will cause a significant environmental effect." The court found that, "Although the project will contribute additional air pollutants to an existing non-attainment area, these increases are below the significance criteria..." "Thus, we conclude that no fair argument exists that the Project will cause a significant unavoidable cumulative contribution to an air quality impact." As in *Chula Vista*, here the South Coast AQMD has demonstrated, when using accurate and appropriate data and assumptions, that the project will not exceed the established South Coast AQMD significance thresholds. See also, *Rialto Citizens for Responsible Growth v. City of Rialto* (2012) 208 Cal. App. 4th 899. Here again the court upheld the South Coast AQMD's approach to utilizing the established air quality significance thresholds to determine whether the impacts of a project would be cumulatively considerable. Thus, it may be concluded that the proposed project would not contribute to a significant unavoidable cumulative air quality impact. Since no cumulatively significant air quality impacts were identified, no mitigation measures are necessary or required.

III. c) Less Than Significant Impact.

Toxic Air Contaminants (TACs) During Operation

The diesel-powered mobile fueler must idle during the dispensing of gasoline, and the emitted diesel particulate matter is considered a carcinogenic and chronic TAC. The dispensing of gasoline is also expected to release TACs which include benzene, ethyl benzene, naphthalene, methyl tertiary-butyl ether, toluene, and xylene.

¹² South Coast AQMD Cumulative Impacts Working Group White Paper on Potential Control Strategies to Address Cumulative Impacts From Air Pollution, August 2003, Appendix D, Cumulative Impact Analysis Requirements Pursuant to CEQA, at D-3. <http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf>

A Health Risk Assessment (HRA) is a technical study that evaluates how toxic emissions, such as those mentioned above, are released from a facility, how they disperse throughout the community, and the potential for those toxic pollutants to impact human health. An HRA is dependent on knowing the exact distances a mobile fueler would be located in relation to a sensitive receptor, the period of time spent dispensing, period of time spent idling, et cetera. While the exact details (e.g., site location, time spent conducting dispensing operations, permit conditions, etc.) required to conduct an HRA and therefore health risk would vary from mobile fueler to mobile fueler, compliance with South Coast AQMD Rule 1401 limits a fueling operation at a specific location to a maximum health risk of one in a million for equipment not having Toxic Best Available Control Technology (T-BACT). Using worst case meteorological data, the nearest sensitive receptor distance, and a stack height of 7.5 feet for idling, a specific location would only be permitted to dispense a total of 134,500 gallons per year to be below a maximum health risk of one in a million at 0.99 in a million. However, the permitted health risk of one in a million does not include idling. The corresponding health risk from idling for this quantity of fuel is approximately 0.36 in a million. A specific location, therefore, can be estimated to have a health risk of 1.35 in a million, which is less than the air quality significance for TACs (e.g., MICR > 10 in a million) under CEQA. When the results of the HRA demonstrate that the maximum permitted risk MICR is less than 10 in a million, the acute and chronic non-cancer hazard indices (HIA and HIC, respectively) are much lower (< 0.1) than the significance threshold of 1.0. For this reason, the HIC and HIA were not calculated for this mobile fueling scenario. Thus, the proposed project is not expected to generate significant adverse air quality impacts from TACs during operation.

The analysis in Section III b) and e) concluded that the quantity of pollutants that may be generated from implementing the proposed project would be less than significant during operation. Because the emissions from all activities that may occur as part of implementing the proposed project are at less than significant levels, the emissions that may be generated from implementing the proposed project would not be substantial, regardless of whether sensitive receptors are located near or at the facilities where mobile fuelers are operating. Overall, implementation of the proposed project would minimize VOC and TAC emissions from mobile fueling operations. Therefore, the proposed project is not expected to generate significant adverse TAC impacts from operation or expose sensitive receptors to substantial pollutant concentrations. Since no significant air quality impacts were identified for TACs, no mitigation measures are necessary or required. In addition, TAC emissions are not cumulatively considerable because compliance with the proposed project ensures that only a single mobile fueler would be allowed to operate at a single facility and the throughput would be limited to prevent significant air quality impacts.

III. d) Less Than Significant Impact.

Odor Impacts

Odor problems depend on individual circumstances. For example, individuals can differ quite markedly from the populated average in their sensitivity to odor due to any variety of innate, chronic or acute physiological conditions. This includes olfactory adaptation or smell fatigue (i.e., continuing exposure to an odor usually results in a gradual diminution or even disappearance of the small sensation).

The proposed project does not have a construction phase and will not result in any construction activities, therefore no odors as a result of construction are expected. During operation, diesel-fueled mobile fuelers would be operated. Diesel fuel is required to have a low sulfur content (e.g., 15 ppm by weight or less) in accordance with South Coast AQMD Rule 431.2 – Sulfur Content of

Liquid Fuels¹³; thus, the fuel is expected to have minimal odor. It would be expected that sufficient dispersion of diesel emissions over distance generally occurs such that odors associated with diesel emissions may not be discernable to off-site receptors, depending on the location of the mobile fueler and its distance relative to the nearest off-site receptor during mobile fueling operations. The diesel mobile fueling trucks that would be operated on-site intermittently at an individual facility are not expected to idle long enough to generate lingering odors. The use of mobile fuelers would be intermittent and occur over a relatively short period of time; therefore, the proposed project would not be expected to generate diesel exhaust odor greater than what is already typically present at facilities where mobile fueling operations would occur. Lastly, significant odor impacts are not expected from gasoline dispensing because all mobile fuelers will be required to have Phase I or Phase II vapor recovery systems or will only fill motor vehicles equipped with ORVR, so the escape of vapors that create odors is not expected. Thus, the proposed project is not expected to create significant adverse objectionable odors during construction or operation. Since no significant air quality impacts were identified for odors, no mitigation measures for odors are necessary or required.

III. f) and g) Less Than Significant Impacts.

Greenhouse Gas (GHG) Impacts

Significant changes in global climate patterns have recently been associated with global warming, an average increase in the temperature of the atmosphere near the Earth's surface, attributed to accumulation of GHG emissions in the atmosphere. GHGs trap heat in the atmosphere, which in turn heats the surface of the Earth. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities. The emission of GHGs through the combustion of fossil fuels (i.e., fuels containing carbon) in conjunction with other human activities, appears to be closely associated with global warming. State law defines GHG to include the following: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆) (Health and Safety Code Section 38505(g)). The most common GHG that results from human activity is CO₂, followed by CH₄ and N₂O.

Traditionally, GHGs and other global warming pollutants are perceived as solely global in their impacts and that increasing emissions anywhere in the world contributes to climate change anywhere in the world. A study conducted on the health impacts of CO₂ “domes” that form over urban areas cause increases in local temperatures and local criteria pollutants, which have adverse health effects¹⁴.

The analysis of GHGs is a different analysis than the analysis of criteria pollutants for the following reasons. For criteria pollutants, the significance thresholds are based on daily emissions because attainment or non-attainment is primarily based on daily exceedances of applicable ambient air quality standards. Further, several ambient air quality standards are based on relatively short-term exposure effects on human health (e.g., one-hour and eight-hour standards). Since the half-life of CO₂ is approximately 100 years, for example, the effects of GHGs occur over a longer term which

¹³ South Coast AQMD, Rule 431.2 – Sulfur Content of Liquid Fuels, September 15, 2000. <http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-431-2.pdf>

¹⁴ Jacobsen, Mark Z. “Enhancement of Local Air Pollution by Urban CO₂ Domes,” Environmental Science and Technology, as describe in Stanford University press release on March 16, 2010 available at: <http://news.stanford.edu/news/2010/march/urban-carbon-domes-031610.html>.

means they affect the global climate over a relatively long timeframe. As a result, the South Coast AQMD's current position is to evaluate the effects of GHGs over a longer timeframe than a single day (i.e., annual emissions). GHG emissions are typically considered to be cumulative impacts because they contribute to global climate effects.

The proposed project does not have a construction phase and will not result in any construction activities, therefore no greenhouse gas emissions as a result of construction are expected.

The South Coast AQMD convened a "Greenhouse Gas CEQA Significance Threshold Working Group" to consider a variety of benchmarks and potential significant thresholds to evaluate GHG impacts. On December 5, 2008, the South Coast AQMD adopted an interim CEQA GHG Significance Threshold for projects where the South Coast AQMD is the lead agency (South Coast AQMD 2008). This GHG interim threshold is set at 10,000 metric tons (MT) of CO₂ equivalent emissions (CO₂eq) per year. Projects with incremental increases below this threshold will not be cumulatively considerable. GHG impacts from the implementation of the proposed project were calculated at the project-specific level during operational activities.

Table 2-5 summarizes the GHG analysis which shows that the proposed project may result in the generation of 323 MT per year of CO₂eq, which is less than the South Coast AQMD's air quality significance threshold for GHGs. Detailed calculations of project GHG emissions can be found in Appendix B.

Table 2-5
Summary of GHG Emissions from Affected Facilities

Mobile Fueler Count	Activity	CO₂eq Emissions (MT/yr)
1 Mobile Fueler	Fueling/Idling	4.52
	Travel	3.16
	Subtotal	7.68
42 Mobile Fuelers	Fueling/Idling	190
	Travel	133
Overall	Total	323
	Significance Threshold	10,000
	Significant?	No

Note: 1 metric ton = 2,205 pounds. GHGs from short-term construction activities are amortized over 30 years.

As shown in Table 2-5, the South Coast AQMD air quality significance threshold for GHGs would not be exceeded. For this reason, implementing the proposed project would not be expected to generate significant adverse cumulative GHG air quality impacts. Further, as noted in Section III. a), implementation of the proposed project would not be expected to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing criteria pollutants and the same is true for GHG emissions since the quantity of increased GHG emissions is at less than significant levels. Since significant air quality impacts were not identified for GHGs, no mitigation measures are necessary or required.

Conclusion

Based upon these considerations, significant air quality and GHG emissions impacts are not expected from implementing the proposed project. Since no significant air quality and GHG emissions impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IV. <u>BIOLOGICAL RESOURCES.</u>				
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts on biological resources will be considered significant if any of the following criteria apply:

- The project results in a loss of plant communities or animal habitat considered to be rare, threatened or endangered by federal, state or local agencies.
- The project interferes substantially with the movement of any resident or migratory wildlife species.
- The project adversely affects aquatic communities through construction or operation of the project.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) the owner or operator of dispensing locations where mobile fuelers operate; and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

IV. a), b), c), d), e), & f) No Impact. Implementation of the proposed project is not limited to any specific facilities because mobile fueling operations may occur wherever allowed under the proposed project. Further, mobile fuelers would only intermittently visit at an existing facility that has already been developed in order to conduct fueling operations. For some fleet operators that may use mobile fuelers, mobile fueling presents an alternative to the installation and construction of site-specific fueling infrastructure. Since the use of mobile fuelers does not require construction that could disturb any existing biological resources, no disturbances to biological resources will occur as a result of the proposed project. Thus, the proposed project is not expected to adversely affect in any way habitats that support riparian habitat, federally protected wetlands, or migratory corridors. Similarly, special status plants, animals, or natural communities identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service are not expected to be found on or in close proximity to facilities where mobile fueling operations would occur. Therefore, the proposed project would have no direct or indirect impacts that could adversely affect plant or animal species or the habitats on which they rely. The proposed project does not require the acquisition of additional land or further conversions of riparian habitats or sensitive natural communities where endangered or sensitive species may be found. In addition, since no construction from the implementation of the proposed would occur at any existing facilities where mobile fueling operations take place, no impacts to wetlands or the path of migratory species is expected.

The facilities where mobile fueling operations would occur are located throughout Los Angeles, Orange, San Bernardino, and Riverside counties. According to the California Department of Fish and Wildlife, Natural Community Conservation Plans (NCCP) Summaries,¹⁵ and the U.S. Department of Fish and Wildlife list of Habitat Conservation Plans (HCP)¹⁶, there is a NCCP for Los Angeles County (e.g., City of Rancho Palos Verdes NCCP/HCP) whereas Orange County, San Bernardino County, and Riverside County all have NCCPs and HCPs (e.g., County of Orange Central/Coastal Subregion NCCP/HCP, the Orange County Transportation Authority NCCP/HCP, the San Bernardino County Town of Apple Valley Multi-Species Conservation Plan NCCP/HCP, the Riverside County Western Riverside County Multiple Species NCCP/HCP, and the Coachella Valley Multiple Species NCCP/HCP). Nonetheless, because the proposed project does not contain any requirements that would involve facility modifications or require divisions in any existing communities, and since compliance with the proposed project would occur with mobile fuelers located intermittently for fueling operations at existing facilities that are located in previously disturbed areas, none of the mobile fueling owners or operators are subject to a HCP or NCCP. Thus, the proposed project would not be expected to conflict with any adopted HCP, NCCP, or any other relevant habitat conservation plan, and would not create divisions in any existing communities. The proposed project is also not expected to conflict with local policies or ordinances protecting biological resources or local, regional, or state conservation plans, because land use and other planning considerations are determined by local governments and no land use or planning requirements would be altered by implementation of the proposed project.

Conclusion

Based upon these considerations, significant biological resource impacts are not expected from implementing the proposed project. Since no significant biological resource impacts were identified, no mitigation measures are necessary or required.

¹⁵ California Department of Fish and Wildlife, NCCP Plan Summaries, Accessed October 2020. <https://wildlife.ca.gov/conservation/planning/nccp/plans>.

¹⁶ U.S. Fish and Wildlife Service, Habitat Conservation Plans, Accessed October 2021. <https://ecos.fws.gov/ecp/report/conservation-plans-region-summary?region=8&type=HCP>

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
V. <u>CULTURAL AND TRIBAL CULTURAL RESOURCES.</u>				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Cause a substantial adverse change in the significance of a tribal cultural resource as 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 either:				
• Listed or 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1(c)? (In applying the criteria set forth in Public Resources Code Section 5024.1(c), the lead agency shall consider the significance of the resource to a California Native American tribe.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts to cultural resources will be considered significant if:

- The project results in the disturbance of a significant prehistoric or historic archaeological site or a property of historic or cultural significance, or tribal cultural significance to a community or ethnic or social group or a California Native American tribe.
- Unique resources or objects with cultural value to a California Native American tribe are present that could be disturbed by construction of the proposed project.
- The project would disturb human remains.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) the owner or operator of dispensing locations where mobile fuelers operate; and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

V. a) No Impact. There are existing laws in place that are designed to protect and mitigate potential impacts to cultural resources. For example, CEQA Guidelines state that generally, a resource shall be considered “historically significant” if the resource meets the criteria for listing in the California Register of Historical Resources, which include the following:

- Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possesses high artistic values;
- Has yielded or may likely to yield information important in prehistory or history (CEQA Guidelines Section 15064.5).

Buildings, structures, and other potential culturally significant resources that are less than 50 years old are generally excluded from listing in the National Register of Historic Places, unless they are shown to be exceptionally important. No buildings or structures will be affected by the proposed project since the proposed project does not include any requirements or provisions that would require construction and operation of mobile fuelers would occur at facilities that are mainly used for industrial or commercial purposes and would generally not be considered to be historically

significant, since they would not have any of the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values. In the unlikely event that fueling were to occur at a historically significant building or resource, mobile fueling activities would occur where vehicles are parked and not interference with the cultural or historic nature of the site or resource. Therefore, the proposed project is not expected to cause any impacts to significant historic cultural resources.

V. b), c), & d) No Impact. No construction-related activities are expected to occur as a result of the proposed project and mobile fuelers would be confined to operate within existing industrial or commercial facilities. Thus, the proposed project is not expected to require physical changes to the environment which may disturb paleontological or archaeological resources. Furthermore, it is envisioned that the areas where a mobile fueler would operate are already either devoid of significant cultural resources or located in an area whose cultural resources have been previously disturbed. Therefore, the proposed project has no potential to cause a substantial adverse change to a historical or archaeological resource, directly or indirectly to destroy a unique paleontological resource or site or unique geologic feature, or to disturb any human remains, including those interred outside formal cemeteries. Implementing the proposed project is, therefore, not anticipated to result in any activities or promote any programs that could have a significant adverse impact on cultural resources.

The proposed project is not expected to require physical changes to a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe. Furthermore, the proposed project is not expected to result in a physical change to a resource determined to be eligible for inclusion or listed in the California Register of Historical Resources or included in a local register of historical resources. Similarly, the proposed project is not expected to result in a physical change to a resource determined by the South Coast AQMD to be significant to any tribe. For these reasons, the proposed project is not expected to cause any substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074.

As part of releasing this CEQA document for public review and comment, the South Coast AQMD also provided a formal notice of the proposed project to all California Native American Tribes (Tribes) that requested to be on the Native American Heritage Commission's (NAHC) notification list per Public Resources Code Section 21080.3.1(b)(1). The NAHC notification list provides a 30-day period during which a Tribe may respond to the formal notice in writing requesting consultation on the proposed project.

In the event that a Tribe submits a written request for consultation during this 30-day period, the South Coast AQMD will initiate a consultation with the Tribe within 30 days of receiving the request in accordance with Public Resources Code Section 21080.3.1(b). Consultation ends when either: 1) both parties agree to measures to avoid or mitigate a significant effect on a Tribal Cultural Resource and agreed upon mitigation measures shall be recommended for inclusion in the environmental document [see Public Resources Code Section 21082.3(a)]; or, 2) either party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached [see Public Resources Code Section 21080.3.2(b)(1)-(2) and Section 21080.3.1(b)(1)].

Conclusion

Based upon these considerations, significant adverse cultural and tribal cultural resources impacts are not expected from implementing the proposed project. Since no significant cultural and tribal cultural resources impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VI. ENERGY. Would the project:				
a) Conflict with or obstruct adopted energy conservation plans, a state or local plan for renewable energy, or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the need for new or substantially altered power or natural gas utility systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Create any significant effects on local or regional energy supplies and on requirements for additional energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create any significant effects on peak and base period demands for electricity and other forms of energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with existing energy standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Require or result in the relocation or construction of new or expanded electric power, natural gas or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts to energy resources will be considered significant if any of the following criteria are met:

- The project conflicts with adopted energy conservation plans or standards.
- The project results in substantial depletion of existing energy resource supplies.
- An increase in demand for utilities impacts the current capacities of the electric and natural gas utilities.
- The project uses energy resources in a wasteful and/or inefficient manner.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) the owner or operator of dispensing locations where mobile fuelers operate; and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

VI. a), e), f), & g) No Impact. The proposed project is not expected to conflict with any adopted energy conservation plans or violate any energy conservation standards because existing facilities where mobile fuelers would intermittently be located are expected to continue implementing any existing energy conservation plans that are currently in place regardless of whether the proposed project is implemented. The effects of implementing the proposed project would apply to owners or operators of mobile fuelers. The proposed project does not contain requirements or provisions that would result in the construction of new facilities. Mobile fuelers operate by using diesel fuel and would not need any external energy resources in order to conduct fueling operations; and therefore, mobile fuelers would not be using non-renewable resources in a wasteful manner. For these reasons, the proposed project is not expected to conflict with energy conservation plans or existing energy standards, or use non-renewable resources in a wasteful manner.

VI. b), c), & d) Less Than Significant Impact. Implementation of the proposed project would result in the use of emission control equipment (e.g., CARB-certified vapor recovery systems) for mobile fueling equipment as well as testing and monitoring equipment on mobile fueling vehicles and fueling apparatuses. To operate mobile fuelers, the use of energy in terms of diesel fuel would be needed. To conduct testing and maintenance of mobile fuelers the use of energy in terms of gasoline fuel for on-road passenger vehicles and light-, medium- and heavy duty trucks would be needed. The projected increased fuel demands that may result from the proposed project are discussed below.

Implementation of the proposed project would not require utilities to provide additional electricity to the facilities where mobile fuelers intermittently operate and would not substantially alter their power systems because no external energy sources would be needed to operate mobile fuelers and fuel would be provided from existing supplies. Further, since natural gas would not be needed to implement any of the physical changes that may occur as part of implementing the proposed project, no change to existing natural gas supplies and usage would be expected to occur. In addition, because the proposed project would not require new facilities to be constructed and because no new energy demand would occur from existing power systems, implementation the

proposed project would not result in the relocation or construction of new or expanded electric power, natural gas or telecommunication facilities.

Fuel Usage during Construction

The proposed project would not result in any construction activities and therefore no significant adverse impact on fuel supplies would be expected during construction.

Fuel Usage during Operation

Mobile fuelers would need to drive to each facility in order to conduct fueling operations. Once at a facility a mobile fueler would use diesel fuel in order to provide power to conduct fueling operations. Further, the analysis assumes that testing and maintenance activities would be conducted at the mobile fueler home base with the existing workforce and therefore would not generate the need for additional gasoline-fueled passenger vehicles or diesel-fueled trucks in excess of the existing setting.

A fuel usage analysis is dependent on knowing the exact distances a mobile fueler would travel to reach a facility for dispensing fuel, the type of engine used by the mobile fueler, type of fuel used, time spent idling during fueling operations, et cetera. The analysis in this EA assumes that a mobile fueler will drive approximately 30 miles per fueling location and the mobile fueler relies on diesel fuel and the gasoline-powered vehicles receiving fuel would no longer drive 0.1 mile to a stationary gas station for a fill-up.

To conduct a worst-case analysis for the fuel usage associated with diesel-fueled mobile fueling trucks an average fuel economy of 6.6 miles per gallon was assumed. The projected increase in diesel fuel demand during operation is presented in Table 2-6.

Table 2-6
Annual Total Projected Fuel Usage for Operation Activities

	Diesel	Gasoline
Projected Operational Energy Use (gal/yr)^a	69,682	0
Year 2017 South Coast AQMD Jurisdiction Estimated Fuel Demand (gal/yr)^b	775,000,000	7,086,000,000
Total Increase Above Baseline	0.009%	0%
Significance Threshold	1%	1%
Significant?	No	No

Notes:

- Estimated peak fuel usage from operation activities. Diesel usage estimates are based on worst case mobile fueler trip length of 30 miles that includes three trip segments: 1) mobile fueler from origin point to fuel depot; 2) mobile fueler from fuel depot to facility; and 3) mobile fueler from facility to origin point. Gasoline usage is estimated to be zero since there are no worker vehicles associated with the proposed project.
- Implementation of the proposed project is expected to result in a corresponding reduction in gasoline by motor vehicles that would have been used to travel approximately 0.1 miles to reach a stationary gas station. However, the amount of gasoline reduced has not been calculated because South Coast AQMD staff cannot speculate on the number and type of vehicles (since the fuel economy widely varies from vehicles to vehicle) that will actually get gasoline filled by a mobile fueler.

While gasoline-powered passenger vehicles are the intended customer of the mobile fuelers, the proposed project does not rely on passenger vehicles to deliver gasoline. The projected increased use of diesel fuel as a result of implementing the proposed project are well below the South Coast AQMD significance threshold for fuel supply. Thus, no significant adverse impact on fuel supplies would be expected during operation.

Based on the foregoing analyses, the construction and operation-related activities associated with the implementation of the proposed project would not use energy in a wasteful manner and would not result in substantial depletion of existing energy resource supplies, create a significant demand of energy when compared to existing supplies. Thus, there are no significant adverse energy impacts associated with the implementation of the proposed project.

Conclusion

Based upon these considerations, significant adverse energy impacts are not expected from implementing the proposed project. Since no significant energy impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VII. <u>GEOLOGY AND SOILS.</u> Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
• 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts on the geological environment will be considered significant if any of the following criteria apply:

- Topographic alterations would result in significant changes, disruptions, displacement, excavation, compaction or over covering of large amounts of soil.
- Unique geological resources (paleontological resources or unique outcrops) are present that could be disturbed by the construction of the proposed project.
- Exposure of people or structures to major geologic hazards such as earthquake surface rupture, ground shaking, liquefaction or landslides.
- Secondary seismic effects could occur which could damage facility structures, e.g., liquefaction.
- Other geological hazards exist which could adversely affect the facility, e.g., landslides, mudslides.
- Unique paleontological resources or sites or unique geologic features are present that could be directly or indirectly destroyed by the proposed project.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) the owner or operator of dispensing locations where mobile fuelers operate; and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

VII. a), b), c), d), e), f) No Impact. The proposed project would not result in any construction activities at any existing facility where a mobile fueler is expected to intermittently operate. In general, existing facilities where mobile fueling would occur are located in already developed industrial or commercial settings. Further, the proposed project does not cause or require any new facilities to be constructed and no construction activities are expected to occur, and no facility will need to make any physical modifications to comply with the proposed project. Therefore, the proposed project is not expected to adversely affect geophysical conditions in the South Coast AQMD.

Southern California is an area of known seismic activity. As part of the issuance of building permits, local jurisdictions are responsible for assuring that the Uniform Building Code is adhered

to and can conduct inspections to ensure compliance. The Uniform Building code is considered to be a standard safeguard against major structural failures and loss of life. The basic formulas used for the Uniform Building Code seismic design require determination of the seismic zone and site coefficient, which represents the foundation condition at the site. The Uniform Building Code requirements also consider liquefaction potential and establish stringent requirements for building foundations in areas potentially subject to liquefaction. The proposed project will not result in the modification of existing structures at existing facilities where mobile fuelers would be intermittently located and therefore no requirements or provisions included in the proposed project would result in a need to conform to the Uniform Building Code or any other state and local building codes. Structures must be designed to comply with the Uniform Building Code Zone 4 requirements if they are located in a seismically active area. The Uniform Building Code is considered to be a standard safeguard against major structural failures and loss of life. Thus, the proposed project would not alter the exposure of people or property to geological hazards such as earthquakes, landslides, mudslides, ground failure, or other natural hazards. As a result, substantial exposure of people or structures to the risk of loss, injury, or death involving the rupture of an earthquake fault, seismic ground shaking, ground failure or landslides is not anticipated.

The proposed project will not result in any physical modifications to existing facilities or construction activities. Physical modifications as a result of the proposed project are limited to mobile fuelers and mobile fueling equipment. Because there is no construction as a result of the proposed project no grading activities or erosion from grading activities will occur. For this reason, no unstable earth conditions or changes in geologic substructures are expected to result from implementing the proposed project and therefore, no impacts to the loss of topsoil or soil erosion will occur. Further, soil at existing facilities where mobile fuelers are expected to intermittently operate will not be affected by the proposed project and therefore will not be made further susceptible to expansion or liquefaction. The proposed project will not create any new conditions that would cause subsidence landslides, or alter unique geologic features at any of the locations where a mobile fueler would intermittently operate. Thus, the proposed project would not be expected to increase or exacerbate any existing risks associated with soils at any facility where a mobile fueler intermittently operates. Implementation of the proposed project would not involve re-locating facilities on a geologic unit or soil that is unstable or that would become unstable as a result of the project; therefore, it would not be expected to potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. No impacts are anticipated.

The proposed project would not require the installation of septic tanks or other alternative wastewater disposal systems since any facility where a mobile fueler would intermittently operate would be expected to have an existing sanitary system that is connected to the local sewer system. Therefore, no persons or property would be exposed to new impacts related to expansive soils or soils incapable of supporting water disposal. Thus, the implementation of the proposed project would not adversely affect soils associated with the installation of a new septic system or alternative wastewater disposal system or modification of an existing sewer.

The proposed project does not cause or require the construction of any new facilities. No previously undisturbed land that may contain a unique paleontological resource or site or unique geological feature would be affected. Therefore, the proposed project is not expected to directly or indirectly destroy a unique paleontological resource or site or unique geological feature.

Conclusion

Based upon these considerations, significant adverse geology and soils impacts are not expected from the implementation of the proposed project. Since no significant geology and soils impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VIII. <u>HAZARDS AND HAZARDOUS MATERIALS.</u> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Significantly increased fire hazard in areas with flammable materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Significance Criteria

Impacts associated with hazards will be considered significant if any of the following occur:

- Non-compliance with any applicable design code or regulation.
- Non-conformance to National Fire Protection Association standards.
- Non-conformance to regulations or generally accepted industry practices related to operating policy and procedures concerning the design, construction, security, leak detection, spill containment or fire protection.
- Exposure to hazardous chemicals in concentrations equal to or greater than the Emergency Response Planning Guideline (ERPG) 2 levels.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) the owner or operator of dispensing locations where mobile fuelers operate; and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

VIII. a), b), & c) Less than Significant Impact. Hazardous material is defined in the Health and Safety Code (HSC) Section 25501 as follows:

Hazardous material means any material that because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.

Hazardous materials typically include but are not limited to hazardous substances, hazardous waste, or any material which a handler has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

The types of materials and wastes considered hazardous are hazardous chemicals (e.g., toxic, ignitable, corrosive, and reactive materials). The characteristics of toxicity, ignitability, corrosivity, and reactivity are defined in California Code of Regulations (CCR), Title 22 Section 66261.20 – 66261.24 and are summarized below:

Toxic Substances: Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability, or even death. For example, such substances can cause disorientation, acute allergic reactions, asphyxiation, skin irritation, or other adverse health effects if human exposure exceeds certain levels. The levels depend on the substances involved and are chemical-specific. Carcinogens, substances that can cause cancer, are a special class of toxic substances. Examples of toxic substances include benzene which is a component of gasoline and a known carcinogen.

Ignitable Substances: Ignitable substances are hazardous because of their ability to burn. Gasoline, hexane, and natural gas are examples of ignitable substances.

Corrosive Materials: Corrosive materials can cause severe burns. Corrosives include strong acids and bases such as sodium hydroxide (lye) or sulfuric acid (battery acid).

Reactive Materials: Reactive materials may cause explosions or generate toxic gases. Explosives, pure sodium or potassium metals (which react violently with water), and cyanides are examples of reactive materials.

Examples of hazardous materials which would be used during operation of the proposed project are petroleum-based products such as vehicle fuels (gasoline and diesel) and lubricating oils that could be used during maintenance activities associated with maintaining mobile fuelers. Currently, hazardous materials are transported throughout the South Coast AQMD jurisdiction by various modes including rail, highway, water, air, and pipeline. Hazard concerns are related to the potential for fires, explosions, or the release of hazardous materials and substances in the event of an accident or upset conditions. For the proposed project, gasoline fuel will be transferred into a tank affixed to a mobile fueling truck and transported to facilities located throughout the South Coast AQMD jurisdiction where it will be dispensed to other vehicles.

A number of physical or chemical properties may cause a substance to be hazardous. With respect to determining whether a material is hazardous, the Safety Data Sheet (SDS) for each specific material should be consulted for the National Fire Protection Association (NFPA) 704 hazard rating system (i.e. NFPA 704). NFPA 704 is a “standard (that) provides a simple, readily recognized, easily understood system for identifying the specific hazards of a material and the severity of the hazard that would occur during an emergency response. The system addresses the health, flammability, instability, and special hazards presented from short-term, acute exposures that could occur as a result of a fire, spill, or similar emergency¹⁷.” In addition, the hazard ratings per NFPA 704 are used by emergency personnel to quickly and easily identify the risks posed by nearby hazardous materials in order to help determine what, if any, specialty equipment should be used, procedures followed, or precautions taken during the first moments of an emergency response. The scale is divided into four color-coded categories, with blue indicating level of health hazard, red indicating the flammability hazard, yellow indicating the chemical reactivity, and white containing special codes for unique hazards such as corrosivity and radioactivity. Each hazard category is rated on a scale from 0 (no hazard; normal substance) to 4 (extreme risk).

¹⁷ National Fire Protection Association, FAQ for Standard 704. https://www.nfpa.org/assets/files/aboutthecodes/704/704_faqs.pdf

No construction activities will occur as a result of the proposed project and therefore no hazardous materials associated with construction will be used. Further, because the proposed project will not involve any construction no hazardous materials will be use, stored, or transported as a result of construction activities.

Implementation of the proposed project may result in hazards and hazardous materials operational impacts due to the use and transport of gasoline and diesel fuel. The use of diesel fueled trucks to transport gasoline fuel for dispensing at a facility could result in a reasonably foreseeable accident or upset conditions that could involve the release of these hazardous materials into the environment. Exposure of the public or the environment to hazardous materials could occur through but not limited to the following means: improper handling or use of hazardous materials, particularly by untrained personnel; transportation accident; and/or fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material present, and the proximity of sensitive receptors.

However, owners and operators of mobile fuelers must comply or continue to comply with various regulations including Occupational Safety and Health Administration (OSHA) regulations (29 Code of Federal Regulations (CFR) Part 1910) that require the preparation of a fire prevention plan, and 20 CFR Part 1910 and CCR Title 8 that require prevention programs to protect workers who handle toxic, flammable, reactive, or explosive materials. In addition, Section 112 (r) of the CAA Amendments of 1990 [42 United States Code (USC) 7401 et. seq.] and Article 2, Chapter 6.95 of the California HSC require facilities that handle listed regulated substances to develop Risk Management Programs (RMPs) to prevent accidental releases of these substances. If any of the facilities where mobile fuelers would intermittently operate prepared an RMP, it may need to be revised to incorporate any changes that may be associated with the proposed project. The Hazardous Materials Transportation Act is the federal legislation that regulates transportation of hazardous materials.

The use and transport of hazardous materials as a result of the proposed project would be governed by existing regulations of several agencies, including the U.S. EPA, US Department of Transportation, the California Regional Water Quality Control Board, California Division of Occupational Safety and Health, and local or regional environmental health departments and fire departments. Strict adherence to all local and regional emergency response plan requirements would also be required. Additionally, mobile fueler owners, operators, and handlers would be required to comply with International Fire Code Section 5707 – On-Demand Mobile Fueling Operations which would provide an additional regulatory procedures for spill prevention and control in the event of a spill (e.g., mobile fuelers would be required to keep a spill kit available). Furthermore, mobile fueler owners or operators would be required to provide workers with training on the safe use, handling, and dispensing of gasoline and would maintain equipment and supplies for containing and cleaning up spills of gasoline during fueling operations.

When mobile fueling handlers of gasoline fuel comply with the existing regulations and recommended safety procedures, hazards impacts as a result of the proposed project are expected to be the same or less than those of operations from a stationary gas station or transport of gasoline fuel using tanker trucks that already operate and have a greater carrying capacity than mobile fueling trucks.

The accidental release of gasoline fuel from transport and use is a localized event (i.e., the release of gasoline fuel would only affect the receptors that are within the immediate area). The accidental

release from transport would also be temporally limited because transport of gasoline fuel is not likely to be made at the same time at the same facility. Based on these limitations, it is assumed that an accidental release would be limited to a single mobile fueling tanker in transit or single mobile fueler conducting fueling operations (e.g., dispensing gasoline to vehicles) at facility at a time.

A hazard analysis is dependent on knowing the exact location of a potential spill (e.g., meteorological conditions, location of the receptor, et cetera,). A site-specific or accidental transportation release scenario hazard analysis is difficult to conduct without this information. Predicting when, where, and to what extent a mobile fueler could potentially result in a spill, leaking, or other gasoline tank containment failure without firm evidence based on facts to support the analysis would require an engagement in speculation or conjecture that is inappropriate for this EA.

Accordingly, the potential impacts associated with a mobile fueler transportation accident or mobile fueler tank rupture in this EA are generally based on the assumption that mobile fuelers would comply with all applicable state, federal, and local regulations so that should failure of a mobile fueler gasoline tank occur, the release would not significantly affect the public, thus minimizing the potential impacts associated with the operation of mobile fuelers. Further, mobile fuelers are typically equipped with safety devices and equipment to reduce impacts should a rupture of the mobile fueling tank occur during transit. Because of these safety features and adherence to existing regulations significant hazards that would affect sensitive receptors, or could occur due to an accident during use and transport, are not expected to occur.

For the reasons described above, impacts to the public or environment through the continued routine operations of mobile fuelers at facilities located throughout the South Coast AQMD jurisdiction are expected to be less than significant.

VIII. d) No Impact. Government Code Section 65962.5 refers to hazardous waste handling practices at facilities subject to the Resources Conservation and Recovery Act (RCRA). The proposed project does not have any requirements that would affect sites that are identified on lists of California Department of Toxic Substances Control hazardous waste facilities per Government Code Section 65962.5. Further, the proposed project is not site specific and does not apply to any existing facilities. Implementation of the proposed project would minimize the exposure to VOC and TAC emissions from mobile fueling operations and in turn, minimize public health impacts by establishing requirements (e.g., maintenance and testing) for mobile fueler operations. The proposed project is not expected to interfere with existing hazardous waste management programs since mobile fueling operations would not affect the handling of hazardous waste at any of facilities where they operate. Facilities where mobile fuelers intermittently operate would be expected to continue to manage any and all hazardous materials and hazardous waste, in accordance with applicable federal, state, and local rules and regulations. Therefore, compliance the proposed project would not create a new significant hazard to the public or environment.

VIII. e) Less Than Significant. Federal Aviation Administration regulation, 14 CFR Part 77 – Safe, Efficient Use and Preservation of the Navigable Airspace, provide information regarding the types of projects that may affect navigable airspace. Projects may adversely affect navigable airspace if they involve construction or alteration of structures greater than 200 feet above ground level within a specified distance from the nearest runway or objects within 20,000 feet of an airport or seaplane base with at least one runway more than 3,200 feet in length and the object would

exceed a slope of 100:1 horizontally (100 feet horizontally for each one foot vertically from the nearest point of the runway).

No construction is expected to occur as a result of the proposed project and the proposed project does not contain and requirements that would result in construction at any facilities. Therefore, implementation of the proposed project is not expected to increase or create any new safety hazards to peoples working or residing in the vicinity of public/private airports.

Further, the proposed project does not require or prohibit the use of a mobile fueler within an airport or in the immediate vicinity of an airport. However, it should be noted that airports typically operate with other hazardous materials onsite such as jet fuel and the operation of a mobile fueler will not create a new safety hazard for people residing near an airport or working at an airport, nor would the operation of a mobile fueler affect or interfere with an airport land use plan, if such a plan has been adopted.

VIII. f) No Impact. Health and Safety Code Section 25506 specifically requires all businesses handling hazardous materials to submit a business emergency response plan to assist local administering agencies in the emergency release or threatened release of a hazardous material. Business emergency response plans generally require the following:

- Identification of individuals who are responsible for various actions, including reporting, assisting emergency response personnel and establishing an emergency response team;
- Procedures to notify the administering agency, the appropriate local emergency rescue personnel, and the California Office of Emergency Services;
- Procedures to mitigate a release or threatened release to minimize any potential harm or damage to persons, property or the environment;
- Procedures to notify the necessary persons who can respond to an emergency within the facility;
- Details of evacuation plans and procedures;
- Descriptions of the emergency equipment available in the facility;
- Identification of local emergency medical assistance; and,
- Training (initial and refresher) programs for employees in:
 1. The safe handling of hazardous materials used by the business;
 2. Methods of working with the local public emergency response agencies;
 3. The use of emergency response resources under control of the handler;
 4. Other procedures and resources that will increase public safety and prevent or mitigate a release of hazardous materials.

In general, every county or city and all facilities using a minimum amount of hazardous materials are required to formulate detailed contingency plans to eliminate, or at least minimize, the possibility and effect of fires, explosion, or spills. In conjunction with the California Office of Emergency Services, local jurisdictions have enacted ordinances that set standards for area and

business emergency response plans. These requirements include immediate notification, mitigation of an actual or threatened release of a hazardous material, and evacuation of the emergency area.

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 (surrounding local communities), but the facility employees as well. The proposed project would not impair the implementation of, or physically interfere with any adopted emergency response plans or emergency evacuation plans that may be in place at existing facilities. No physical modifications are required in order to comply with the proposed project and therefore no updates to existing emergency response plans for any facility where a mobile fueler would intermittently operate are necessary. However, if a facility modifies their emergency response plan to reflect operation of a mobile fueler, such modifications would not create any environmental impacts. Therefore, the proposed project is not expected to impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

VIII. g) Less Than Significant Impact. The Uniform Fire Code and Uniform Building Code set standards intended to minimize risks from flammable or otherwise hazardous materials. Local jurisdictions are required to adopt the uniform codes or comparable regulations. Local fire agencies require permits for the use or storage of hazardous materials and permit modifications for proposed increases in their use. Permit conditions depend on the type and quantity of the hazardous materials at a facility. Permit conditions may include, but are not limited to, specifications for sprinkler systems, electrical systems, ventilation, and containment. The fire departments make annual business inspections to ensure compliance with permit conditions and other appropriate regulations. Further, businesses are required to report increases in the storage or use of flammable and otherwise hazardous materials to local fire departments. Local fire departments ensure that adequate permit conditions are in place to protect against the potential risk of upset. The proposed project would not change the existing requirements and permit conditions for the proper handling of flammable materials. Further, owners or operators of mobile fuelers would be required to obtain a permit from a local fire agency prior to operating. In addition, the National Fire Protection Association has special designations for deflagrations (e.g., explosion prevention) when using materials that may be explosive. Therefore, operators of mobile fuelers are expected to comply with National Fire Protection requirements for explosion control.

Conclusion

Based upon these considerations, significant adverse hazards and hazardous materials impacts are not expected from implementing the proposed project. Since no significant hazards and hazardous materials impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IX. <u>HYDROLOGY AND WATER QUALITY.</u> Would the project:				
a) Violate any water quality standards, waste discharge requirements, or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
• Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
f) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, facilities or new storm water drainage facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Potential impacts on water resources will be considered significant if any of the following criteria apply:

Water Demand:

- The existing water supply does not have the capacity to meet the increased demands of the project, or the project would use more than 262,820 gallons per day of potable water.
- The project increases demand for total water by more than five million gallons per day.

Water Quality:

- The project will cause degradation or depletion of ground water resources substantially affecting current or future uses.
- The project will cause the degradation of surface water substantially affecting current or future uses.
- The project will result in a violation of National Pollutant Discharge Elimination System (NPDES) permit requirements.
- The capacities of existing or proposed wastewater treatment facilities and the sanitary sewer system are not sufficient to meet the needs of the project.
- The project results in substantial increases in the area of impervious surfaces, such that interference with groundwater recharge efforts occurs.

- The project results in alterations to the course or flow of floodwaters.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) the owner or operator of dispensing locations where mobile fuelers operate; and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

IX. a), b), e), f), g), & h) No Impact. The proposed project does not contain any requirements that would utilize water during construction or operation and as such, no wastewater would be expected to be generated and no increase in water demand is expected. Since no wastewater is generated and no increase in water demand is created from the proposed project, the proposed project would not be expected to: 1) violate any water quality standards, waste discharge requirements of the applicable Regional Water Quality Control Board, or otherwise substantially degrade surface or ground water quality; 2) require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, facilities or new storm water drainage facilities; 3) substantially decrease groundwater supplies or interfere substantially with groundwater recharge or impede sustainable groundwater management of the basin; 4) conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan; 5) impact the water supply available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years; and 6) give cause for the wastewater treatment provider to question or evaluate whether adequate wastewater capacity exists in addition to the provider's existing commitments. Additionally, mobile fueler owners, operators, and handlers would be required to comply with International Fire Code Section 5707 – On-Demand Mobile Fueling Operations which would provide an additional regulatory procedures for spill prevention and control in the event of a spill (e.g., mobile fuelers would be required to keep a spill kit available).

Conclusion

Based upon these considerations, significant adverse hydrology and water quality impacts are not expected from implementing the proposed project. Since no significant hydrology and water quality impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
X. <u>LAND USE AND PLANNING.</u>				
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Land use and planning impacts will be considered significant if the project conflicts with the land use and zoning designations established by local jurisdictions.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) the owner or operator of dispensing locations where mobile fuelers operate; and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

X. a) & b) No Impact. The proposed project does not require the construction of new facilities, and the physical effects that would result from the proposed project would occur at existing facilities where mobile fuelers are temporally located in commercial and industrial areas and would not occur within the public right of way. Further, any physical effects that may occur as a result of the proposed project are limited to mobile fuelers and their operations. For this reason, implementation of the proposed project is not expected to physically divide an established community. Therefore, no impacts are anticipated.

Further, land use and other planning considerations are determined by local governments and the proposed project does not alter any land use or planning requirements. Compliance with the proposed project would apply to owners or operators of mobile fuelers whose operations would be intermittent (limited by permit requirements specific to each mobile fueller owner or operator) within the boundary of existing facilities. Thus, the proposed project would not be expected to affect or 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.

Conclusion

Based upon these considerations, significant adverse land use and planning impacts are not expected from implementing the proposed project. Since no significant land use and planning impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XI. <u>MINERAL RESOURCES.</u> Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Project-related impacts on mineral resources will be considered significant if any of the following conditions are met:

- The project would 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.
- The proposed project results in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) the owner or operator of dispensing locations where mobile fuelers operate; and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

XI. a) & b) No Impact. There are no provisions in the proposed project that would 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 plant or other land use plan. Some examples of mineral resources are gravel, asphalt, bauxite, and gypsum, which are commonly used for construction activities or industrial processes. Implementation of the proposed project would result in owners or operators of mobile fuelers to comply with the emission control equipment requirements in the proposed project, and require owners or operators to conduct maintenance, testing, and recordkeeping; all of which have no effect on the use of minerals, such as those described above. Therefore, no new demand on mineral resources is expected to occur and significant adverse mineral resources impacts from implementing the proposed project are not anticipated.

Conclusion

Based upon these considerations, significant adverse mineral resource impacts are not expected from implementing the proposed project. Since no significant mineral resource impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XII. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Noise impact will be considered significant if:

- Construction noise levels exceed the local noise ordinances or, if the noise threshold is currently exceeded, project noise sources increase ambient noise levels by more than three decibels (dBA) at the site boundary. Construction noise levels will be considered significant if they exceed federal Occupational Safety and Health Administration (OSHA) noise standards for workers.
- The proposed project operational noise levels exceed any of the local noise ordinances at the site boundary or, if the noise threshold is currently exceeded, project noise sources increase ambient noise levels by more than three dBA at the site boundary.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) the owner or operator of dispensing locations where mobile fuelers operate; and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control

equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

XII. a), b), c) No Impact. The facilities where mobile fuelers are expected to intermittently operate are located in urbanized previously developed commercial and industrial areas. The existing noise environment at each of the facilities is typically dominated by noise from existing equipment on-site, vehicular traffic around the facilities, and trucks entering and existing facility premises. Further, none of the facilities where mobile fuelers are expected to intermittently operate will need to make any physical modification during operation and no construction activities are expected as a result of the proposed project. Since the facilities where mobile fuelers are expected to intermittently operate are located in commercial and industrial areas, which have a higher background noise level when compared to other areas, the noise generated during operation, if any, would likely be indistinguishable from the background noise levels at the property line. Further, Occupational Safety and Health Administration (OSHA) and California-OSHA have established noise standards to protect worker health outdoors. Furthermore, compliance with local noise ordinances would be required. No noise increases are expected.

Information on where mobile fuelers would operate is uncertain at this point in time, and it would be speculative to predict or forecast the precise location of mobile fueling operations on a facility-by-facility basis. Predicting where mobile fuelers would operate without firm evidence based on facts to support the analysis would require an engagement in speculation or conjecture that is inappropriate for this EA. Therefore, It is speculative to determine where mobile fuelers would operate and if those operations would occur within two miles of an airport. The existing noise environment at any facility where mobile fuelers would intermittently operate is dominated by noise from existing equipment on-site, vehicular traffic around the facilities, and trucks entering and exiting facility premises. Thus, any new noise as a result of the proposed project would be indistinguishable from the background levels at the property line. Thus, the proposed project is not expected to expose persons residing or working within two miles of a public airport or private airstrip to excessive noise levels.

Conclusion

Based upon these considerations, significant adverse noise impacts are not expected from the implementing the proposed project. Since no significant noise impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<u>XIII. POPULATION AND HOUSING.</u>				
Would the project:				
a) Induce substantial growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts of the proposed project on population and housing will be considered significant if the following criteria are exceeded:

- The demand for temporary or permanent housing exceeds the existing supply.
- The proposed project produces additional population, housing or employment inconsistent with adopted plans either in terms of overall amount or location.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) the owner or operator of dispensing locations where mobile fuelers operate; and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

XIII. a) No Impact. No construction activities are expected as a result of implementing the proposed project and therefore the proposed project does not contain any requirements that are expected to involve the relocation of individuals, require new housing or commercial facilities, or change the distribution of the population. Only a few workers per mobile fueler may be needed to comply with the proposed project and these workers can be supplied from the existing labor pool in the local Southern California area. Maintenance activities resulting from the proposed project

would also not be expected to result in the need for a substantial number of additional employees because mobile fueling owners or operators have existing personnel that already conduct maintenance on mobile fuelers. It is possible that new employees may be needed to operate new mobile fuelers as mobile fueling operations expand however the proposed project does not include requirements that would result in an increase in mobile fueling operations. In the event that new employees are hired for mobile fueling operations, those new employees would be strictly a business decision. Regardless of implementing the proposed project, human population within the jurisdiction of the South Coast AQMD is expected to stay about the same. As such, the proposed project is not anticipated to not result in changes in population densities, population distribution, or induce significant growth in population.

XIII. b) No Impact. The proposed project would not result in construction activities. Maintenance and testing requirements would not be expected to substantially alter existing mobile fueller operations. Consequently, the proposed project is not expected to result in the creation of any industry that would affect population growth, directly or indirectly induce the construction of single- or multiple-family units, or require the displacement of persons or housing elsewhere within the South Coast AQMD's jurisdiction.

Conclusion

Based upon these considerations, significant adverse population and housing impacts are not expected from implementing the proposed project. Since no significant population and housing impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES. Would the project 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 following public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts on public services will be considered significant if the project results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response time, or other performance objectives.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) the owner or operator of dispensing locations where mobile fuelers operate; and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

XIV. a) & b) No Impact. Implementation of the proposed project does not require any construction activities. Prior to operation mobile fuelers would be required to obtain approvals from the appropriate fire protection authority. While the proposed project requires the use of air pollution control equipment which would minimize emissions of VOCs and TACs from mobile fueling operations, the proposed project does not require the new use or handling of hazardous materials. As such, no new special circumstances with handling sensitive materials during operation would be expected. For these reasons, new safety hazards are not expected to occur during operation, and implementation of the proposed project is not expected to substantially alter or increase the need or demand for additional public services (e.g., fire and police departments and related emergency services, etc.) above current levels. No significant impact to these existing services is anticipated.

XIV. c), d), & e) No Impact. As explained in Section XIII. a), the proposed project is not anticipated to generate any significant effects, either direct or indirect, on the population or population distribution within South Coast AQMD's jurisdiction as no additional workers are anticipated to be required for compliance. Because the proposed project is not expected to induce substantial population growth in any way, and because the local labor pool (e.g., workforce) would remain the same since the proposed project would not trigger changes to current usage practices, no additional schools would need to be constructed. Each mobile fueling owner or operator would be required to install air pollution control equipment and trained personnel may be needed in order to maintain the new equipment, however an increase in the labor force is not expected. As such, no corresponding impacts to local schools or parks would occur, and there would be no corresponding need for new or physically altered public facilities in order to maintain acceptable service ratios, response times, or other performance objectives. Therefore, no impacts would be expected to schools, parks or other public facilities.

Conclusion

Based upon these considerations, significant adverse public services impacts are not expected from implementing the proposed project. Since no significant public services impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment or recreational services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts to recreation will be considered significant if:

- The project results in an increased demand for neighborhood or regional parks or other recreational facilities.
- The project adversely affects existing recreational opportunities.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) the owner or operator of dispensing locations where mobile fuelers operate; and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

XV. a) & b) No Impact. As previously explained in Section XIII – Population and Housing, the proposed project is not expected to affect population growth or distribution within the South Coast AQMD’s jurisdiction because workers needed to install air pollution control equipment for mobile fuelers and the associated testing and maintenance activities for compliance with the proposed project can be supplied by the existing labor pool in the local Southern California area. As such,

the proposed project is not anticipated to generate any significant adverse effects, either indirectly or directly on population growth within the South Coast AQMD's jurisdiction or population distribution, and thus no additional demand for recreational facilities would be necessary or expected. No requirements in the proposed project would be expected to affect recreation in any way. Therefore, the proposed project would not increase the demand for or use of existing neighborhood and regional parks or other recreational facilities or require the construction of new or expansion of existing recreational facilities that might have an adverse physical effect on the environment because it would not directly or indirectly increase or redistribute population.

Conclusion

Based upon these considerations, significant adverse recreation impacts are not expected from implementing the proposed project. Since no significant recreation impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVI. <u>SOLID AND HAZARDOUS WASTE.</u> Would the project:				
a) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Comply with federal, state, and local statutes and regulations related to solid and hazardous waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

The proposed project impacts on solid and hazardous waste will be considered significant if the following occurs:

- The generation and disposal of hazardous and non-hazardous waste exceeds the capacity of designated landfills.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) the owner or operator of dispensing locations where mobile fuelers operate; and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

XVI. a) & b) No Impact. The proposed project would not cause construction activities to occur and therefore no solid construction waste would be generated that would need to be disposed of in a landfill. The operation of emission control equipment by mobile fuelers will not result in the collection of hazardous waste therefore no hazardous waste would be generated that would need to be disposed of at a certified hazardous waste landfill or recycling center for proper disposal or recycling. Thus, solid and hazardous waste generation is not expected to significantly impact existing permitted landfill capacity.

Current operations at by mobile fueler owners or operators are assumed to comply with all applicable local, state, or federal waste disposal regulations, and the proposed project does not

contain any provisions that would weaken, alter, or interfere with current practices. Thus, implementation of the proposed project is not expected to interfere with existing mobile fueling waste disposal practices or any facilities where a mobile fueler would intermittently operate and their ability to comply with applicable local, state, or federal waste disposal regulations in a manner that would cause a significant adverse solid and hazardous waste impact.

Conclusion

Based upon these considerations, significant adverse solid and hazardous waste impacts are not expected from implementing the proposed project. Since no significant solid and hazardous waste impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<u>XVII. TRANSPORTATION.</u>				
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or be inconsistent with CEQA Guidelines Section 15064.3(b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts on transportation and traffic will be considered significant if any of the following criteria apply:

- A major roadway is closed to all through traffic, and no alternate route is available.
- The project conflicts with applicable policies, plans, or programs establishing measures of effectiveness, thereby decreasing the performance or safety of any mode of transportation.
- There is an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system.
- The demand for parking facilities is substantially increased.
- Water borne, rail car or air traffic is substantially altered.
- Traffic hazards to motor vehicles, bicyclists, or pedestrians are substantially increased.
- The need for more than 350 employees.
- An increase in heavy-duty transport truck traffic to and/or from the facility by more than 350 truck round trips per day.
- Increase customer traffic by more than 700 visits per day.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) the owner or operator of dispensing locations where mobile fuelers operate; and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

XVII. a) & b) Less than Significant Impact. As previously discussed in Section III – Air Quality and Greenhouse Gas Emissions, compliance with the proposed project would require operational activities such as dispensing of gasoline. In addition, in order to conduct fueling operations mobile fuelers would be required to travel to a facility to dispense gasoline. Based on the existing mobile fueler operations mobile fuelers are expected to travel: 1) from their home base to a fueling depot and then to a facility where fueling operations would intermittently occur and then back to their home base or 2) from their home base that includes an on-site fueling depot to a facility where fueling operations would intermittently occur and back to their home base/fueling depot. Also, information about mobile fueler operations in regard to which facilities would be selected to be used as intermittent fueling locations is uncertain at this point in time, and it would be speculative to predict or forecast the precise location where mobile fuelers would operate on a facility-by-facility basis since a transportation analysis is dependent on knowing the exact distances a mobile fueler would travel to operate (e.g., the location of the facility where a mobile fueler would operate, location of the fuel depot, route a mobile fueler would take, etc.). Predicting where a mobile fueler would operate without firm evidence based on facts to support the analysis would require an engagement in speculation or conjecture that is inappropriate for this EA.

Accordingly, the impacts associated with operation of mobile fuelers are generally based on existing fleet size of mobile fuelers that are currently operating (e.g., Booster currently operates five mobile fuelers and intends to operate an additional six in the future). In addition, any other mobile fueling company that would enter the mobile fueling market is expected to have a similar fleet size of approximately ten mobile fueling trucks. A conservative factor of two has been used to estimate the total number of mobile fueler trucks that would be dispatched throughout facilities located in the South Coast AQMD jurisdiction where they would intermittently operate in order to dispense gasoline.

Table 2-7 presents the number of vehicle round trips that may occur on a peak day.

Table 2-7
Number of Mobile Fueler Truck Trips on a Peak Day by Trip Segment

Trip Segment	Vehicle Trips
Mobile fueler from origin to fueling depot	42 Mobile Fueling Trucks
Mobile fueler from fueling depot to facility	42 Mobile Fueling Trucks
Mobile Fueler from facility to origin	42 Mobile Fueling Trucks
Total	126 Mobile Fueler Trips by Segment

For this analysis, 42 heavy-duty mobile fueling trucks are expected to be used on a peak day for mobile fueling operations.

In accordance with the promulgation of SB 743 which requires analyses of transportation impacts in CEQA documents to consider a project's vehicle miles traveled (VMT) in lieu of applying a LOS metric when determining significance for transportation impacts, CEQA Guidelines Section 15064.3(b)(4) gives a lead agency to use discretion to choose the most appropriate methodology to evaluate a project's VMT, allowing the metric to be expressed as a change in absolute terms, per capita, per household, or in any other measure.

The total truck trips by segment quantified represents a worst-case peak day of operation activities. On a peak day, during mobile fueling operations, these activities are estimated to result in 42 mobile fuelers driving 126 truck trip segments (three segments are driven during one round trip per mobile fueler) which is less than the threshold of 350 truck round trips per day. Relative to the amount of vehicle miles traveled (VMT), each vehicle visiting a stationary gas station is assumed to drive 0.1 mile as a pass-by trip per fueling event while the mobile fueler is assumed to drive approximately 30 miles per fueling event¹⁸. The proposed project is not expected to cause a significant adverse transportation impact. Therefore, the proposed project would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3(b). Further, because implementation of the proposed project would not alter any transportation plans, the proposed project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

XVII. c) No Impact. The proposed project does not involve or require the construction of new roadways, alter existing roadways, or introduce incompatible uses to existing roadways. Thus, there will be no change to current public roadway designs that could increase traffic hazards. Further, the proposed project is not expected to substantially increase traffic hazards or create incompatible uses at or adjacent to the facilities where mobile fuelers would operate. Therefore, no impact resulting from hazards due to design features or incompatible uses would occur and no mitigation measures are necessary.

¹⁸ Per CalEEMod User's Guide Version 2020.4.0 (section 4.4.1 Vehicle Trips, pp. 36) pass-by trips are assumed to be 0.1 miles in length and are a result of no diversion from the primary route. <http://www.caleemod.com/>

XVII. d) No Impact. Since the proposed project includes the installation of vapor recovery systems, testing, and maintenance for mobile fuelers no changes are expected to emergency access at or in the vicinity of the facilities where mobile fuelers would intermittently operate. The proposed project does not contain any requirements specific to emergency access points and each facility where mobile fuelers would intermittently operate would be expected to continue to maintain their existing emergency access. Based on the preceding, no impact to emergency access would occur and no mitigation measures are necessary.

Conclusion

Based upon these considerations, significant adverse transportation impacts are not expected from implementing the proposed project. Since no significant transportation impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVIII. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildfires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

A project's ability to contribute to a wildfire will be considered significant if the project is located in or near state responsibility areas or lands classified as very high fire hazard severity zones, and any of the following conditions are met:

- The project would substantially impair an adopted emergency response plan or emergency evacuation plan.
- The project may exacerbate wildfire risks by exposing the project's occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors.
- The project may exacerbate wildfire risks or may result in temporary or ongoing impacts to the environment because the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) are required.

- The project would expose people or structures to significant risks such as downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.
- The project would expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildfires.

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) the owner or operator of dispensing locations where mobile fuelers operate; and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

XVIII. a), b), c), d), & e) No Impact. Implementation of the proposed project would neither require the construction of any new facilities nor result in the construction of any occupied buildings or structures. Thus, the proposed project is not expected to substantially impair an adopted emergency response plan or emergency evacuation plan. Further, the existing facilities where mobile fueling operations would intermittently occur are located in commercial or industrial areas, and not near wildlands. In the event of a wildfire, no exacerbation of wildfire risks, and no consequential exposure of the project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, or other factors would be expected to occur. Similarly, the proposed project does not contain any requirements for new facilities to be constructed. Thus, the proposed project would neither expose people or structures to new significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, nor would it expose people or structures, either directly or indirectly, to a new significant risk of loss, injury or death involving wildfires. Finally, because the proposed project does not require any construction, the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment are not required.

Conclusion

Based upon these considerations, significant adverse wildfire risks are not expected from implementing the proposed project. Since no significant wildfire risks were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<u>XIX. MANDATORY FINDINGS OF SIGNIFICANCE.</u>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

The proposed project applies to 1) an owner or operator of a mobile fueler that conducts retail or non-retail operations; 2) the owner or operator of dispensing locations where mobile fuelers operate; and 3) any person who installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler, conducts any test for a mobile fueler, or manufacture CARB-certified control equipment or the associated components thereof and is expected to reduce emissions from mobile fuelers through the establishment of requirements for the transfer, storage, and dispensing of gasoline during mobile fueling operations. The proposed project also establishes requirements for mobile fueling owners or operators to conduct testing, maintain records, and prepare reports. As detailed in Table 2-1, the components of the proposed project that would be expected to have physical effects as a result of implementing the proposed project are only expected to affect the topics of air quality and greenhouse gases, energy, hazards and hazardous materials, and transportation during operation. No construction activities are expected to occur as part of the proposed project because mobile fuelers are premanufactured with emissions control

equipment and it is unlikely that mobile fuelers would have control equipment installed or retrofitted after they are in operation. As such, the following responses to the checklist questions focus on the potential secondary adverse impacts associated with implementing the proposed project in order to minimize emissions of VOCs and TACs from mobile fueling operations.

XIX. a) No Impact. As explained in Section IV - Biological Resources, the proposed project is not expected to significantly adversely affect plant or animal species, or the habitat on which they rely because there are construction activities that would occur as a result of the proposed project and operational activities from mobile fueling are expected to intermittently occur within the boundaries of an existing developed facility in areas that have been greatly disturbed and that currently do not support any species of concern or the habitat on which they rely. For these reasons, the proposed project is not expected to reduce or eliminate any plant or animal species or destroy prehistoric records of the past.

XIX. b) Less Than Significant Impact. Based on the foregoing analyses, the proposed project would not result in significant adverse project-specific environmental impacts. Potential adverse impacts from implementing the proposed project would not be “cumulatively considerable” as defined by CEQA Guidelines Section 15064(h)(1) for any environmental topic because there are no, or only minor incremental project-specific impacts that were concluded to be less than significant. Per CEQA Guidelines Section 15064(h)(4), the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project’s incremental effects are cumulative considerable. South Coast AQMD cumulative significant thresholds are the same as project-specific significance thresholds.

Therefore, there is no potential for significant adverse cumulative or cumulatively considerable impacts to be generated by the proposed project for any environmental topic.

XIX. c) Less Than Significant Impact. Based on the foregoing analyses, the proposed project is not expected to cause adverse effects on human beings for any environmental topic, either directly or indirectly because: 1) the air quality and GHG impacts were determined to be less than the significance thresholds as analyzed in Section III – Air Quality and Greenhouse Gases; 2) energy impacts were determined to be less than significant as analyzed in Section VI – Energy; 3) the hazards and hazardous materials impacts were determined to be less than significant as analyzed in Section VIII – Hazards and Hazardous Materials; and 4) transportation impacts were determined to be less than the significant as analyzed in Section XVII – Transportation. In addition, the analysis concluded that there would be no significant environmental impacts for the remaining environmental impact topic areas: aesthetics, agriculture and forestry resources, biological resources, cultural and tribal cultural resources, geology and soils, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, solid and hazardous waste, and wildfire.

Conclusion

As previously discussed in environmental topics I through XIX, the proposed project has no potential to cause significant adverse environmental effects. Since no mitigation measures are necessary or required.

APPENDICES

Appendix A:

A1: Proposed Rule 461.1 – Gasoline Transfer and Dispensing for Mobile Fueling Operations

A2: Proposed Amended Rule 461 – Gasoline Transfer and Dispensing

A3: Proposed Amended Rule 222 – Filing Requirements for Specific Emissions Sources not Requiring a Written Permit Pursuant to Regulation II

A4: Proposed Amended Rule 219 – Equipment not Requiring a Written Permit Pursuant to Regulation II

Appendix B: Modeling Files, Assumptions, and Calculations

A1: Proposed Rule 461.1 – Gasoline Transfer and Dispensing for Mobile Fueling Operations

**PROPOSED
RULE 461.1 GASOLINE TRANSFER AND DISPENSING FOR MOBILE
FUELING OPERATIONS**

(a) Purpose

The purpose of this rule is to reduce emissions of volatile organic compounds and toxic emissions from mobile fueling operations.

(b) Applicability

This rule applies to an owner or operator of a Mobile Fueler that conducts retail or non-retail operations. This rule also applies to the owner or operator of a Dispensing Location and to any person that:

- (1) Conducts any test for a mobile fueler;
- (2) Installs, repairs, maintains, supplies, sells, or offers for sale components of a mobile fueler; or
- (3) Manufacturers CARB Certified Control Equipment or the associated components thereof.

(c) Definitions

For the purpose of this rule, the following definitions shall apply:

- (1) **BREAKAWAY COUPLING** means a component attached to the hose, which allows the safe separation of the hose from the dispenser or the hose from the nozzle in the event of a forced removal such as in the case of a drive-off.
- (2) **CARB CERTIFIED** means the California Air Resources Board (CARB) has evaluated performance and issued a valid Executive Order pursuant to Health and Safety Code Section 41954.
- (3) **CARGO TANK** means a container and associated equipment that is used to store, Transfer, and Dispense Gasoline.
- (4) **COAXIAL HOSE** means a hose that contains two passages one within the other. One of the passages is for dispensing the liquid Gasoline into the Motor Vehicle fuel tank while the other passage allows for the Gasoline vapors from the Motor Vehicle fuel tank to travel to the Cargo Tank.
- (5) **CONTROL EQUIPMENT** means a Phase I Vapor Recovery System, a Phase II Vapor Recovery System, or a Non-Vapor Recovery Component for Dispensing.

- (6) CUMULATIVE CAPACITY means the Mobile Fueler's combined capacity of the storage capacity of each Cargo Tank that is on a Mobile Fueler at a given time, excluding one individual portable fuel container with a capacity up to 5 gallons.
- (7) DISPENSE or DISPENSING means the Transfer of Gasoline from a Mobile Fueler into a Motor Vehicle, equipment, or container using a nozzle or spout.
- (8) DISPENSING LOCATION means one or more contiguous properties, in actual physical contact or separated solely by a public roadway or other public right-of-way, owned or operated by the same person (or by persons under common control), in which Gasoline is dispensed from a Mobile Fueler.
- (9) DRY BREAK means a Phase I Vapor Recovery System component that opens only by connection to a mating device to ensure that no Gasoline Vapors escape from the storage tank before the vapor return line is connected and sealed.
- (10) GASOLINE means any petroleum distillate or petroleum distillate and alcohol blend having a True Vapor Pressure greater than 200 mm Hg (3.9 psi) and less than 760 mm Hg (14.7 psi) at 100 degrees F as determined by ASTM Method D323-89.
- (11) GASOLINE VAPORS are the organic compounds in vapor form displaced during Gasoline Transfer and Dispensing operations and includes entrained liquid Gasoline.
- (12) INSERTION INTERLOCK MECHANISM means any CARB Certified mechanism that ensures a tight fit at the nozzle fill pipe interface and prohibits the dispensing of gasoline unless the bellows are compressed.
- (13) INSTALLER OR CONTRACTOR means a person(s) engaged in the installation of new or alterations of an existing CARB Certified Control Equipment and the associated components thereof.
- (14) LIQUID TIGHT means a liquid leak rate not exceeding three drops per minute.
- (15) MOBILE FUELER means a Motor Vehicle that has one or more Cargo Tanks on-board or tows one or more Cargo Tanks.
- (16) MOTOR VEHICLE means a self-propelled vehicle by which any person or property may be propelled, moved, or drawn upon a highway.
- (17) NON-RETAIL MOBILE FUELER means a Mobile Fueler with a Cumulative Capacity greater than 120 gallons and the owner or operator of

the Mobile Fueler is not compensated for the Transfer or Dispensing of gasoline.

- (18) NON-VAPOR RECOVERY COMPONENT FOR DISPENSING means CARB certified Phase I Vapor Recovery System and a non-Phase II vapor recovery components for dispensing that includes only low permeation conventional hose assemblies and enhanced conventional nozzles identified in the latest revision of CARB Executive Order NVR-1.
- (19) PERFORMANCE TEST means the first test or series of tests performed on a new or altered CARB Certified Phase I Vapor Recovery System or CARB Certified Phase II Vapor Recovery System to demonstrate compliance with the CARB Executive Order and South Coast AQMD permit to operate conditions upon completion of construction or alteration of the vapor recovery system.
- (20) PHASE I VAPOR RECOVERY SYSTEM means a system installed on a Mobile Fueler Cargo Tank for the collection and recovery of Gasoline Vapors displaced or emitted during the Transfer of Gasoline into and from a Mobile Fueler Cargo Tank.
- (21) PHASE II VAPOR RECOVERY SYSTEM means a system installed on a Mobile Fueler Cargo Tank for the collection and recovery of Gasoline Vapors displaced or emitted during the Dispensing of Gasoline from a Mobile Fueler Cargo Tank into a Motor Vehicle fuel tank.
- (22) QUALIFIED MANUFACTURER means the original equipment manufacturer of the CARB Certified Control Equipment or any associated component thereof, or a rebuilder who is authorized by CARB to rebuild the designated CARB Certified component.
- (23) REBUILD means an action that repairs, replaces, or reconstructs any part of a component of a CARB Certified Control Equipment that forms the Gasoline Vapor passage of the component, or that comes in contact with the recovered Gasoline Vapors in the component. Rebuild does not include the replacement of a complete component with another CARB Certified complete component; nor does it include the replacement of a spout, bellows, or vapor guard of a CARB certified nozzle.
- (24) RETAIL MOBILE FUELER means a Mobile Fueler with a Cumulative Capacity greater than 10 gallons and the owner or operator of the Mobile Fueler is compensated for the Transfer or Dispensing of gasoline.

- (25) RE-VERIFICATION TEST means a test or series of tests performed subsequent to the Performance Test on a CARB Certified Phase I Vapor Recovery System or a CARB Certified Phase II Vapor Recovery System to demonstrate compliance with the CARB Executive Order and South Coast AQMD permit to operate conditions.
 - (26) SCHOOL means any public or private school, including juvenile detention facilities with classrooms, used for the education of more than 12 children at the school in kindergarten through grade 12. A School also includes an Early Learning and Developmental Program by the U.S. Department of Education or any state or local early learning and development programs such as preschools, Early Head Start, Head Start, First Five, and Child Development Centers. A School does not include any private school in which education is primarily conducted in private homes. The term School includes any building or structure, playground, athletic field, or other area of School property.
 - (27) SPILL BOX means an enclosed container around a Phase I Vapor Recovery System fill pipe that is designed to collect Gasoline spillage resulting from disconnection between the liquid Gasoline delivery hose and the fill pipe.
 - (28) TRANSFER means the loading of Gasoline into a Mobile Fueler or unloading Gasoline out of a Mobile Fueler, except when Dispensing.
 - (29) VAPOR CHECK VALVE means a valve that opens and closes the vapor passage to the Cargo Tank to prevent Gasoline Vapors from escaping when the nozzle is not in use.
 - (30) VAPOR TIGHT means the detection of less than 10,000 ppm hydrocarbon concentration, as determined by EPA Method 21, using an appropriate analyzer calibrated with methane.
- (d) Vapor Recovery Requirements for Mobile Fuelers
- (1) Gasoline Transfer (Phase I Vapor Recovery)

The owner or operator of a Retail Mobile Fueler or Non-Retail Mobile Fueler shall not transfer Gasoline unless each Mobile Fueler Cargo Tank is equipped with a CARB Certified Phase I Vapor Recovery System capable of demonstrating ongoing compliance with the vapor integrity requirements contained in CARB's CP-204, Certification Procedures for Vapor Recovery Systems of Cargo Tanks.
 - (2) Motor Vehicle Gasoline Dispensing (Phase II Vapor Recovery)

The owner or operator of a Retail Mobile Fueler or Non-Retail Mobile Fueler shall not Dispense Gasoline into a Motor Vehicle unless:

- (A) Each Cargo Tank on the Mobile Fueler is equipped with a CARB Certified Phase II Vapor Recovery System as capable of recovering or processing displaced Gasoline Vapors by at least 95%, or having an emission factor not exceeding 0.38 pounds per 1,000 gallons, as applicable;
 - (B) The CARB Certified Phase II Vapor Recovery System and the associated components thereof are Vapor Tight and Liquid Tight while Dispensing Gasoline into a Motor Vehicle;
 - (C) Each nozzle is equipped with a CARB Certified Insertion Interlock Mechanism and a CARB Certified Vapor Check Valve that is located in the nozzle; and
 - (D) Each gasoline-dispensing nozzle is equipped with a coaxial hose as specified in the applicable CARB Executive Order.
- (3) Until CARB certifies at least two Phase II Vapor Recovery Systems for Mobile Fuelers, an owner or operator may use a Non-Vapor Recovery Component for Gasoline Dispensing, in lieu of compliance with paragraph (d)(2), provided the owner or operator:
- (A) Uses a CARB Certified Non-Vapor Recovery Component for Dispensing;
 - (B) Dispenses only into Motor Vehicles that are equipped with an onboard refueling vapor recovery (ORVR) system;
 - (C) In addition to the recordkeeping required by subdivision (k), for each occurrence that the Mobile Fueler Dispenses Gasoline into a Motor Vehicle, records the following vehicle information:
 - (i) License plate;
 - (ii) Make;
 - (iii) Model;
 - (iv) Year;
 - (v) Vehicle identification number; and
 - (D) On or before the 20th of each calendar month, provides the monthly gasoline dispensing records required by subparagraph (d)(3)(C) for the previous calendar month to the Executive Officer in an approved format.

- (4) Within 60 calendar days of receiving notification from the Executive Officer that CARB has certified at least two Phase II Vapor Recovery Systems for Mobile Fuelers, the owner or operator of a Mobile Fueler subject to the requirements of paragraph (d)(3) shall:
 - (A) Submit a complete South Coast AQMD permit application for a Mobile Fueler that complies with paragraph (d)(2); or
 - (B) Cease operating the permitted Mobile Fueler subject to the requirements of paragraph (d)(3).
 - (5) Within 180 calendar days after a permit to construct or permit to operate has been issued for the application pursuant to subparagraph (d)(4)(A), the owner or operator of permitted Mobile Fueler shall submit an application to request to inactivate a permit to operate and cease operating the Mobile Fueler subject to the requirements of paragraph (d)(3).
- (e) **Mobile Fueling Cargo Tank Requirements**

The owner or operator of a Retail Mobile Fueler or Non-Retail Mobile Fueler shall not Dispense Gasoline into a Motor Vehicle unless the Mobile Fueler Cumulative Capacity does not exceed 5,000 gallons.
- (f) **Operational Requirements**
 - (1) The owner or operator of a Retail Mobile Fueler or a Non-Retail Mobile Fueler shall not store Gasoline in open container(s) of any size or handle Gasoline in any manner (spillage, spraying, etc.) that allows Gasoline liquid or Gasoline Vapors to enter the atmosphere, contaminate the ground, or the sewer.
 - (2) The owner or operator of a Mobile Fueler shall not equip nor use a Dispensing hose that exceeds 75 feet in length.
 - (3) Dispensing of Gasoline from a Retail Mobile Fueler or a Non-Retail Mobile Fueler shall only be conducted by the owner or operator of the Mobile Fueler.
 - (4) The owner or operator of a Mobile Fueler that receives a South Coast AQMD “Out of Order” tag shall comply with Attachment A – Out of Order Protocol.
 - (5) **CARB Certified Equipment Requirements**

The owner or operator of a Mobile Fueler with a Cargo Tank equipped with a CARB Certified Control Equipment shall:

- (A) Operate the CARB Certified Control Equipment, and the associated components thereof in accordance with the manufacturer's specifications and the applicable CARB Executive Orders including the corresponding CARB approved Installation, Operation and Maintenance Manual;
- (B) Maintain all applicable vapor return lines connected to the Mobile Fueler;
- (C) Operate and maintain the CARB Certified Phase I Vapor Recovery System and the CARB Certified Phase II Vapor Recovery System with no major defect as listed in California Code of Regulations, Title 17, Part III, Chapter 1, Subchapter 8, Section 94006;
- (D) If equipped with a CARB Certified Phase II Vapor Recovery System, maintain the CARB Certified Phase II Vapor Recovery System and the associated components thereof Vapor Tight and Liquid Tight;
- (E) If equipped with a CARB Certified Non-Vapor Recovery Component for Dispensing, maintain the CARB Certified Non-Vapor Recovery Component for Dispensing and the associated components thereof Liquid Tight;
- (F) Maintain the CARB Certified Phase I Vapor Recovery System and the associated components thereof maintained Vapor Tight and Liquid Tight, except when the Cargo Tank dome hatch is open;
- (G) Only Transfer or allow the Transfer of Gasoline through bottom loading into the Cargo Tank of a Mobile Fueler from a facility equipped with a CARB certified Phase I Vapor Recovery System;
- (H) Not top load into a Cargo Tank of a Mobile Fueler;
- (I) Equip all fill tubes with Vapor Tight caps;
- (J) Equip all dry breaks with Vapor Tight seals and Vapor Tight caps;
- (K) Maintain each Vapor Tight cap in a closed position, except when the fill tube or Dry Break it serves is actively in use;
- (L) Equip each Cargo Tank and, if applicable, each Cargo Tank compartment with an overfill protection device that is designed to automatically close valves or shut down pumps to stop the Transfer of Gasoline;
- (M) If equipped with a CARB Certified Spill Box, maintain the CARB Certified Spill Box to be free of debris and other foreign matter at all

times and only allow standing liquid immediately preceding a Gasoline Transfer;

- (N) Keep the Cargo Tank dome hatch closed and latched, unless the owner or operator must access the interior of the Cargo Tank for scheduled maintenance and repairs that has been documented in the repair logs pursuant to subparagraph (k)(9)(C) prior to opening the Cargo Tank dome hatch;
- (O) Keep the Cargo Tank dome hatch closed and latched when Transferring or Dispensing Gasoline;
- (P) If a Breakaway Coupling is installed, only install a Breakaway Coupling that is CARB Certified; and
- (Q) Equip any Breakaway Coupling with a poppet valve, which shall close and maintain both the Gasoline Vapor and liquid lines Vapor Tight and Liquid Tight when the coupling is separated.

(g) Mobile Fueling Location Requirements

- (1) The owner or operator of a Retail Mobile Fueler shall not Transfer or Dispense Gasoline at a Dispensing Location unless the Dispensing Location has its own registration or permit to operate with the South Coast AQMD that specifically identifies the owner or operator of the Retail Mobile Fueler.
- (2) The owner or operator of a Retail Mobile Fueler shall not Transfer or Dispense Gasoline at a Dispensing Location where a different owner or operator of a Retail Mobile Fueler has Transferred or Dispensed gasoline during the same calendar month.
- (3) The owner or operator of a Retail Mobile Fueler or a Non-Retail Mobile Fueler that Dispenses Gasoline at a Dispensing Location that is 1,000 feet or less from a School, as measured from the property line of the School to the property line of the Dispensing Location, shall not Dispense Gasoline hours between the hours of 7:30 a.m. and 4:30 p.m. on days when the School is in session.
- (4) The owner or operator of a Retail Mobile Fueler shall not Transfer or Dispense Gasoline at a Dispensing Location, unless:
 - (A) The Dispensing Location is approved for operation of a Retail Mobile Fueler in writing by the responsible fire department or other designated fire authority; or

- (B) A statement in writing from the responsible fire authority, city, or county that approval is not required has been provided to the Executive Officer.
- (5) The owner or operator of a Retail Mobile Fueler or Non-Retail Mobile Fueler shall not Transfer or Dispense Gasoline on a public street.
- (6) The owner or operator of a Retail Mobile Fueler shall only Transfer or Dispense Gasoline into a Motor Vehicle, equipment, or container that is located at the same Dispensing Location as the Mobile Fueler.
- (7) The owner or operator of a Dispensing Location shall not allow:
 - (A) More than one owner or operator of a Retail Mobile Fueler to Transfer or Dispense gasoline from a Retail Mobile Fueler at the Dispensing Location during the same calendar month;
 - (B) Any owner or operator of a Retail Mobile Fueler to Transfer or Dispense Gasoline unless the owner or operator of the Mobile Fueler is listed in the Dispensing Location registration or permit to operate;
 - (C) A Retail Mobile Fueler to Dispense or Transfer gasoline at a location that has a permit to operate a Non-Retail Mobile Fueler; and
 - (D) If the Dispensing Location is 1,000 feet or less, as measured from the property line of the School to the property line of the Dispensing Location, a Retail Mobile Fueler or a Non-Retail Mobile Fueler to Dispense Gasoline between the hours of 7:30 a.m. and 4:30 p.m. on days when the School is in session.
- (h) Labeling Requirements for Mobile Fuelers

The owner or operator of a Retail Mobile Fueler or a Non-Retail Mobile Fueler shall post and maintain signage on a Mobile Fueler that meets the following:

 - (1) States, “IF YOU SMELL ODORS OR OBSERVE GASOLINE LEAKS, CALL THE SOUTH COAST AQMD AT 1-800-CUT-SMOG”;
 - (2) Located on both sides of the Mobile Fueler; and
 - (3) Letters are at least 3 inches in height and contrast against the background color.
- (i) Installation, Maintenance, and Repair Requirements
 - (1) The owner or operator of a Mobile Fueler with a Cargo Tank equipped with a CARB Certified Control Equipment shall:

- (A) Maintain the CARB Certified Control Equipment in a manner in accordance with the manufacturer's specifications and the applicable CARB Executive Orders including the corresponding CARB approved Installation, Operation and Maintenance Manual;
 - (B) Within seven days, repair or replace any component in a CARB Certified Control Equipment a minor defect, which is not listed as a major defect in California Code of Regulations, Title 17, Part III, Chapter 1, Subchapter 8, Section 94006, pursuant to Section 41960.2(e) of the California Health and Safety Codes;
 - (C) Not replace any component of a CARB Certified Control Equipment with a component that is not certified for use with the particular system;
 - (D) Maintain any CARB Certified component as supplied by the qualified manufacturer, except for if there was a repair or maintenance of the Gasoline Transfer and dispensing equipment or vapor recovery system component that would restore the function or performance of such equipment/component following the qualified manufacturer's instructions and using only the applicable CARB Certified parts supplied by the qualified manufacturer; and
 - (E) Only allow a person who is authorized by CARB to rebuild the CARB Certified component.
- (2) The owner or operator of a Mobile Fueler equipped with CARB Certified Control Equipment shall not repair or replace breakaways, hoses, and nozzles with new or CARB Certified re-manufactured components of the same make and model, or alternative(s) specifically identified in the latest applicable CARB Executive Order without first successfully completing any relevant state certification program, through the International Code Council (ICC), or any equivalent state certification program required for the replacement of components.
- (3) Any installer or contractor shall not install, alter, repair, or replace a CARB Certified Control Equipment, or any associated component thereof without first successfully obtaining the manufacturer's certification and successfully completing any relevant state certification program, through the International Code Council (ICC), or any equivalent state certification program required for the installation and alteration of a vapor recovery system.

- (4) A person shall not supply, offer for sale, sell, install, or allow the installation of a CARB Certified Control Equipment or the associated components thereof, unless all of the following are met:
 - (A) The CARB Certified Control Equipment, and the associated components thereof are CARB Certified;
 - (B) Each CARB Certified Control Equipment and the associated components thereof has either directly stamped on or attached to the component using methods or materials that would endure long term use the following information:
 - (i) Qualified manufacturer name;
 - (ii) Model number;
 - (iii) For nozzles, qualified manufacturer's unique serial number; and
 - (iv) Other identification information that is specified in the applicable CARB Executive Order.
- (5) Any qualified manufacturer who rebuilds a component shall either directly stamp on or attach to the component using methods or materials that would endure long term use the information specified in subparagraph (i)(4)(B).
- (6) In the event of a separation due to a drive-off, the owner or operator of a Mobile Fueler with a Cargo Tank equipped with a CARB Certified Control Equipment shall conduct a visual inspection of the affected equipment and either:
 - (A) Repair the equipment by:
 - (i) Repairing the Gasoline Transfer and Dispensing equipment, the component of a CARB Certified Control Equipment that would restore the function or performance of such equipment/component following the qualified manufacturer's instructions and using only the applicable CARB Certified parts supplied by the qualified manufacturer;
 - (ii) Testing the affected equipment, system, or component in accordance with applicable test methods as specified in the applicable CARB Executive Orders and the corresponding CARB approved Installation, Operation and Maintenance manual; and
 - (iii) Successfully passing the test prior to placing affected equipment, system, or component back in service; or

- (B) Replace the affected nozzles, hoses, Breakaway Couplings, and any other damaged components with new or certified rebuilt components that are CARB Certified, before placing any affected equipment back in service.
 - (7) Unless otherwise authorized by CARB, any person shall not conduct repair or maintenance specified in clause (i)(6)(A)(i) that changes the size, shape or materials of construction of any Gasoline Vapor passage, or if it may otherwise obstruct, hinder, or reduce the recovery of Gasoline Vapors during operation.
- (j) Self-Compliance Program Requirements
- (1) The owner or operator of a Retail Mobile Fueler or Non-Retail Mobile Fueler shall conduct:
 - (A) Daily maintenance inspections pursuant to the protocol specified in Attachment B – Daily Maintenance Inspection Protocol which includes the date and time of inspection;
 - (B) Periodic compliance inspection at least once every twelve months pursuant to the protocol specified in Attachment C – Periodic Compliance Inspection Protocol which includes the date and time of inspection; and
 - (C) Periodic maintenance that is consistent with the maintenance schedule as specified by the manufacturer of the applicable CARB certified control equipment installed on the cargo tank of the mobile fueler.
 - (2) The owner or operator of a Retail Mobile Fueler or a Non-Retail Mobile Fueler shall develop and implement:
 - (A) A procedure to determine and record the next required test date preceding a successful test pursuant to subdivision (l);
 - (B) An employee training program that includes:
 - (i) Itemized training procedures for employees responsible for conducting any part of the self-compliance program;
 - (ii) A training schedule to periodically train any employee responsible for conducting any part of the self-compliance program;
 - (iii) A record for each employee of the dates of training provided and the next training date; and

- (iv) A procedure to review and establish any additional necessary training following any changes or updates to the CARB Executive Order for the installed vapor recovery system.
 - (3) During the daily maintenance inspections or periodic compliance inspections, the owner or operator of a Retail Mobile Fueler or a Non-Retail Mobile Fueler that identifies any equipment with a major defect in the CARB Certified Phase I Vapor Recovery System or the CARB Certified Phase II Vapor Recovery System, or a component thereof, as listed in California Code of Regulations, Title 17, Part III, Chapter 1, Subchapter 8, Section 94006, , shall remove the equipment from service, and repair the equipment before returning the identified equipment to service.
 - (4) Defects discovered during self-inspection and repaired shall not constitute a violation of Rule 461.1.
- (k) Recordkeeping
- (1) Operation and Maintenance (O&M) Manual

The owner or operator of a Retail Mobile Fueler or a Non-Retail Mobile Fueler shall implement a maintenance program and document the program in an O&M manual for the CARB Certified Control Equipment that includes the following:

 - (A) Detailed instructions that ensure proper operation and maintenance of the installed CARB Certified Control Equipment and the associated components thereof in compliance with all applicable rules and regulations;
 - (B) Reference all manufacturer required maintenance cycles as delineated in the CARB Executive Order;
 - (C) All applicable CARB Executive Orders, approval letters, and South Coast AQMD permits to operate;
 - (D) The manufacturer's specifications and instructions for installation, operation, repair, and maintenance required pursuant to CARB Certification Procedure CP-201, and any additional instructions provided by the manufacturer;
 - (E) System and/or component testing requirements, including test schedules, and passing criteria for each of the standard tests listed under subparagraph (l)(1)(A); and

- (F) Additional O&M instructions, if any, that are designed to ensure compliance with the applicable rules, regulations, CARB Executive Orders, and South Coast AQMD permit to operate conditions, including replacement schedules for failure or wear prone components.
- (2) For each Dispensing Location, the owner or operator of a Retail Mobile Fueler shall maintain the following information:
 - (A) South Coast AQMD facility ID for the Dispensing Location;
 - (B) South Coast AQMD registration or permit to operate number for the dispensing location;
 - (C) Name of the Dispensing Location;
 - (D) Address of the Dispensing Location;
 - (E) County of the Dispensing Location;
 - (F) Dispensing Location contact information for personnel that is authorized to grant South Coast AQMD staff access to the site to conduct inspections of the Mobile Fueler operations that includes the following:
 - (i) Name of the contact;
 - (ii) Title of the contact;
 - (iii) Telephone number for the contact;
 - (iv) Email for the contact; and
 - (G) Documentation by the responsible fire department or fire authority to the owner or operator for either:
 - (i) The written approval to conduct transfer or dispensing gasoline from a retail mobile fueler at the specified dispensing location; or
 - (ii) The written statement that approval that the transfer or dispensing of gasoline from a retail mobile fueler is not required at the specified dispensing location.
- (3) The owner or operator of a Retail Mobile Fueler or a Non-Retail Mobile Fueler with a throughput limit per Dispensing Location shall maintain records, for each day for each Dispensing Location, of the applicable information specified in Table 1 – Dispensing Information.

Table 1 – Dispensing Information

Requirements	Mobile Fueler Category	
	Retail	Non-Retail
1.1 Date of dispensing	Yes	Yes
1.2 Start time of dispensing at the dispensing location	Yes	Yes
1.3 End time of dispensing at the dispensing location	Yes	Yes
1.4 South Coast AQMD permit to operate or registration number for the mobile fueler	Yes	Yes
1.5 South Coast AQMD facility ID for the dispensing location	Yes	Not Applicable
1.6 South Coast AQMD registration or permit to operate number for the dispensing location	Yes	Not Applicable
1.7 Name of the dispensing location	Yes	Yes
1.8 Address of the dispensing location	Yes	Yes
1.9 County of the dispensing location	Yes	Yes
1.1 Total gallons of each type of gasoline 0 dispensed	Yes	Yes

- (4) The owner or operator of a Retail Mobile Fueler or Non-Retail Mobile Fueler shall maintain records of the information specified in Table 2 – Transfer Information for each Transfer of Gasoline.

Table 2 – Transfer Information

Requirements	Mobile Fueler Category	
	Retail	Non-Retail
2.1 Date of transfer	Yes	Yes
2.2 Start time of transfer	Yes	Yes
2.3 South Coast AQMD permit to operate or registration number for mobile fueler	Yes	Yes
2.4 Identification of cargo tank transferring the gasoline and cargo tank capacity in gallons	Yes	Yes
2.5 Identification of compartment transferring the gasoline and compartment capacity in gallons, if applicable	Yes	Yes

2.6	Name of the transfer location	Yes	Yes
2.7	Address of the transfer location	Yes	Yes
2.8	South Coast AQMD facility ID for the transfer location	Yes	Yes
2.9	Type of transfer (loading or unloading)	Yes	Yes
2.10	For each transfer, the type of gasoline, total gallons of gasoline transferred into or out of each cargo tank or cargo tank compartment	Yes	Yes

- (5) The owner or operator of a Retail Mobile Fueler shall maintain the following:
- (A) Totalizer records indicating the totalizing meter reading at the start and end of each day for each Cargo Tank and, if applicable, each Cargo Tank compartment; and
 - (B) Inventory reconciliation records indicating the following for each mobile fueler inventory reset:
 - (i) Date of inventory reset;
 - (ii) Time of inventory reset;
 - (iii) Mobile fueler permit number; and
 - (iv) Volume in gallons.
- (6) On or before the 20th of each calendar month, the owner or operator of a Retail Mobile Fueler or a Non-Retail Mobile Fueler with a throughput limit per dispensing location shall create a monthly dispensing record for the previous calendar month that includes the information specified in Table 3 – Monthly Dispensing Record.

Table 3 – Monthly Dispensing Record

Requirements		Mobile Fueler Category	
		Retail	Non-Retail
3.1	South Coast AQMD facility ID for the dispensing location	Yes	Yes, if applicable
3.2	South Coast AQMD registration or permit number for the dispensing location	Yes	Yes, if applicable
3.3	Name of the dispensing location	Yes	Yes
3.4	Address of the dispensing location	Yes	Yes

3.5	County of the dispensing location	Yes	Yes
3.6	Total gallons of each type of gasoline dispensed at the dispensing location in the calendar month	Yes	Yes
3.7	List of South Coast AQMD permit to operate numbers of all mobile fuelers that dispensed at the dispensing location in the calendar month	Yes	Yes
3.8	The most restrictive throughput limit of any mobile fueler that operated at the dispensing location in the calendar month	Yes	Yes

- (7) On or before the 20th of each calendar month, the owner or operator of a Non-Retail Mobile Fueler without a throughput limit per dispensing location date shall create a monthly dispensing record for the previous calendar month that indicates the total gallons of Gasoline dispensed during the month.
- (8) On or before the 20th of each calendar month, the owner or operator of a Retail Mobile Fueler complying with subparagraph (1)(2)(B) shall create a monthly Dispensing record for the previous calendar month that indicates the gallons of Gasoline Dispensed by the Mobile Fueler.
- (9) General Permitted Mobile Fueler Records
The owner or operator of a Retail Mobile Fueler or a Non-Retail Mobile Fueler shall maintain the following:
- (A) Transfer receipts for each Transfer;
 - (B) Records of all components installed, defective components identified or repaired during self-compliance inspections;
 - (C) Repair logs that include:
 - (i) Date and time of each repair;
 - (ii) The name of the person(s) who performed the repair, and, if applicable, the name, address and phone number of the person's employer;
 - (iii) Description of service performed;
 - (iv) Each component that was installed, repaired, serviced, or removed, including the required component identification information specified in clause (i)(4)(B)(i) through (i)(4)(B)(iv);

- (v) Each component that was installed as replacement, if applicable, including the required component identification information specified in clauses (i)(4)(B)(i) through (i)(4)(B)(iv); and
 - (vi) Receipts for parts used in the repair and, if applicable, work orders, which shall include the name and signature of the person responsible for performing the repairs;
- (D) Test records required pursuant to subdivision (l) that includes the following for each test:
 - (i) Date and time of each test;
 - (ii) District confirmation number of notifications;
 - (iii) Name, affiliation, address, and phone number of the person(s) who performed the test;
 - (iv) Test data and calibration data for all equipment used;
 - (v) Date and time each test is completed and the facility owner or operator is notified of the results. For a test that fails, a description of the reasons for the test failure shall also be included;
 - (vi) For a retest following a failed performance or reverification test, description of repairs performed pursuant to subparagraph (l)(8)(B) and paragraph (l)(9); and
 - (vii) Copies of test reports in District approved format;
- (E) Records of daily maintenance inspections required pursuant to subparagraph (j)(1)(A);
- (F) On days the Mobile Fueler does not Transfer or Dispense Gasoline the records, in lieu of daily maintenance inspections required pursuant to subparagraph (j)(1)(A) the owner or operator shall alternatively document that the Mobile Fueler did not operate on this date;
- (G) Records of periodic compliance inspections required pursuant to subparagraph (j)(1)(B); and
- (H) Records that demonstrate the Installer or Contractor that installed or altered the CARB Certified vapor recovery system has successfully completed a manufacturer training program and any relevant state certification program applicable to the CARB Certified Phase I and

Phase II Vapor Recovery Systems and the associated components thereof as specified in paragraph (i)(4).

- (10) A person who performs the installation of components, self-compliance inspections, repairs or testing for any Mobile Fueler with a Cargo Tank equipped with a CARB Certified Control Equipment shall provide to the owner or operator of a Mobile Fueler all records specified in subdivision (m), as applicable, at the end of each day when the service is provided.
 - (11) The owner or operator of a Retail Mobile Fueler or a Non-Retail Mobile Fueler shall retain all applicable records specified in paragraphs (k)(1) through (k)(10) for at least two years or, if the Mobile Fueler is permitted to operate at a Title V facility, 5 years.
 - (12) The owner or operator of a Retail Mobile Fueler or a Non-Retail Mobile Fueler shall provide all records upon request to the South Coast AQMD.
- (l) Testing
- (1) The owner or operator of a Mobile Fueler with a Cargo Tank equipped with a CARB Certified Phase I Vapor Recovery System or a CARB certified Phase II Vapor Recovery System for Dispensing shall:
 - (A) Conduct all required tests in accordance with the following test methods:
 - (i) The most recently CARB approved version of CARB test method;
 - (ii) Stated in the applicable CARB Executive Orders including the corresponding Installation, Operation and Maintenance Manual test procedures; or
 - (iii) Any other test methods approved in writing by the U.S. EPA, CARB, or the South Coast AQMD;
 - (B) Conduct and successfully pass the Performance Tests in accordance with test methods and any additional tests required by the applicable CARB Executive Orders including the corresponding CARB approved Installation, Operation, and Maintenance Manual and South Coast AQMD permits within 10 calendar days after initially Dispensing Gasoline from any mobile fueler that:
 - (i) Is new; or
 - (ii) Has undergone any of the following modifications:

- (I) The removal or addition of Cargo Tank(s), or changes in the number of fueling positions to a CARB Certified vapor recovery system; or
 - (II) The replacement of Cargo Tank(s), Dispensing nozzle(s) or other equipment with different characteristics or descriptions from those specified on the existing permit to operate; and
 - (C) Conduct and successfully pass the Reverification Tests in accordance with the test methods, and any additional tests required by the applicable CARB Executive Orders including the corresponding CARB approved Installation, Operation and Maintenance Manual or South Coast AQMD permits to operate.
- (2) The owner or operator of a Retail Mobile Fueler equipped with a CARB Certified Phase I Vapor Recovery System or CARB Certified Phase II Vapor Recovery System shall conduct Reverification Tests at a frequency no less than:
 - (A) Semiannually; or
 - (B) Annually, where the throughput for each month during the 12-month period preceding the required test is less than 100,000 gallons and throughput records are maintained pursuant paragraph (k)(8).
 - (3) The owner or operator of a Non-Retail Mobile Fueler with a Cargo Tank equipped with a CARB Certified Phase I Vapor Recovery System or CARB Certified Phase II Vapor Recovery System shall complete the Reverification Tests annually.
 - (4) Once a mobile fuelers' reverification testing month(s) are established, the owner or operator of a Mobile Fueler with a Cargo Tank equipped with a CARB certified Phase I Vapor Recovery System or CARB Certified Phase II Vapor Recovery System shall conduct subsequent Reverification Testing during the same calendar months each year.
 - (5) When a new Performance Test is required due to alteration of the Mobile Fueler equipped with a CARB Certified Control Equipment, the owner or operator of a Mobile Fueler with a Cargo Tank equipped with a CARB Certified Control Equipment shall conduct subsequent Reverification Tests based on the new Reverification Testing month(s).
 - (6) The new owner or operator of Mobile Fueler equipped with a CARB Certified Control Equipment shall:

- (A) Conduct the next Reverification Test on the same testing month as established by the previous operator, if the previous Reverification Testing records are available; or
 - (B) Complete all the applicable Reverification Testing within 30 calendar days of the change of the owner or operator, if no prior Reverification Testing records are available.
- (7) A person who conducts Performance or Reverification Tests shall:
- (A) Conduct Performance or Reverification Tests in accordance with the applicable test methods listed in subdivision (l)(1) and other CARB testing procedures;
 - (B) Use calibrated equipment meeting the calibration range and calibration intervals specified by the manufacturer;
 - (C) Notify the South Coast AQMD electronically via a South Coast AQMD approved method and obtain a confirmation number at least three days prior to testing (at least one of the days shall be regular South Coast AQMD business days), except as specified in paragraph (l)(8) for failed Reverification Tests, as specified in subparagraph (l)(7)(D) for rescheduled tests, and may not be required for reverification tests performed after drive-offs pursuant to subparagraph (i)(6)(P), provided the person conducting the tests complies with all other applicable provisions of the rule;
 - (D) In the event that a Performance Test or Reverification Test that complied with subparagraph (l)(7)(C) cannot be conducted at the scheduled date and time, the test may be rescheduled to a later date and time provided that the South Coast AQMD is notified electronically via a South Coast AQMD approved method or other South Coast AQMD approved methods at least 24 hours prior to the originally scheduled time;
 - (E) Conduct Performance and Reverification Tests between the hours of 7:00 a.m. and 8:00 p.m. Monday through Friday, unless the Executive Officer approves testing on a weekend day (Saturday or Sunday) based on Attachment D – Testing on a Weekend Day;
 - (F) Have successfully completed the South Coast AQMD’s Tester Orientation class prior to conducting the Reverification Test;

- (G) Have successfully completed the International Code Council (ICC) tester certifications (or equivalent state certifications) examination during the previous 24 calendar months;
 - (H) Cease conducting any Performance or Reverification Test after having been cited within any six-month period for at least two violations of subparagraphs (l)(7)(A) and (l)(7)(B) of this rule or CARB vapor recovery regulations in such a manner that the violations could have affected the accuracy of a Performance or Reverification Test and not resume testing until after successfully re-completing the South Coast AQMD's Tester Orientation class; and
 - (I) Cease conducting any Performance or Reverification Test after having been cited within any 12-month period for at least three violations of subparagraphs (l)(7)(A) and (l)(7)(B) of this rule or CARB vapor recovery regulations in such a manner that the violations could have affected the accuracy of a Performance or Reverification Test.
- (8) Notwithstanding subparagraphs (l)(7)(C) and (l)(7)(D), the owner or operator of Mobile Fueler equipped with a CARB Certified Phase I Vapor Recovery System or a CARB Certified Phase II Vapor Recovery System that has failed a Reverification Test or portions thereof may retest the Mobile Fueler prior to resuming operation provided that the person conducting the tests has complied with one of the following:
- (A) Notify the South Coast AQMD electronically via a South Coast AQMD approved method and obtain a confirmation number at least 12 hours prior to retesting (at least six of the hours shall be regular South Coast AQMD business hours); or
 - (B) When all necessary repairs are performed during the same day the Mobile Fueler has failed any of the applicable Reverification Tests, the owner or operator may retest the Mobile Fueler on the same day without renotification, provided that the reasons for the test failure and any repairs performed are properly documented in the repair logs pursuant to subparagraph (k)(9)(C) and the records of tests pursuant to subparagraph (k)(9)(D).
- (9) The owner or operator of a Mobile Fueler with a Cargo Tank equipped with a CARB Certified Control Equipment shall not operate the Mobile Fueler unless:

- (A) It has successfully passed the applicable Performance or Reverification Tests; or
 - (B) The failure is due to a Dispensing equipment and associated equipment that can be shut down and isolated from the Mobile Fueler provided that:
 - (i) Test results demonstrate that the remaining equipment is in good operating condition; and
 - (ii) Test results and the method of isolating the defective equipment have been documented in the test reports maintained pursuant to subparagraph (k)(9)(D) and submitted to the South Coast AQMD pursuant to paragraph (m)(3) and paragraph (m)(4).
- (m) Reporting
- (1) On or before the 20th calendar day of each month, the owner or operator of a Retail Mobile Fueler shall provide the applicable records required by paragraph (k)(2) to the Executive Officer in an approved format.
 - (2) On or before March 1st, the owner or operator of a Retail Mobile Fueler or a Non-Retail Mobile Fueler shall provide the monthly Gasoline Dispensing records required by paragraph (k)(6) through (k)(8), as applicable, for the previous calendar year to the Executive Officer in an approved format.
 - (3) A person who conducts Performance or Reverification Tests shall submit a copy of the PASS/FAIL test results, showing a summary of the overall results of each test, electronically in a South Coast AQMD approved format to the Executive Officer within 72 hours after each test is conducted.
 - (4) A person who conducts Performance or Reverification tests shall submit the final test report demonstrating compliance within 14 calendar days of the date when all tests were passed that includes all the required records of all tests performed, test data, current South Coast AQMD facility ID number of the mobile fueler being tested, the equipment permit to operate or application number, the South Coast AQMD ID number of the company performing the tests, a statement whether the system or component tested meets the required standards, and the name, South Coast AQMD tester ID number and signature of the person responsible for conducting the tests.
- (n) Exemptions

- (1) The provisions of this rule shall not apply to the Transfer of Gasoline into testing equipment used to verify the efficiency of the vapor recovery system by CARB or the South Coast AQMD or testing contractors, the accuracy of the gasoline dispensing equipment by the Department of Weight and Measures, and the fire safety standards by the Fire Department.
- (2) The requirements of paragraph (d)(2) shall not apply to the fueling of Tournament of Roses parade floats.
- (3) Until July 1, 2022, the CARB Certified Phase I Vapor Recovery System requirements of paragraph (d)(1), subdivision (j), subdivision (k), and subdivision (m) shall not apply to the following Mobile Fuelers provided the Mobile Fueler is not equipped with a CARB Certified Phase I Vapor Recovery System:
 - (A) Retail Mobile Fueler that Dispenses into Motor Vehicles with a Cumulative Capacity greater than 10 gallons and less than 251 gallons and no individual Cargo Tank greater than 120 gallons;
 - (B) Non-retail Mobile Fueler that Dispenses into Motor Vehicles with a Cumulative Capacity greater than 120 gallons and less than 251 gallons and no individual Cargo Tank greater than 120 gallons; or
 - (C) Non-retail Mobile Fueler that does not Dispense into Motor Vehicles.
- (4) Until July 1, 2022, the CARB Certified Phase II Vapor Recovery System requirements of paragraph (d)(2), subdivision (j), subdivision (k), and subdivision (m) shall not apply to the following Mobile Fuelers provided the Mobile Fueler is not equipped with a CARB Certified Phase II Vapor Recovery System:
 - (A) Retail Mobile Fueler that Dispenses into Motor Vehicles with a Cumulative Capacity greater than 10 gallons and less than 251 gallons and no individual Cargo Tank greater than 120 gallons; or
 - (B) Non-Retail Mobile Fueler that Dispenses into Motor Vehicles with a Cumulative Capacity greater than 120 gallons and less than 251 gallons and no individual Cargo Tank greater than 120 gallons.
- (5) Until July 1, 2022, subdivision (g) shall not apply to a Retail Mobile Fueler or Non-Retail Mobile Fueler operating at a Dispensing Location.
- (6) Until July 1, 2022, subdivision (g) shall not apply to a Dispensing Location.

ATTACHMENT A

OUT OF ORDER PROTOCOL

(A-1) OUT OF ORDER PROTOCOL¹

The owner or operator of a Mobile Fueler shall not remove a South Coast AQMD “Out of Order” tag from non-compliant equipment, not allow the use of the non-compliant equipment, not provide for use the non-compliant equipment, or not operate the non-compliment equipment, unless:

- (1.1) The non-compliant equipment has been repaired, replaced, or adjusted, as necessary;
- (1.2) The Executive Officer was notified of the repair, replacement, or adjustment; and
- (1.3) If the Executive Officer has determined the non-compliant equipment requires a reinspection prior to resuming operation, the Executive Officer has re-inspected the non-compliant equipment.

¹ The Attachment A – Out of Order Protocol shall not apply to the Motor Vehicle of the mobile fueler.

ATTACHMENT B**DAILY MAINTENANCE INSPECTION PROTOCOL**

Each day the Mobile Fueler Transfers or Dispenses Gasoline conduct the following:

(B-1) GENERAL INFORMATION

The owner or operator of a Retail Mobile Fueler or a Non-Retail Mobile Fueler shall document the following in the daily maintenance inspections:

- (1.1) Facility name;
- (1.2) South Coast AQMD facility ID; and
- (1.3) South Coast AQMD permit number for mobile fueler.

(B-2) PHASE I VAPOR RECOVERY SYSTEM INSPECTION

The owner or operator of a Retail Mobile Fueler or a Non-Retail Mobile Fueler shall at minimum verify the following during the daily maintenance inspections:

- (2.1) The spill box is clean and does not contain gasoline;
- (2.2) The fill caps and vapor dust caps, and associated gaskets, are not missing, damaged, or loose;
- (2.3) If applicable:
 - (a) The dry break (poppet valve) is not missing or damaged;
 - (b) Note if liquid is visible in vapor return line drop out sight gauge; and
 - (c) Cargo tank pressure.

(B-3) PHASE II VAPOR RECOVERY SYSTEM INSPECTION

The owner or operator of a Retail Mobile Fueler or Non-Retail Mobile Fueler that is equipped with a CARB Certified Phase II Vapor Recovery System shall at a minimum verify the following during the daily maintenance inspections:

- (3.1) The following nozzle components are in place and in good condition, as specified in CARB Executive Orders:
 - (a) Nozzle spout (proper diameter/vapor collection holes);
 - (b) Faceplate;
 - (c) Bellows;
 - (d) Latching device spring;

ATTACHMENT B - CONTINUED

- (e) Vapor check valve;
 - (f) Insertion interlock mechanism;
 - (g) Automatic shut-off mechanism; and
 - (h) Hold open latch;
- (3.2) The hoses are not torn, punctured, flattened, or crimped and in good condition, as specified in CARB Executive Orders;
- (3.3) If applicable:
 - (a) Vapor return line vacuum (inches water column); and
 - (b) Gasoline supply pressure (pounds per square inch gauge); and
- (3.4) Required signage is clearly displayed.

(B-4) RECORDS OF DEFECTIVE COMPONENTS

The owner or operator of a Retail Mobile Fueler or Non-Retail Mobile Fueler shall at maintain records of defective components during the daily maintenance inspections.

(B-5) MAINTENANCE ACTIVITY

The owner or operator of a Retail Mobile Fueler or Non-Retail Mobile Fueler that is equipped with a CARB Certified Phase I Vapor Recovery System or Phase II Vapor recovery system shall at maintain records of following during the daily maintenance inspections

- (5.1) Date maintenance contractor was contacted;
- (5.2) Time maintenance contractor was contacted;
- (5.3) Method of contact;
- (5.4) Date of maintenance;
- (5.5) Time of maintenance;
- (5.6) Maintenance contractor name;
- (5.7) Maintenance contractor telephone number;
- (5.8) Totaling meter reading on date maintenance was performed;
- (5.9) List of tests conducted;
- (5.10) Test results; and
- (5.11) List of components repaired or replaced.

ATTACHMENT C

PERIODIC COMPLIANCE INSPECTION PROTOCOL

(C-1) GENERAL INFORMATION

The owner or operator of a Retail Mobile Fueler or Non-Retail Mobile Fueler shall document the following in the periodic compliance inspections:

- (1.1) Facility name;
- (1.2) South Coast AQMD facility ID; and
- (1.3) South Coast AQMD permit number for mobile fueler.

(C-2) GENERAL INSPECTION

The owner or operator of a Retail Mobile Fueler or Non-Retail Mobile Fueler shall at minimum verify the following during the periodic compliance inspections:

- (2.1) The South Coast AQMD permit is current;
- (2.2) The description in the South Coast AQMD permit to operate accurately describes the equipment;
- (2.3) Compliance with all permit conditions; and
- (2.4) The required signage is properly posted and contains all the necessary information.

(C-3) PHASE I VAPOR RECOVERY SYSTEM INSPECTION

The owner or operator of a Retail Mobile Fueler or Non-Retail Mobile Fueler shall at minimum verify the following during the daily maintenance inspections:

- (3.1) The spill box is clean and does not contain gasoline;
- (3.2) The fill caps are not missing, damaged, or loose;
- (3.3) If applicable:
 - (a) The dry break (poppet valve) is not missing or damaged;
 - (b) Note if liquid is visible in vapor return line drop out sight gauge; and
 - (c) Cargo tank pressure.
- (3.4) The Phase I vapor recovery system complies with required CARB certification and is properly installed; and

ATTACHMENT C – CONTINUED

- (3.5) The spill box complies with required CARB certification and is properly installed.

(C-4) PHASE II VAPOR RECOVERY SYSTEM INSPECTION

The owner or operator of a Retail Mobile Fueler or Non-Retail Mobile Fueler that is equipped with a CARB certified Phase II vapor recovery system shall at a minimum verify the following during the daily maintenance inspections:

- (3.1) Each nozzle is the current CARB-certified model;
- (3.2) Each nozzle is installed in accordance with the applicable CARB Executive Orders;
- (3.3) The following nozzle components are in place and in good condition, as specified in CARB Executive Orders or California Code of Regulations, Title 17, Part III, Chapter 1, subchapter 8, section 94006 or Health and Safety Code Section 41960.2 (e):
 - (a) Nozzle spout (proper diameter/vapor collection holes);
 - (b) Faceplate;
 - (c) Bellows;
 - (d) Latching device spring;
 - (e) Vapor check valve;
 - (f) Insertion interlock mechanism;
 - (g) Automatic shut-off mechanism; and
 - (h) Hold open latch;
- (3.4) The hoses are not torn, punctured, flattened, or crimped and in good condition, as specified in CARB Executive Orders;
- (3.5) The vapor recovery hoses are the required size and length;
- (3.6) The vapor recovery nozzles are equipped with required hoses;
- (3.7) The bellows-equipped vapor recovery nozzles are equipped with CARB certified insertion interlock mechanisms;
- (3.8) If required, the flow limiter is not missing and is installed properly;
- (3.9) The swivels are not missing, defective, or leaking, and the dispenser-end swivels, if applicable, are Fire-Marshall approved with 90-degree stops;
- (3.10) If required, the liquid removal device, which are designed to remove trapped liquid from the vapor passages of a balance coaxial hose, comply with required CARB certifications and are properly installed; and

ATTACHMENT C – CONTINUED

- (3.11) For bellows-less nozzles, the hoses are inverted coaxial type, and the vapor collection holes are not obstructed.

ATTACHMENT D

TESTING ON A WEEKEND DAY

(D-1) RESTRICTIONS

The South Coast AQMD shall approve a limited number of reverification testing requests per weekend on a first-come first-served basis which shall be subject to the following restrictions:

- (1.1) The person conducting the tests has notified the South Coast AQMD pursuant to subparagraph (l)(7)(C) for reverification tests and Attachment D paragraph (D-1)(1.2);
- (1.2) The requests made pursuant to Attachment D paragraph (D-1)(1.1) shall be made no more than 30 calendar days in advance of the testing;
- (1.3) Tests shall be conducted from 7:00 a.m. through 5:30 p.m.;
- (1.4) Upon request by the South Coast AQMD, the person who conducted the tests on a weekend day for which South Coast AQMD staff was not present shall repeat the reverification testing at a mutually acceptable date but no later than 10 calendar days from the day the test was conducted; and
- (1.5) Should a repeat test be requested pursuant to Attachment D paragraph (D-1)(1.4), the owner or operator of the mobile fueler shall pay the cost of the repeat reverification testing.

(D-2) CONDITIONS

The South Coast AQMD shall approve all requests for a retest on a weekend day provided that the retest meets the following conditions:

- (2.1) The retest on a weekend day is necessary as the repairs and retest following a failed reverification test cannot be completed by Friday;
- (2.2) The person conducting the test has notified the South Coast AQMD pursuant to subparagraph (l)(8)(A) or left a phone notification before midnight of the day before the retest;
- (2.3) Tests shall be conducted from 7:00 a.m. through 5:30 p.m.; and

ATTACHMENT D – CONTINUED

- (2.4) Upon request by the Executive Officer, the person who conducted the test on a weekend day for which the South Cost AQMD staff was not present shall repeat the reverification testing at a mutually acceptable date but no later than 10 calendar days from the day the test was conducted. The owner or operator of a mobile fueler shall pay the cost of the repeat reverification testing.

A2: Proposed Amended Rule 461 – Gasoline Transfer and Dispensing

(Adopted January 9, 1976)(Amended September 3, 1976)(Amended February 4, 1977)
(Amended November 18, 1977)(Amended February 3, 1978)(Amended January 5, 1979)
(Amended May 4, 1979)(Amended December 7, 1979)(Amended January 16, 1981)
(Amended October 15, 1982)(Amended November 1, 1985)(Amended March 4, 1988)
(Amended July 7, 1989)(Amended September 8, 1995)(Amended April 21, 2000)
(Amended June 15, 2001)(Amended January 9, 2004)(Amended June 3, 2005)
(Amended March 7, 2008)(Amended April 6, 2012)(Draft Revised October 20, 2021)

PROPOSED AMENDED RULE 461 - GASOLINE TRANSFER AND DISPENSING

(a) Applicability

This rule applies to the transfer of gasoline from any tank truck, trailer, or railroad tank car into any stationary storage tank ~~or mobile fueler~~, and from any stationary storage tank ~~or mobile fueler~~ into any ~~mobile fueler~~ or motor vehicle fuel tank.

(b) Definitions

For the purpose of this rule, the following definitions shall apply:

- (1) ALTERED GASOLINE TRANSFER AND DISPENSING FACILITY is a Gasoline Transfer and Dispensing Facility with any of the following:
 - (A) The removal or addition of storage tank(s), or changes in the number of fueling positions.
 - (B) The replacement of storage tank(s), dispensing nozzle(s) or other equipment with different characteristics or descriptions from those specified on the existing permit.
- (2) BACKFILLING is the covering of the underground storage tank, piping or any associated components with soil, aggregate or other materials prior to laying the finished surface.
- (3) BELLOWS-LESS NOZZLE is any nozzle that incorporates an aspirator or vacuum assist system and a gasoline vapor capture mechanism at the motor vehicle filler neck, such that vapors are collected at the vehicle filler neck without the need for an interfacing flexible bellows.
- (4) BREAKAWAY COUPLING is a component attached to the coaxial hose, which allows the safe separation of the hose from the dispenser or the hose from the nozzle in the event of a forced removal such as in the case of a “drive-off.”

- (5) CARB CERTIFIED or certified by CARB means a Phase I or Phase II vapor recovery system, equipment, or any component thereof, for which the California Air Resources Board (CARB) has evaluated its performance and issued a valid Executive Order pursuant to Health and Safety Code Section 41954. Each component of a system is a separate CARB certified item and cannot be replaced with a non-certified item or other items that are not certified for use with the particular system. Except for qualified repairs, a CARB certified component shall be as supplied by the qualified manufacturer. A rebuilt component shall not be deemed as CARB certified unless the person who rebuilds the component is authorized by CARB to rebuild the designated CARB certified component.
- (6) CLEARLY AND PERMANENTLY MARKED means an identification of the qualified manufacturer's name, model number, and other required information on a vapor recovery system component that is legible, and the identification is either directly stamped on or attached to the component using methods or materials that would endure constant long term use.
- ~~(7) COAXIAL FILL TUBE is a submerged fill tube that contains two passages one within the other. The center passage transfers gasoline liquid to the storage tank and the outer passage carries the gasoline vapors to the tank truck, trailer or railroad tank car.~~
- (78) COAXIAL HOSE is a hose that contains two passages one within the other. One of the passages dispenses the liquid gasoline into the vehicle fuel tank while the other passage carries the gasoline vapors from the vehicle fuel tank to the storage tank.
- (89) DISPENSER is a gasoline dispensing unit used for housing the aboveground gasoline and vapor recovery piping, the gasoline meters, and to hang gasoline-dispensing nozzles when they are not in use for fueling.
- ~~(94)~~ DRY BREAK or poppetted dry break is a Phase I vapor recovery component that opens only by connection to a mating device to ensure that no gasoline vapors escape from the underground storage tank before the vapor return line is connected and sealed.
- ~~(104)~~ DUAL-POINT DESIGN is a type of Phase I vapor recovery system that delivers gasoline liquid into storage tanks and recovers the displaced vapors through two separate openings on the tank.
- ~~(112)~~ ENHANCED VAPOR RECOVERY (EVR) means performance standards and specifications set forth in the CARB CP 201 (Certification Procedure

for Vapor Recovery Systems at gasoline dispensing facilities) Sections 3 through 9.

- (123) FUELING POSITION is a fuel dispensing unit consisting of nozzle(s) and meter(s) with the capability to deliver only one fuel product at one time.
- (134) GASOLINE is any petroleum distillate or petroleum distillate/alcohol blend having a True Vapor Pressure greater than 200 mm Hg (3.9 psi) and less than 760 mm Hg (14.7 psi) at 100 degrees F as determined by ASTM Method D323-89.
- (145) GASOLINE TRANSFER AND DISPENSING FACILITY is ~~a mobile system or~~ a stationary facility, consisting of one or more storage tanks and associated equipment, which receive, store, and dispense gasoline.
- (156) GASOLINE VAPORS are the organic compounds in vapor form displaced during gasoline transfer and dispensing operations, and includes entrained liquid gasoline.
- (167) INSERTION INTERLOCK MECHANISM is any CARB certified mechanism that ensures a tight fit at the nozzle fill pipe interface and prohibits the dispensing of gasoline unless the bellows is compressed.
- (178) INSTALLER/CONTRACTOR is a person(s) engaged in the installation of new or alterations of existing vapor recovery systems and components at a gasoline transfer and dispensing facility.
- (189) LIQUID REMOVAL DEVICE is a device designed specifically to remove trapped liquid from the vapor passages of a coaxial hose.
- (1929) LIQUID TIGHT is a liquid leak rate not exceeding three drops per minute.
- (204) MAJOR DEFECT is a defect in the vapor recovery system or its component, as listed in California Code of Regulations, Title 17, Part III, Chapter 1, Subchapter 8, Section 94006.
- (212) MINOR DEFECT is a defect in any gasoline transfer and dispensing equipment, which renders the equipment out of good working order but which does not constitute a major defect.
- (23) ~~MOBILE FUELER is any tank truck or trailer that is used to transport and dispense gasoline from an onboard storage tank into any motor vehicle fuel tank.~~
- (224) MOTOR VEHICLE is any self-propelled vehicle as defined in Section 415 of the California Vehicle Code.
- (235) OWNER/OPERATOR is any person who owns, leases, or operates a gasoline transfer and dispensing facility.

Proposed Amended Rule 461 (Cont.) (~~Amended April 6, 2012~~Draft Revised October 20, 2021)

- (~~24~~6) PERFORMANCE TEST is the first test or series of tests performed on a new or altered CARB certified gasoline vapor recovery system to demonstrate compliance with the CARB Executive Order and District permit conditions upon completion of construction or alteration of the vapor recovery system.
- (~~25~~7) PRESSURE/VACUUM RELIEF VALVE is a valve that is installed on the vent pipes of the gasoline storage tanks to relieve pressure or vacuum build-up at preset values of pressure or vacuum.
- (~~26~~8) QUALIFIED MANUFACTURER is the original equipment manufacturer of the CARB certified vapor recovery system or component, or a rebuilder who is authorized by CARB to rebuild the designated CARB certified component.
- (~~27~~9) QUALIFIED REPAIR is a repair or maintenance of the gasoline transfer and dispensing equipment or vapor recovery system component that would restore the function or performance of such equipment/component following the qualified manufacturer's instructions and using only the applicable CARB certified parts supplied by the qualified manufacturer. Unless otherwise authorized by CARB, a repair or maintenance shall not be considered a qualified repair if the action changes the size, shape or materials of construction of any gasoline vapor passage, or if it may otherwise obstruct, hinder, or reduce the recovery of gasoline vapors during operation.
- (~~28~~3~~9~~) REBUILD is an action that repairs, replaces, or reconstructs any part of a component of a vapor recovery system that forms the gasoline vapor passage of the component, or that comes in contact with the recovered gasoline vapors in the component. Rebuild does not include the replacement of a complete component with another CARB certified complete component; nor does it include the replacement of a spout, bellows, or vapor guard of a CARB certified nozzle. The new part shall be CARB certified and as supplied by the qualified manufacturer specifically for the CARB certified nozzle.
- (~~29~~3~~4~~) RETAIL GASOLINE TRANSFER AND DISPENSING FACILITY is any gasoline transfer and dispensing facility subject to the payment of California sales tax for the sale of gasoline to the public.
- (~~30~~2) RE-VERIFICATION TEST is a test or series of tests performed subsequent to the performance test on a CARB certified gasoline vapor recovery system

to demonstrate compliance with the CARB Executive Order and District permit conditions.

- (31~~3~~) SPILL BOX is an enclosed container around a Phase I fill pipe that is designed to collect gasoline spillage resulting from disconnection between the liquid gasoline delivery hose and the fill pipe.
- (32~~4~~) SUBMERGED FILL TUBE is any storage tank fill tube with the highest level of the discharge opening entirely submerged, when the liquid level above the bottom of the tank is:
 - (A) 15.2 cm (6 inches), for tanks filled from the top, or
 - (B) 45.7 cm (18 inches) for tanks filled from the side.
- (33~~5~~) VAPOR CHECK VALVE is a valve that opens and closes the vapor passage to the storage tank to prevent gasoline vapors from escaping when the nozzle is not in use.
- (34~~6~~) VAPOR RECOVERY SYSTEM is a system installed at a gasoline transfer and dispensing facility for collection and recovery of gasoline vapors displaced or emitted from the stationary storage tanks ~~or mobile fuelers~~ (Phase I) and during refueling of vehicle fuel tanks (Phase II). A Phase II vapor recovery system may be a balance system, which operates on the principle of vapor displacement, or a vacuum-assist system, which uses a mechanical vacuum-producing device to create a vacuum, ~~or an aspirator-assist system, which uses an aspirator or eductor to create a vacuum during gasoline dispensing to capture gasoline vapors.~~
- (35~~7~~) VAPOR TIGHT means the detection of less than 10,000 ppm hydrocarbon concentration, as determined by EPA Method 21, using an appropriate analyzer calibrated with methane.

(c) Equipment and Operation Requirements

- (1) Gasoline Transfer into Stationary Storage Tanks ~~and Mobile Fuelers~~ (Phase I)

A person shall not transfer, allow the transfer, or provide equipment for the transfer of gasoline from any tank truck, ~~or trailer, or railroad tank car~~ into any stationary storage tank with a capacity of 950 liters (251 gallons) or more, ~~or any mobile fueller tank of greater than 454 liters (120 gallons) capacity~~ unless all of the following conditions are met:

 - (A) Underground storage tanks are equipped with a "CARB certified" enhanced vapor recovery system having a minimum volumetric

efficiency of 98% and an emission factor not exceeding 0.15 pounds per 1,000 gallons. The vapor recovery system shall be maintained and operated according to the manufacturer's specifications and the applicable CARB Executive Orders including the corresponding CARB approved Installation, Operation and Maintenance Manual and shall meet all of the following:

- (i) All fill tubes are equipped with vapor tight caps;
- (ii) All dry breaks are equipped with vapor tight seals and vapor tight caps;
- (iii) The fill tube assembly, including fill tube, fittings and gaskets, is maintained to prevent vapor leakage from any portion of the vapor recovery system;
- (iv) Each vapor tight cap is in a closed position except when the fill tube or dry break it serves is actively in use; and
- (v) A "CARB certified" spill box shall be installed and maintained free of standing liquid, debris and other foreign matter. The spill box shall be equipped with an integral drain valve or other devices that are certified by CARB to return spilled gasoline to the underground stationary storage tank. The drain valve shall be maintained closed and free of vapor emissions at all times except when the valve is actively in use.

(B) Aboveground Storage Tanks are equipped with a "CARB certified" vapor recovery system having a minimum volumetric efficiency of 95% and is maintained and operated according to the manufacturer's specifications and the applicable CARB Executive Orders including the corresponding CARB approved Installation, Operation and Maintenance Manual and shall meet all of the following:

- (i) All fill tubes are equipped with vapor tight caps;
- (ii) All dry breaks are equipped with vapor tight seals and vapor tight caps;
- ~~(iii) All CARB certified coaxial fill tubes are spring loaded and operated so that the vapor passage from the stationary storage tank or the mobile fueler back to the tank truck trailer is not obstructed;~~

Proposed Amended Rule 461 (Cont.) (~~Amended April 6, 2012~~Draft Revised October 20, 2021)

- (iii~~v~~) The fill tube assembly, including fill tube, fittings and gaskets, is maintained to prevent vapor leakage from any portion of the vapor recovery system;
- (vi) All vapor return lines without dry breaks are equipped with vapor tight caps; and
- (vi) Each vapor tight cap is in a closed position except when the fill tube or dry break it serves is actively in use.

~~(C) Mobile fueler tanks are equipped with a “CARB certified” vapor recovery system having a minimum volumetric efficiency of 95% and is maintained and operated according to the manufacturer’s specifications and the applicable CARB Executive Orders and shall meet all of the following:~~

- ~~(i) The capacity of a cargo tank or tank compartment shall not be greater than 5,000 gallons;~~
- ~~(ii) Each tank or tank component shall be equipped with an overfill protection device which shall be designed to automatically close valves or shut down pumps to stop the transfer of gasoline; and~~
- ~~(iii) The cargo tank dome hatch shall remain closed and latched at all times. It shall not be opened for the purpose of routine tank gauging operations. It may only be opened to accomplish inspections which are necessary due to equipment failures, scheduled maintenance and repairs.~~

~~(C)~~ (D) A person shall not operate, or allow the operation of a gasoline delivery tank truck/trailer or railroad tank car, unless it is “CARB certified” and maintained in compliance with the certification requirements and shall meet all of the following:

- (i) Each gasoline delivery elbow is equipped with sight windows;
- (ii) The fuel delivery lines shall be maintained liquid tight, vapor tight, and free of air ingestion. A fuel delivery that is free of air ingestion is determined by observing the fuel stream as clear and free of air bubbles through the sight windows on

the delivery system, except during the initial and final 60 seconds of fuel transferring;

- (iii) All vapor return lines are connected between the delivery tank truck/trailer or railroad tank car, and the stationary storage tank ~~or mobile fueler~~. In addition, all associated hoses, fittings, and couplings are maintained in a liquid-tight and vapor-tight condition; and
- (iv) The hatch on any tank truck/trailer shall be equipped with a vapor tight cover during gasoline transfer and pumping. The hatch shall not be opened except for visual inspection, which may be performed after at least three minutes following the completion of the gasoline transfer or pumping. Except otherwise specified by CARB, visual inspection shall be completed in three minutes or less.

(2) Gasoline Transfer into Vehicle Fuel Tanks (Phase II)

A person shall not transfer, or allow the transfer, or provide equipment for the transfer of gasoline from a stationary storage tank with a capacity of 950 liters (251 gallons) or more, ~~or any mobile fueler tank of greater than 454 liters (120 gallons) capacity into any mobile fueler tank of greater than 454 liters (120 gallons) capacity or any motor vehicle fuel tank of greater than 19 liters (5 gallons) capacity unless all of the following conditions are met:~~

- (A) The dispensing unit used to transfer the gasoline from the stationary storage tank ~~or mobile fueler~~ to the ~~mobile fueler or motor vehicle~~ fuel tank is equipped with a "CARB certified" vapor recovery system as capable of recovering or processing displaced gasoline vapors by at least 95%, or having an emission factor not exceeding 0.38 pounds per 1,000 gallons, as applicable;
- (B) The vapor recovery system and associated components are operated and maintained in a manner in accordance with the manufacturer's specifications and the applicable CARB certification including the corresponding CARB approved Installation, Operation and Maintenance Manual;
- (C) The system and associated components shall be maintained vapor tight and liquid tight at all times;

- (D) Each balance-system nozzle is equipped with a "CARB certified" insertion interlock mechanism and a CARB certified vapor check valve which shall be located in the nozzle;
 - (E) Each gasoline-dispensing nozzle is equipped with a coaxial hose as specified in the applicable CARB Executive Order;
 - (F) Unless otherwise specified in the applicable CARB Executive Orders, all liquid removal devices installed for any gasoline-dispensing nozzle with a dispensing rate of greater than five gallons per minute shall be "CARB certified" with a minimum liquid removal rate of five milliliters per gallon transferred; and
 - (G) The breakaway coupling shall be CARB certified. Any breakaway coupling shall be equipped with a poppet valve, which shall close and maintain both the gasoline vapor and liquid lines vapor tight and liquid tight when the coupling is separated. In the event of a separation due to a "drive-off", the owner/operator shall complete one of the following and document the activities pursuant to paragraph (e)(6) recordkeeping requirements:
 - (i) Conduct a visual inspection of the affected equipment and perform qualified repairs on any damaged components before placing any affected equipment back in service. In addition, the affected equipment shall be tested in accordance to applicable test methods as specified in the applicable CARB Executive Orders and the corresponding CARB approved Installation, Operation and Maintenance manual and successfully passed prior to the affected equipment dispensing gasoline into any vehicle; or
 - (ii) Conduct a visual inspection of the affected equipment and replace the affected nozzles, coaxial hoses, breakaway couplings, and any other damaged components with new or certified rebuilt components that are CARB certified, before placing any affected equipment back in service.
- (3) Additional Requirements
- (A) A person shall not supply, offer for sale, sell, install or allow the installation of any vapor recovery system or any of its components, unless the system and component are CARB certified. Each vapor

recovery system and its components shall be clearly and permanently marked with the qualified manufacturer's name and model number as certified by CARB. In addition, the qualified manufacturer's unique serial number for each component shall also be clearly and permanently marked for the dispensing nozzles. Any qualified manufacturer who rebuilds a component shall also clearly and permanently mark the corresponding information on the component.

- (B) For a breakdown (as defined in Rules 102 and 430) of a central vapor incineration or processing unit, the provisions of Rule 430 shall apply. "End of Cycle" as that term is used in Rule 430 shall be deemed to mean the completion of fueling by the last customer who was fueling at the time of the breakdown for the application of Rule 430 in subparagraph (c)(3)(B).
- (C) Any Installer/Contractor shall not install, alter, repair or replace a Phase I or Phase II enhanced vapor recovery system or any component thereof without first successfully obtaining the manufacturer's certification and successfully completed any relevant state certification program, through the International Code Council (ICC), or any equivalent state certification program required for the installation and alteration of a vapor recovery system. The requirement for obtaining relevant certification shall take effect six months after such test becomes available.
- (D) The owner/operator of an enhanced vapor recovery system or their direct employees are not considered installers/contractors when replacing any defective nozzles, hoses and breakaways with new or CARB certified re-manufactured components of the same make and model, or alternative(s) specifically identified in the latest applicable CARB Executive Order, provided that person successfully obtained the manufacturer's certification and has successfully completed any relevant state certification program, through the International Code Council (ICC), or any equivalent state certification program required for the replacement of components. The requirement for obtaining relevant certification shall take effect six months after such test becomes available.

- (E) A person shall not perform or allow the "pump-out" (bulk transfer) of gasoline from a storage tank subject to paragraph (c)(1) unless such bulk transfer is performed using a vapor collection and transfer system capable of returning the displaced vapors to the stationary storage tank.
- (F) A person shall not store, or allow the storage of, gasoline in any stationary storage tank with a capacity of 950 liters (251 gallons) or more; ~~or any mobile fueler with a capacity of 454 liters (120 gallons) or more;~~ unless such tank complies with Rule 463 or complies with the following:
 - (i) The tank is equipped with a Phase I vapor recovery system; and
 - (ii) The tank is operated and maintained with an integral vapor-tight drain valve to return spilled gasoline to the storage tank, if the tank is equipped with a spill container ~~except for mobile fuelers.~~
- (G) The owner/operator shall conspicuously post the District-required signs specified in Attachment A of this rule in the immediate gasoline dispensing area.
- (H) For a dispenser that is not intended to be used to fuel motor vehicles, the owner/operator shall have a sign posted on it to that effect.
- (I) A person shall not store, or allow the storage of, gasoline in any stationary storage tank with a capacity of 950 liters (251 gallons) or more; ~~or any mobile fueler with a capacity of 454 liters (120 gallons) or more;~~ unless the vent pipe of the tank complies with all of the following:
 - (i) The vent pipe opening is equipped with a "CARB certified" pressure-vacuum relief valve.
 - (ii) The vent pipe opening for a stationary storage tank is at least 12 feet above the driveway level used for tank truck filling operations.
 - (iii) Unless otherwise specified in the applicable CARB Executive Orders, the pressure-vacuum relief valve for an underground storage tank vent shall be set for pressure relief at 2.5 to 6.0 inches water column and vacuum relief at 6.0 to 10.0 inches water column. The valves for vents on

aboveground tanks ~~and mobile fuelers~~ shall meet the applicable CARB certified specifications.

- (iv) Pressure-vacuum relief valves for stationary storage tanks, as supplied and installed, shall be color-coded or otherwise clearly marked to identify the pressure-vacuum setting. The valves shall be installed on the vent pipe(s) such that the color codes or marks shall be legible to ground-level observers.
- (v) For the purpose of this requirement, vent pipes of gasoline storage tanks may be manifolded to a single valve when the stationary storage tanks are manifolded according to the applicable CARB Executive Order.
- (J) A person shall not store gasoline in open container(s) of any size or handle gasoline in any manner (spillage, spraying, etc.) that allows gasoline liquid or gasoline vapors to enter the atmosphere, contaminate the ground, or the sewer.
- (K) The failure of an owner/operator to meet any requirements of subdivision (c) of this rule shall constitute a violation. Such non-compliant equipment shall be tagged "Out of Order".
- (L) Except during active repair activity, the "Out of Order" tag specified in subparagraph (c)(3)(K) shall not be removed and the non-compliant equipment shall not be used, allowed to be used, or provided for use unless all of the following conditions are satisfied:
 - (i) The non-compliant equipment has been repaired, replaced, or adjusted, as necessary; and
 - (ii) The non-compliant equipment has been reinspected and/or the repair has been reported to the Executive Officer or his designee.
- (M) The owner/operator shall repair or replace any vapor recovery component having minor defects within seven days, pursuant to Section 41960.2(e) of the California Health and Safety Codes.
- (N) The owner/operator and/or the installer/contractor shall have all underground storage tank installations and associated piping configuration inspected by the Executive Officer or his designee prior to backfilling, to verify that all underground equipment is properly installed in accordance with the requirements specified in

the applicable CARB Executive Order. The owner/operator and/or installer/contractor shall schedule a time for inspection with the District by District-approved method and obtain a confirmation number at least three days (at least one of the days shall be regular District business days) prior to the backfilling. At or before the scheduled time of inspection, the owner/operator and/or installer/contractor shall ensure that all underground storage tank installation and associated piping meet all requirements under the applicable CARB Executive Order including the corresponding Installation, Operation and Maintenance Manual and shall be in a state ready to be backfilled. After successfully passing the verification inspection, all underground piping shall be backfilled without being disturbed.

- (O) The owner/operator of any gasoline transfer and dispensing facility shall implement a maintenance program and document the program in an operation and maintenance (O&M) manual for the vapor recovery system. The O&M manual shall be kept at the facility and made available to any person who operates, inspects, maintains, repairs, or tests the equipment at the facility as well as the Executive Officer upon request. The O&M manual shall contain detailed instructions that ensure proper operation and maintenance of the vapor recovery system and its components in compliance with all applicable rules and regulations. The O&M manual shall reference all manufacturer required maintenance cycles as delineated in the CARB Executive Order that certified the system. The manual shall, at a minimum, include the following current information:
 - (i) All applicable CARB Executive Orders, Approval Letters, and District Permits.
 - (ii) The manufacturer's specifications and instructions for installation, operation, repair and maintenance required pursuant to CARB Certification Procedure CP-201, and any additional instructions provided by the manufacturer.
 - (iii) System and/or component testing requirements, including test schedules and passing criteria for each of the standard tests listed under subdivision (f). The owner/operator may

include any non-CARB required diagnostic and other tests as part of the testing requirements.

- (iv) Additional O&M instructions, if any, that are designed to ensure compliance with the applicable rules, regulations, CARB Executive Orders and District permit conditions, including replacement schedules for failure or wear prone components.
- (P) Equipment subject to paragraph (c)(1) or (c)(2) is operated and maintained with no major defect.
- (Q) The owner/operator of any gasoline transfer and dispensing facility shall submit the facility's monthly gasoline throughput data for the previous calendar year to the Executive Officer on or before March 1 following each calendar year.
- (4) In lieu of compliance with paragraph (c)(2), the owner/operator of a non-retail gasoline transfer and dispensing facility ~~shall may elect to comply with all of the following:~~
 - (A) If the gasoline transfer and dispensing equipment was issued a permit prior to [Date of Adoption], use either:
 - (i) Hoses, breakaways, and nozzles that are part of a "CARB certified" vapor recovery system, except that the vapor return line is sealed off; or
 - (ii) CARB certified non-vapor recovery component for dispensing that includes only low permeation conventional hose assemblies and enhanced conventional nozzles identified in the most recent revision of CARB Executive Order NVR-1;
 - (B) If the gasoline transfer and dispensing equipment was issued a permit or modified after [Date of Adoption], use a CARB certified non-vapor recovery component for dispensing that includes only low permeation conventional hose assemblies and enhanced conventional nozzles identified in the most recent revision of CARB Executive Order NVR-1;
 - ~~(A) Use hoses, breakaways, and nozzles that are part of a "CARB certified" vapor recovery system, except that the vapor return line shall be sealed off; and~~

- ~~(B) Submit an application for a permit to construct and operate the gasoline dispensing equipment and agree to comply with the following permit conditions:~~
- ~~(C) (i) No fuel shall be dispensed~~ Dispense only into a motor vehicle that is ~~not~~ owned or under direct control of the operator, except for a motor vehicle used in responding to an emergency;
- ~~(D) (ii) No fuel shall be dispensed~~ Dispense only into a motor vehicle ~~not~~ equipped with an onboard refueling vapor recovery (ORVR) system, except for a motor vehicles used in responding to an emergency; ~~and~~
- ~~(E) (iii) Maintain records of the date, and quantity of fuel dispensed by~~ into each motor vehicle, and the motor vehicle's the make, model, model year, and vehicle identification number of all vehicle(s) refueled at the facility.;
- ~~(F) Such records shall be m~~ Maintain records specified in subparagraph (c)(4)(E) ed at the facility for at least five years; ~~and shall be made~~
- ~~(G) Provide the records specified in subparagraph (c)(4)(E) available to~~ the Executive Officer upon request.

(d) Self-Compliance Program Requirements

The owner/operator of any retail gasoline transfer and dispensing facility shall implement a self-compliance program as follows:

- (1) The self-compliance program shall include the following elements:
 - (A) Daily maintenance inspections shall be conducted in accordance with the protocol specified in Attachment B to ensure proper operating conditions of all components of the vapor recovery systems.
 - (B) Periodic compliance inspections shall be conducted at least once every twelve months and in accordance with the protocol specified in Attachment C to verify the compliance with all applicable District rules and regulations, as well as all permit conditions.
 - (C) Maintenance schedules consistent with the applicable Phase I and Phase II vapor recovery systems and components installed at the gasoline transfer and dispensing facility.
 - (D) A procedure to determine and record the next required test date

based on throughput during the 12 months preceding the time of a successful test.

- (E) An employee training program including the following:
 - (i) Itemized training procedures for employees responsible for conducting any part of the self-compliance program.
 - (ii) A training schedule to periodically train any employee responsible for conducting any part of the self-compliance program.
 - (iii) A record for each employee of the dates of training provided and the next training date.
 - (iv) A procedure to review and establish any additional necessary training following any changes or updates to the CARB Executive Order for the installed vapor recovery system.

(2) Any equipment with major defect(s) which are identified during the daily maintenance inspections or periodic compliance inspections shall be removed from service, repaired, brought into compliance, and duly entered into the repair logs required under paragraph (e)(6) before being returned to service.

(3) Defects discovered during self inspection and repaired shall not constitute a violation of Rule 461.

(4) Training and Certification

(A) A person shall not conduct daily maintenance inspections specified in subparagraph (d)(1)(A) or do required recordkeeping unless such person has completed an appropriate District-approved training program.

(B) A person shall not conduct periodic compliance inspections specified in subparagraph (d)(1)(B) or do required recordkeeping unless such person has completed an appropriate District-approved training program in the inspection and maintenance of vapor recovery systems and has received a certification issued by the District.

(e) Testing, Reporting and Recordkeeping Requirements

(1) Within 10 calendar days after initial operation of dispensing fuel into a ~~mobile fueler or~~ a vehicle fuel tank, the owner/operator of a new or altered gasoline transfer and dispensing facility shall conduct and successfully pass

the performance tests in accordance with the test methods specified in subdivision (f), and any additional tests required by the applicable CARB Executive Orders including the corresponding CARB approved Installation, Operation and Maintenance Manual and District Permits, to verify the proper installation and operation of Phase I and Phase II vapor recovery systems. Test results shall be submitted as stated in subparagraphs (e)(3)(D) and (e)(3)(E).

- (2) The owner/operator shall conduct and successfully pass the reverification tests in accordance with the test methods specified in subdivision (f), and any additional tests required by the applicable CARB Executive Orders including the corresponding CARB approved Installation, Operation and Maintenance Manual or District Permits, to verify the proper operation of the vapor recovery systems. Test results shall be submitted as stated in subparagraphs (e)(3)(D) and (e)(3)(E).

(A) The reverification tests at retail gasoline transfer and dispensing facilities shall be conducted no less frequently than as scheduled below, based on the facility's maximum monthly gasoline throughput during the 12-month period immediately preceding the required test:

- (i) The owner/operator of a facility with a maximum monthly throughput of 100,000 gallons or greater shall complete the reverification tests semiannually.
- (ii) The owner/operator of a facility with a maximum monthly throughput less than 100,000 gallons shall complete the reverification tests annually.
- (iii) The owner/operator of a facility with less than 12 months throughput data shall conduct reverification tests semiannually. In case of a change of operator of a facility, throughput under the previous owner/operator may be used to determine the applicable test frequency.

(B) The owner/operator of a non-retail gasoline transfer and dispensing facility shall complete the reverification tests annually.

(C) Once a facility reverification testing month(s) are established, subsequent reverification testing shall be conducted during the same months each year. When a new performance test schedule is required due to a facility alteration, new reverification testing

months shall be established based on the date of the performance tests.

- (D) In case of a change of operator, the new operator shall conduct the next reverification test on the same testing month as established by the previous operator, if the previous reverification testing records are available. When no testing records are available, the new operator shall complete all the applicable reverification testing within 30 calendar days of the change of operator.
- (3) A person who conducts performance or reverification tests shall comply with all of the following:
 - (A) Conduct performance or reverification tests in accordance with the applicable test methods listed in subdivision (f) and other CARB testing procedures. Tests shall be conducted using calibrated equipment meeting the calibration range and calibration intervals specified by the manufacturer.
 - (B) Notify the District and obtain a confirmation number at least three days prior to testing (at least one of the days shall be regular District business days), except as specified in paragraph (e)(4). In the event that a performance test or reverification test cannot be conducted at the scheduled date and time, the test may be re-scheduled to a later date and time provided that the District is notified at least 24 hours prior to the originally scheduled time. All notification under this subparagraph shall be provided ~~by electronically via email or other~~ District approved methods. Notwithstanding, the three-day notice may not be required for reverification tests conducted after a drive-off pursuant to clause (c)(2)(G)(i), provided that the person conducting the tests complies with all other applicable provisions of the rule.
 - (C) Conduct performance and reverification tests between the hours of 7:00 a.m. and 8:00 p.m. Monday through Friday. Notwithstanding, the Executive Officer may approve testing on a weekend day (Saturday or Sunday) based on the following criteria:
 - (i) The District shall approve a limited number of reverification testing requests per weekend on a first-come-first-served basis. These reverification tests are subject to the following restrictions:

- (I) The person conducting the tests has notified the District pursuant to subparagraph (e)(3)(B) for reverification tests. The requests shall be made no more than 30 calendar days in advance of the testing.
 - (II) Tests shall be conducted from 7:00 a.m. through 5:30 p.m.
 - (III) Upon request by the Executive Officer, the person who conducted the tests on a weekend day for which the District staff was not present shall repeat the reverification testing at a mutually acceptable date but no later than 10 calendar days from the day the test was conducted. The GDF shall pay the cost of the repeat reverification testing.
- (ii) The District shall approve all requests for a retest on a weekend day provided that the retest meets the following conditions:
- (I) The retest on a weekend day is necessary as the repairs and retest following a failed reverification test cannot be completed by Friday.
 - (II) The person conducting the test has notified the District pursuant to subparagraph (e)(4)(A) or left a phone notification before midnight of the day before the retest.
 - (III) Tests shall be conducted from 7:00 a.m. through 5:30 p.m.
 - (IV) Upon request by the Executive Officer, the person who conducted the test on a weekend day for which the District staff was not present shall repeat the reverification testing at a mutually acceptable date but no later than 10 calendar days from the day the test was conducted. The GDF shall pay the cost of the repeat reverification testing.
- (D) Submit a copy of the PASS/FAIL test results electronically ~~via~~ via a District approved ~~method~~ method ~~format~~ to the Executive Officer within 72 hours after each test is conducted. The PASS/FAIL test results are a summary of the overall results of each test.

- (E) Submit the final test report demonstrating compliance within 14 calendar days of the date when all tests were passed. The test report shall include all the required records of all tests performed, test data, current AQMD facility ID number of the location being tested, the equipment Permit to Operate or Application number, the AQMD ID number of the company performing the tests, a statement whether the system or component tested meets the required standards, and the name, AQMD tester ID number and signature of the person responsible for conducting the tests.
 - (F) Successfully completed the District's Tester Orientation class.
 - (G) Successfully completed the International Code Council (ICC) tester certifications (or equivalent state certifications) examination during the previous 24 months. This provision shall take effect six months after such a test becomes available.
 - (H) Successfully re-completed the District's Tester Orientation class after having been cited within any 6-month period for at least two violations of subparagraph (e)(3)(A) of this rule or CARB vapor recovery regulations in such a manner that the violations could have affected the accuracy of a performance or reverification test. The tester shall cease conducting any performance or reverification test after receiving the second notice of violation until such time that the tester has successfully re-completed the District Tester Orientation class.
 - (I) Not committed more than three violations of subparagraph (e)(3)(A) of this rule or CARB vapor recovery regulations in such a manner that the violations could have affected the accuracy of a performance or reverification test during any 12-month period.
- (4) Notwithstanding subparagraph (e)(3)(B), the owner/operator of a gasoline transfer and dispensing facility that has failed a reverification test or portions thereof may retest the facility prior to resuming operation provided that the person conducting the tests has complied with one of the following:
- (A) Notify the District ~~electronically by telephone or other~~ via a District approved methods and obtain a confirmation number at least 12 hours prior to retesting (at least six of the hours shall be regular District business hours); or

- (B) When all necessary repairs are performed during the same day the facility has failed any of the applicable reverification tests, the owner/operator may retest the facility on the same day without re-notification, provided that the reasons for the test failure and any repairs performed are properly documented in the test reports and the repair logs pursuant to subparagraphs (e)(6)(B) and (e)(6)(C).
- (5) The owner/operator shall not operate or resume operation of a gasoline transfer and dispensing facility, unless the facility has successfully passed the applicable performance or reverification tests. Notwithstanding the above, when a dispenser associated with any equipment that has failed a reverification test is isolated and shut down, the owner/operator may continue operation or resume operation of the remaining equipment at the facility, provided that test results demonstrate that the remaining equipment is in good operating condition. All test results and the method of isolating the defective equipment shall be documented in the test reports to be submitted to the Executive Officer pursuant to subparagraphs (e)(6)(C), (e)(3)(D) and (e)(3)(E).
- (6) Recordkeeping

A person who performs the installation of components, self-compliance inspections, repairs or testing at any gasoline transfer and dispensing facility, including, but not limited to, the activities for normal operation and maintenance, performance testing, reverification testing and those following a drive-off, shall provide to the owner/operator all records listed below, as applicable, at the end of each day when the service is provided. The owner/operator of any retail or non-retail gasoline transfer and dispensing facility shall maintain all records listed below and any other test results or maintenance records that are required to demonstrate compliance on site for a period of at least two years (or five years for Title V facilities). Notwithstanding, records for non-retail gasoline dispensing facilities that are unmanned may be kept at other locations approved by the Executive Officer. All records shall be made available to the Executive Officer upon request both on site during inspections and offsite as specified.

 - (A) Records of all components installed, defective components identified or repaired during self-compliance inspections.
 - (B) Repair logs, which shall include:
 - (i) Date and time of each repair.

- (ii) The name of the person(s) who performed the repair, and, if applicable, the name, address and phone number of the person's employer.
- (iii) Description of service performed.
- (iv) Each component that was installed, repaired, serviced, or removed, including the required component identification information pursuant to subparagraph (c)(3)(A).
- (v) Each component that was installed as replacement, if applicable, including the required component identification information pursuant to subparagraph (c)(3)(A).
- (vi) Receipts for parts used in the repair and, if applicable, work orders, which shall include the name and signature of the person responsible for performing the repairs.
- (C) Records of tests, which shall include:
 - (i) Date and time of each test.
 - (ii) District confirmation number of notifications.
 - (iii) Name, affiliation, address and phone number of the person(s) who performed the test.
 - (iv) Test data and calibration data for all equipment used.
 - (v) Date and time each test is completed and the facility owner/operator is notified of the results. For a test that fails, a description of the reasons for the test failure shall also be included.
 - (vi) For a retest following a failed performance or reverification test, description of repairs performed pursuant to subparagraph (e)(4)(B).
 - (vii) Copies of test reports in District approved format.
- (D) Monthly gasoline throughput records.
- (E) Records to prove that the installer/contractor that installed or altered the ~~eEnhanced~~ yVapor ~~rRecovery~~ equipment has successfully completed a manufacturer training program and any relevant state certification program applicable to the Phase I and Phase II ~~eEnhanced~~ yVapor ~~rRecovery~~ systems and associated components as specified in subparagraph (c)(3)(A).

- (f) Performance and Reverification Test Methods

All required tests shall be conducted in accordance with the most recently CARB approved version of CARB test methods or as stated in the applicable CARB Executive Orders including the corresponding Installation, Operation and Maintenance Manual test procedures or any other test methods approved in writing by the USEPA, CARB, or the District.

(g) Exemptions

- (1) The provisions of this rule shall not apply to the transfer of gasoline into testing equipment used to verify the efficiency of the vapor recovery system by CARB or the District or testing contractors, the accuracy of the gasoline dispensing equipment by the Department of Weight and Measures, and the fire safety standards by the Fire Department.
- (2) The requirements of paragraph (c)(2) shall not apply to the fueling of Tournament of Roses parade floats.
- (3) For the purposes of this rule, any requirement for equipment or component(s) to be CARB certified where an applicable valid Executive Order has not been issued by CARB shall not apply until an applicable Executive Order becomes effective.

(h) Rule 1402 Inventory Requirements

A retail gasoline transfer and dispensing facility that is in compliance with all applicable provisions of this rule, CARB Executive Orders, and District permit conditions shall not be required to submit an emission inventory to the Executive Officer, pursuant to subparagraph ~~(n)(1)(B)~~(p)(1)(B) of Rule 1402 - Control of Toxic Air Contaminants from Existing Sources, and is deemed in compliance with the requirements of Rule 1402, unless the facility exceeds the significant risk level as defined in Rule 1402.

ATTACHMENT A

AQMD-REQUIRED SIGNS

- I. The operator shall post nozzle operating instructions and the following signs:
- (A) SCAQMD toll-free telephone number: "If you have nozzle problems, please call the Air Quality Management District at the toll-free number (800) 242-4020;" or equivalent information approved in writing by the Executive Officer; and
 - (B) A "warning" stating:

**"TOXIC RISK - FOR YOUR OWN PROTECTION
DO NOT BREATHE FUMES
DO NOT TOP TANKS"**

- II. All required signs shall conform to all of the following:
- (A) For decal signs:
 - (i) Each sign shall be visible from all fueling positions it serves; and
 - (ii) Sign shall be readable from a distance of 3 feet.
 - (B) All other signs:
 - (i) For pump toppers, one double-back sign per island;
 - (ii) For permanent (non-decal) signs, two single-sided or one double-sided sign(s) per two (2) dispensers.
 - (iii) All signs shall be readable from a distance of 6 feet.

ATTACHMENT B

DAILY MAINTENANCE INSPECTION PROTOCOL

The owner/operator of a retail gasoline transfer and dispensing facility shall at minimum verify the following during the daily maintenance inspections:

(A) PHASE I VAPOR RECOVERY SYSTEM INSPECTION

1. The spill container is clean and does not contain gasoline. The spill containment drain valve shall be vapor-tight.
2. The fill caps are not missing, damaged or loose.
3. If applicable:
 - a. the ~~spring-loaded~~ submerged fill tube seals properly against the ~~coaxial~~-fitting
 - b. the dry break (poppet valve) is not missing or damaged.
4. The submerged fill tube is not missing or damaged.

(B) PHASE II VAPOR RECOVERY SYSTEM INSPECTION

1. The fueling instructions are clearly displayed with the appropriate toll-free complaint phone number and toxic warning signs.
2. The following nozzle components are in place and in good condition, as specified in CARB Executive Orders:
 - a. faceplate/facecone; vapor splash guard/fill guard/efficiency compliance device (ECD)/VEG
 - b. bellows
 - c. latching device spring
 - d. vapor check valve
 - e. spout (proper diameter/vapor collection holes)
 - f. insertion interlock mechanism
 - g. automatic shut-off mechanism
 - h. hold open latch
3. The hoses are not torn, flattened or crimped.
4. For vacuum-assist systems, the vapor processing unit and burner are functioning properly.

(C) RECORDS OF DEFECTIVE COMPONENTS

ATTACHMENT C

PERIODIC COMPLIANCE INSPECTION PROTOCOL

The owner/operator of a retail gasoline transfer and dispensing facility shall at minimum verify the following during the periodic compliance inspections:

(A) GENERAL INSPECTION

1. The District permit is current.
2. The equipment and District permit description match.
3. The facility complies with all permit conditions.
4. The required sign is properly posted and the sign contains all the necessary information. (i.e., toll-free complaint phone number, toxic warning sign, etc.)

(B) PHASE I VAPOR RECOVERY SYSTEM INSPECTION

1. The spill container is clean and does not contain gasoline.
2. The fill caps are not missing, damaged or loose.
3. If applicable:
 - a. the spring-loaded submerged fill tube seals properly against the coaxial fitting
 - b. the dry break (poppet valve) is not missing or damaged.
4. The submerged fill tube is not missing or damaged.
5. The distance between the highest level of the discharge opening of the submerged fill tube and the bottom of the stationary storage tank does not exceed six inches (6").
6. The Phase I vapor recovery system complies with required CARB certification and is properly installed.
7. The spill box complies with required CARB certification and is properly installed.
8. The vent pipes are equipped with required pressure/vacuum relief valves.

(C) PHASE II VAPOR RECOVERY SYSTEM INSPECTION

1. The fueling instructions are clearly displayed.
2. Each nozzle is the current CARB-certified model.

ATTACHMENT C - CONTINUED

3. Each nozzle is installed in accordance with the applicable CARB Executive Orders.
4. The following nozzle components are in place and in good condition, as specified in CARB Executive Orders or California Code of Regulations, Title 17, Part III, Chapter 1, subchapter 8, section 94006 or Health and Safety Code Section 41960.2 (e):
 - a. faceplate/facecone; vapor splash guard/fill guard/efficiency compliance device (ECD)
 - b. bellows
 - c. latching device spring
 - d. vapor check valve
 - e. spout (proper diameter/vapor collection holes)
 - f. insertion interlock mechanism
 - g. automatic shut-off mechanism
 - h. Hold open latch
5. The hoses are not torn, flattened or crimped.
6. The vapor recovery hoses are the required size and length.
7. The hoses with retractors are adjusted to maintain a proper loop, and the bottom of the loop is within the distance from the island surface certified by the CARB Executive Order for that particular dispenser configuration.
8. The vapor recovery nozzles are equipped with required hoses.
9. The bellows-equipped vapor recovery nozzles are equipped with CARB certified insertion interlock mechanisms.
10. If required, the flow limiter is not missing and is installed properly.
11. The swivels are not missing, defective, or leaking, and the dispenser-end swivels, if applicable, are Fire-Marshall approved with 90-degree stops.
12. If required, the liquid removal devices comply with required CARB certifications and are properly installed.
13. For bellows-less nozzles, the hoses are inverted coaxial type ~~except for Hirt systems~~, and the vapor collection holes are not obstructed.
14. For vacuum-assist systems, the vapor processing unit and burner are functioning properly.

~~ATTACHMENT C~~ CONTINUED

15. ~~For aspirator assist systems, the major components (i.e. aspirator or jet pump, modulating valve, and vapor check valve) are present inside each dispenser. For aspirator assist systems with certification required calibration stickers, the current calibration sticker is present.~~

A3: Proposed Amended Rule 219 – Equipment not Requiring a Written Permit Pursuant to Regulation II

**PROPOSED AMENDED RULE 219 EQUIPMENT NOT REQUIRING A
WRITTEN PERMIT PURSUANT TO REGULATION II**

INDEX OF EXEMPTION CATEGORIES

	<u>PAGE</u>
(a) Mobile Equipment	1
(b) Combustion and Heat Transfer Equipment	1
(c) Structures and Equipment – General	3
(d) Utility Equipment – General	4
(e) Glass, Ceramic, Metallurgical Processing and Fabrication Equipment	5
(f) Abrasive Blasting Equipment	8
(g) Machining Equipment	8
(h) Printing and Reproduction Equipment	9
(i) Pharmaceuticals, Cosmetics and Food Processing and Preparation Equipment	11
(j) Plastics, Composite and Rubber Processing Equipment	13
(k) Mixing, Blending and Packaging Equipment	14
(l) Coating and Adhesive Process/Equipment	15
(m) Storage and Transfer Equipment	19
(n) Natural Gas and Crude Oil Production Equipment	22
(o) Cleaning	23
(p) Miscellaneous Process Equipment	24
(q) Agricultural Sources	27
(r) Registered Equipment and Filing Program	28
(s) Exceptions	29
(t) Recordkeeping	31
(u) Compliance Date	31

(Adopted Jan. 9, 1976)(Amended Oct. 8, 1976)(Amended February 2, 1979)
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(Amended November 17, 2000)(Amended July 11, 2003)
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(Amended June 1, 2007)(Amended May 3, 2013)
(Amended May 5, 2017)(Amended April 6, 2018) (Draft Revised October 20, 2021)

**PROPOSED AMENDED RULE 219 - EQUIPMENT NOT REQUIRING A
WRITTEN PERMIT PURSUANT TO REGULATION II**

Purpose

The purpose of this rule is to identify equipment, processes, or operations that emit small amounts of air contaminants that shall not require written permits, unless such equipment, process or operation is subject to subdivision (s) – Exceptions. In addition, exemption from written permit requirements in this rule is only applicable if the equipment, process, or operation is in compliance with subdivision (t).

Written permits are not required for:

(a) Mobile Equipment

- (1) motor vehicle or vehicle as defined by the California Vehicle Code; or
- (2) marine vessel as defined by Health and Safety Code Section 39037.1; or
- (3) a motor vehicle or a marine vessel that uses one internal combustion engine to propel the motor vehicle or marine vessel and operate other equipment mounted on the motor vehicle or marine vessel; or
- (4) equipment which is mounted on a vehicle, motor vehicle or marine vessel if such equipment does not emit air contaminants;
- (5) asphalt pavement heaters (which are any mobile equipment used for the purposes of road maintenance and new road construction) provided a filing pursuant to Rule 222 is submitted to the Executive Officer.

This subdivision does not apply to air contaminant emitting equipment which is mounted and operated on motor vehicles, marine vessels, mobile hazardous material treatment systems, mobile day tankers [except those carrying solely fuel oil with an organic vapor pressure of 5 mm Hg (0.1 psi) absolute or less at 21.1 °C (70 °F)].

(b) Combustion and Heat Transfer Equipment

- (1) Internal combustion engines with a manufacturer's rating of 50 brake horsepower or less; or internal combustion engines, used exclusively for electrical generation at remote two-way radio transmission towers where no utility, electricity or natural gas is available within a ½ mile radius, with a manufacturer's rating of 100 brake horsepower or less and are fired exclusively on diesel #2 fuel, compressed natural gas (CNG) or liquefied petroleum gas (LPG); or stationary gas turbine engines including micro-turbines, with a rated maximum heat input capacity of 3,500,000 British thermal units (Btu) per hour or less, provided that the cumulative power output of all such engines at a facility is less than two megawatts, and that the engines are certified at the time of manufacture with the state of California or were in operation prior to May 3, 2013 provided a filing pursuant to Rule 222 is submitted to the Executive Officer.
- (2) Boilers, process heaters, or any combustion equipment that has a rated maximum heat input capacity of 2,000,000 Btu per hour (gross) or less and are equipped to be heated exclusively with natural gas, methanol, liquefied petroleum gas, or any combination thereof; or diesel fueled boilers that have a rated maximum heat input capacity of 2,000,000 Btu per hour or less, are fueled exclusively with diesel #2 fuel, and are located more than 4,000 feet above sea level or more than 15 miles offshore from the mainland, and where the maximum NOx emission output of the equipment is less than one pound per day and uses less than 50 gallons of fuel per day, and have been in operation prior to May 3, 2013 provided a filing pursuant to Rule 222 is submitted to the Executive Officer. This exemption does not apply to internal combustion engines or turbines. This exemption does not apply whenever there are emissions other than products of combustion, except for food ovens with a rated maximum heat input capacity of 2,000,000 Btu/hour or less, that are fired exclusively on natural gas and where the process VOC emissions are less than one pound per day, and provided a filing pursuant to Rule 222 is submitted to the Executive Officer.
- (3) Portable diesel fueled heaters, with a rated maximum heat input capacity of 250,000 Btu per hour or less, and that are equipped with burner(s) designed to fire exclusively on diesel fuel only provided a filing pursuant to Rule 222 is submitted to the Executive Officer.

- (4) Power pressure washers and hot water or steam washers and cleaners, that are equipped with a heater or burner that is designed to be fired on diesel fuel, has a rated maximum heat input capacity of 550,000 Btu per hour or less, is equipped with non-resettable chronometer, and the maximum NOx emission output of the equipment is less than one pound per day and uses no more than 50 gallons of fuel per day provided a filing pursuant to Rule 222 is submitted to the Executive Officer. This exemption does not apply to internal combustion engines or turbines.
 - (5) Fuel cells, which produce electricity in an electro-chemical reaction and use phosphoric acid, molten carbonate, proton exchange membrane, or solid oxide technologies; and associated heating equipment, provided the heating equipment:
 - (A) does not use a combustion source; or
 - (B) notwithstanding paragraph (b)(2), is fueled exclusively with natural gas, methanol, liquefied petroleum gas, or any combination thereof, including heaters that have a rated maximum heat input capacity of greater than 2,000,000 Btu per hour, provided that the supplemental heat used is 90,000 therms per year or less and provided a filing pursuant to Rule 222 is submitted to the Executive Officer.
 - (6) Test cells and test stands used for testing burners or internal combustion engines provided that the equipment uses less than 800 gallons of diesel fuel and 3,500 gallons of gasoline fuel per year, or uses other fuels with equivalent or less emissions.
 - (7) Internal combustion engines used exclusively for training at educational institutions.
 - (8) Portable combustion equipment, pursuant to subdivision (r).
- (c) Structures and Equipment - General
- (1) Structural changes which cannot change the quality, nature or quantity of air contaminant emissions.
 - (2) Repairs or maintenance not involving structural changes to any equipment for which a permit has been granted.
 - (3) Identical replacement in whole or in part of any equipment where a permit to operate had previously been granted for such equipment under Rule 203, except seals for external or internal floating roof storage tanks.

- (4) Replacement of floating roof tank seals provided that the replacement seal is of a type and model which the Executive Officer has determined is capable of complying with the requirements of Rule 463.
 - (5) Equipment utilized exclusively in connection with any structure which is designed for and used exclusively as a dwelling for not more than four families, and where such equipment is used by the owner or occupant of such a dwelling. .
 - (6) Laboratory testing and quality control testing equipment used exclusively for chemical and physical analysis, non-production bench scale research equipment, and control equipment exclusively venting such equipment. Laboratory testing equipment does not include engine test stands or test cells unless such equipment is also exempt pursuant to paragraph (b)(4).
 - (7) Vacuum-producing devices used in laboratory operations or in connection with other equipment not requiring a written permit.
 - (8) Vacuum-cleaning systems used exclusively for industrial, commercial, or residential housekeeping purposes.
 - (9) Hoods, stacks, or ventilators.
 - (10) Passive and intermittently operated active venting systems used at and around residential structures to prevent the accumulation of naturally occurring methane and associated gases in enclosed spaces.
 - (11) Sub-slab Ventilation systems including associated air pollution control equipment with an aggregate flow rate of less than 200 standard cubic feet per minute (scfm) where vacuum suction pits do not penetrate more than 18 inches below the bottom of the slab, provided the inlet total organic compounds concentration does not exceed 15 ppmv, measured as hexane, and provided the ventilations system is connected to air pollution control equipment consisting of a carbon adsorber sized to handle at least 200 scfm, or equivalent air pollution control.
- (d) Utility Equipment - General
- (1) Comfort air conditioning or ventilating systems which are not designed or used to remove air contaminants generated by, or released from, specific equipment units, provided such systems are exempt pursuant to paragraph (b)(2).
 - (2) Refrigeration units except those used as or in conjunction with air pollution control equipment.

- (3) Water cooling towers and water cooling ponds, both not used for evaporative cooling of process water or used for evaporative cooling of water from barometric jets or from barometric condensers and in which no chromium compounds are contained, including:
 - (A) Cooling towers used for comfort cooling; and
 - (B) Industrial cooling towers located in a chemical plant, refinery or other industrial facility, provided a filing pursuant to Rule 222 is submitted to the Executive Officer.
- (4) Equipment used exclusively to generate ozone and associated ozone destruction equipment for the treatment of cooling tower water or for water treatment processes.
- (5) Equipment used exclusively for steam cleaning provided such equipment is also exempt pursuant to paragraph (b)(2).
- (6) Equipment used exclusively for space heating provided such equipment is exempt pursuant to paragraph (b)(2).
- (7) Equipment used exclusively to compress or hold purchased quality natural gas, except internal combustion engines not exempted pursuant to paragraph (b)(1).
- (8) Emergency ventilation systems used exclusively to scrub ammonia from refrigeration systems during process upsets or equipment breakdowns.
- (9) Emergency ventilation systems used exclusively to contain and control emissions resulting from the failure of a compressed gas storage system.
- (10) Passive carbon adsorbers, with a maximum vessel capacity of no more than 120 gallons, without mechanical ventilation, and used exclusively for odor control at wastewater treatment plants, food waste slurry storage tanks, or sewer collection systems, including sanitary sewers, manholes, and pump stations.
- (11) Refrigerant recovery and/or recycling units. This exemption does not include refrigerant reclaiming facilities.
- (12) Carbon arc lighting equipment provided such equipment is exempt pursuant to paragraph (b)(1).
- (e) Glass, Ceramic, Metallurgical Processing, and Fabrication Equipment
 - (1) Crucible-type or pot-type furnaces with a brimful capacity of less than 7400 cubic centimeters (452 cubic inches) of any molten metal and control equipment exclusively venting the equipment.

- (2) Crucible furnaces, pot furnaces, or induction furnaces with a capacity of 450 kilograms (992 pounds) or less each, and control equipment used to exclusively vent the equipment where no sweating or distilling is conducted and where only the following materials are poured or held in a molten state:
 - (A) Aluminum or any alloy containing over 50 percent aluminum,
 - (B) Magnesium or any alloy containing over 50 percent magnesium,
 - (C) Tin or any alloy containing over 50 percent tin,
 - (D) Zinc or any alloy containing over 50 percent zinc,
 - (E) Copper or any alloy containing over 50 percent copper,
 - (F) Precious metals, and
 - (G) Ceramic materials, including glass and porcelain.Provided these materials do not contain alloying elements of arsenic, beryllium, cadmium, chromium and/or lead and such furnaces are exempt pursuant to paragraph (b)(2).
- (3) Molds used for the casting of metals and control equipment used to exclusively vent the equipment.
- (4) Inspection equipment used exclusively for metal, plastic, glass, or ceramic products and control equipment used to exclusively vent such equipment.
- (5) Ovens used exclusively for curing potting materials or castings made with epoxy resins, provided such ovens are exempt pursuant to paragraph (b)(2).
- (6) Hand-held or automatic brazing and soldering equipment, and control equipment that exclusively vents such equipment, provided that the equipment uses one quart per day or less or 22 quarts per calendar month or less of material containing VOC. This exemption does not include hot oil, hot air, or vapor phase solder leveling equipment and related control equipment.
- (7) Brazing ovens where no volatile organic compounds (except flux) are present in the materials processed in the ovens, provided such ovens are exempt pursuant to paragraph (b)(2).
- (8) Welding equipment, oxygen gaseous fuel-cutting equipment, hand-held plasma-arc cutting equipment, hand-held laser cutting equipment, laser etching or engraving equipment and associated air pollution control equipment. This exemption does not include cutting equipment described in this paragraph that is used to cut stainless steel, or alloys containing 0.1% by weight or more of chromium, nickel, cadmium or lead, unless the

equipment is used exclusively for maintenance or repair operations. In addition this exemption does not include laser cutting, etching and engraving equipment that are rated more than 400 watts,.

- (9) Sintering equipment used exclusively for the sintering of metal (excluding lead) or glass where no coke or limestone is used, and control equipment exclusively venting such equipment, provided such equipment is exempt pursuant to paragraph (b)(2).
- (10) Mold forming equipment for foundry sand to which no heat is applied, and where no volatile organic materials are used in the process, and control equipment used to exclusively vent such equipment.
- (11) Metal forming equipment or equipment used for heating metals for forging, rolling, pressing, or drawing of metals provided that any lubricants used have 50 grams or less of VOC per liter of material or a VOC composite partial pressure of 20 mm Hg or less at 20 °C (68 °F) provided such heaters are exempt pursuant to paragraph (b)(2) and control equipment exclusively venting the equipment.
- (12) Heat treatment equipment and associated water quench tanks used exclusively for heat treating glass or metals (provided no volatile organic compound materials are present), or equipment used exclusively for case hardening, carburizing, cyaniding, nitriding, carbonitriding, siliconizing or diffusion treating of metal objects, provided any combustion equipment involved is exempt pursuant to paragraph (b)(2).
- (13) Ladles used in pouring molten metals.
- (14) Tumblers used for the cleaning or deburring of solid materials, and associated air pollution control equipment.
- (15) Die casting machines, except those used for copper base alloys, those with an integral furnace having a brimful capacity of more than 450 kg (992 lbs.), or those using a furnace not exempt pursuant to paragraph (b)(2).
- (16) Furnaces or ovens used for the curing or drying of porcelain enameling, or vitreous enameling provided such furnaces or ovens are exempt pursuant to paragraph (b)(2).
- (17) Wax burnout kilns where the total internal volume is less than 0.2 cubic meter (7.0 cubic feet) or kilns used exclusively for firing ceramic ware, provided such kilns are exempt pursuant to paragraph (b)(2) and control equipment used to exclusively vent the equipment.

- (18) Shell-core and shell-mold manufacturing machines.
 - (19) Furnaces used exclusively for melting titanium materials in a closed evacuated chamber where no sweating or distilling is conducted, provided such furnaces are exempt pursuant to paragraph (b)(2).
 - (20) Vacuum metallizing chambers which are electrically heated or heated with equipment that is exempt pursuant to paragraph (b)(2), and control equipment used to exclusively vent such equipment, provided the control equipment is equipped with a mist eliminator or the vacuum pump used with control equipment demonstrates operation with no visible emissions from the vacuum exhaust.
 - (21) Notwithstanding the exemptions in paragraph (e)(12), equipment existing as of May 5, 2017 that is subject to the exemption in paragraph (e)(12) that is an integral part of an operation requiring a written permit shall continue to be exempt, provided the equipment is identified, described in detail and submitted for inclusion into the permit equipment description with any associated application for Permit to Construct or Permit to Operate. Equipment described in this paragraph includes, but is not limited to quench tanks that are part of a heat treating operation.
- (f) Abrasive Blasting Equipment
- (1) Blast cleaning cabinets in which a suspension of abrasive in water is used and control equipment used to exclusively vent such equipment.
 - (2) Manually operated abrasive blast cabinet, vented to a dust-filter where the total internal volume of the blast section is 1.5 cubic meters (53 cubic feet) or less, and any dust filter exclusively venting such equipment.
 - (3) Enclosed equipment used exclusively for shot blast removal of flashing from rubber and plastics at sub-zero temperatures and control equipment exclusively venting such equipment.
 - (4) Shot peening operations, flywheel type and control equipment used to exclusively vent such equipment.
 - (5) Portable sand/water blaster equipment and associated internal combustion engine provided the water in the mixture is 66 percent or more by volume is maintained during operation of such equipment. Internal combustion engines must be exempt pursuant to paragraph (b)(1).
- (g) Mechanical Equipment

- (1) Equipment used exclusively for buffing (except tire buffers), polishing, carving, mechanical cutting, drilling, machining, pressing, routing, sanding, stamping, surface grinding or turning provided that any lubricants, coolants, or cutting oils used have 50 grams or less of VOC per liter of material or a VOC composite partial pressure of 20 mm Hg or less at 20 °C (68 °F) and control equipment used to exclusively vent such equipment. This exemption does not include asphalt pavement grinders, or portable asphalt recycling equipment.
 - (2) Wood Products: Equipment used exclusively for shredding of wood, or the extruding, handling, or storage of wood chips, sawdust, or wood shavings and control equipment used to exclusively vent such equipment, provided the source of the wood does not include wood that is painted or treated for exterior exposure, or wood that is comingled with other construction and demolition materials. This exemption does not include internal combustion engines over 50 bhp, which are used to supply power to such equipment. In addition, this exemption does not include the shredding, extruding, handling or storage of any organic waste material generated from gardening, agricultural, or landscaping activities including, but not limited to, leaves, grass clippings, tree and shrub trimmings and plant remains.
 - (3) Equipment used exclusively to mill or grind coatings or molding compounds where all materials charged are in the paste form.
 - (4) Equipment used for separation or segregation of plastic materials intended for recycling, provided there is no mechanical cutting, shredding or grinding and where no odors are emitted.
- (h) Printing and Reproduction Equipment
- (1) Printing and related coating and/or laminating equipment and associated dryers and curing equipment, as well as associated air pollution control equipment, provided such dryers and curing equipment are exempt pursuant to paragraph (b)(2), and air pollution control equipment is not required for source specific rule compliance, and provided that:
 - (A) the VOC emissions from such equipment (including clean-up) are three pounds per day or less or 66 pounds per calendar month or less; or
 - (B) the total quantity of plastisol type inks, coatings and adhesives and associated VOC containing solvents (including clean-up) used is six

(6) gallons per day or less or 132 gallons per calendar month or less;
or

- (C) the total quantity of UV/EB/LED (non-solvent based and non-waterborne) inks, coatings, and adhesives, fountain solutions (excluding water) and associated VOC containing solvents (including clean-up) is six (6) gallons per day or less, or 132 gallons per calendar month or less; or
- (D) the total quantity of inks, coatings and adhesives not specified in (B) or (C) above, fountain solutions (excluding water) and associated VOC containing solvents (including clean-up) used is two (2) gallons per day or less or 44 gallons per calendar month or less; or
- (E) all inks, coatings and adhesives, fountain solutions, and associated VOC containing solvents (excluding cleanup solvents) contain fifty (50) grams or less of VOC per liter of material and all cleanup solvents contain twenty five (25) grams or less of VOC per liter of material, and the total quantity of VOC emissions do not exceed one ton per calendar year, and provided that either:
 - (i) a filing pursuant to Rule 222 is submitted to the Executive Officer; or
 - (ii) within 60 days after start-up for new, relocated, or modified facilities, or by March 1, 2018 for facilities existing as of May 5, 2017, a low-VOC verification is submitted to the Executive Officer, in a format approved by the Executive Officer, to demonstrate compliance with material and cleanup solvent VOC concentration limits and the annual VOC emission limit.

If combination of the inks, coatings, and adhesives identified in (B), (C) and/or (D) are used in any equipment, this exemption is only applicable if the operations meet the criteria specified in (A) or (E), or the total usage of inks, coatings, adhesives, fountain solutions (excluding water) and associated VOC containing solvents (including cleanup) meets the most stringent applicable limit in (B) (C) or (D). For exemptions based on usage, solvent based UV and waterborne UV materials are subject to the usage limits in (D). VOC emissions shall be determined using test methods approved by the District, CARB and U.S. EPA. In the absence of

approved test methods, the applicant can submit VOC calculation procedures acceptable to the District.

- (2) Photographic process equipment by which an image is reproduced upon material sensitized by radiant energy and control equipment exclusively venting such equipment, excluding wet gate printing utilizing perchloroethylene and its associated control equipment.
 - (3) Lithographic printing equipment which uses laser printing.
 - (4) Printing equipment used exclusively for training and non-production at educational institutions.
 - (5) Flexographic plate making and associated processing equipment.
 - (6) Corona treating equipment and associated air pollution control equipment used for surface treatment in printing, laminating and coating operations.
 - (7) Hand application of materials used in printing operations including but not limited to the use of squeegees, screens, stamps, stencils, any hand tools, and associated air pollution control equipment used to exclusively vent the hand application of materials in printing operations unless such air pollution control equipment is required for source specific rule compliance.
- (i) Pharmaceuticals, Cosmetics, and Food Processing and Preparation Equipment
- (1) Smokehouses for preparing food in which the maximum horizontal inside cross-sectional area does not exceed 2 square meters (21.5 square feet) and control equipment exclusively venting the equipment.
 - (2) Smokehouses exclusively using liquid smoke, and which are completely enclosed with no vents to either a control device or the atmosphere.
 - (3) Confection cookers where products are edible and intended for human consumption, provided such equipment is exempt pursuant to (b)(2).
 - (4) Grinding, blending, or packaging equipment used exclusively for tea, cocoa, roasted coffee, flavor, fragrance extraction, dried flowers, or spices, provided that the facility uses less than one gallon per day or twenty-two (22) gallons per month of VOC containing solvents, and control equipment used to exclusively vent such equipment.
 - (5) Equipment used in eating establishments for the purpose of preparing food for human consumption.
 - (6) Equipment used to convey or process materials in bakeries or used to produce noodles, macaroni, pasta, food mixes, and drink mixes where products are edible and intended for human consumption provided that the

facility uses less than one gallon per day or twenty-two (22) gallons per month of VOC containing solvents, and control equipment exclusively venting such equipment. This exemption does not include storage bins located outside buildings, or equipment not exempt pursuant to paragraph (b)(2).

- (7) Cooking kettles where the entire product in the kettle is edible and intended for human consumption. This exemption does not include deep frying equipment used in facilities other than eating establishments.
- (8) Coffee roasting equipment with a maximum capacity of 15 kilograms or less, and control equipment used to exclusively vent the equipment.
- (9) Equipment used exclusively for tableting, or packaging vitamins, or coating vitamins, herbs, or dietary supplements provided that the equipment uses waterborne solutions that contain a maximum VOC content of no more than 25 grams per liter, or the facility uses less than one gallon per day or twenty-two (22) gallons per month of VOC containing solvents, and control equipment used exclusively to vent such equipment.
- (10) Equipment used exclusively for tableting or packaging pharmaceuticals and cosmetics, or coating pharmaceutical tablets, provided that the equipment uses waterborne solutions that contain a maximum VOC content of no more than 25 grams per liter, or the facility uses less than one gallon per day or twenty-two (22) gallons per month of VOC containing solvents, and control equipment used exclusively to vent such equipment.
- (11) Modified atmosphere food packaging equipment using mixture of gases of no more than 0.4% of carbon monoxide by volume.
- (12) Charbroilers, barbecue grills, and other underfired grills fired on solid or gaseous fuels used in multi-family residential units only if used by the owner or occupant of such dwelling for non-commercial purposes.
- (13) Equipment used to brew beer for human consumption at breweries that produce less than 1,000,000 gallons of beer per calendar year and associated equipment cleaning, provided all equipment used in the manufacturing operation is exempt pursuant to paragraph (b)(2). This exemption does not apply to boilers.
- (14) Equipment used to manufacture dehydrated meat for human or pet consumption, provided non-combustion VOC and PM emissions, including emissions from materials used for cleaning are each one pound per day or

less, and the operating temperature is less than 190 degrees Fahrenheit for dehydrating ovens, and provided such equipment is either fired exclusively on natural gas with a maximum heat input capacity of 2,000,000 Btu/hour or less, or is electric.

(j) **Plastics, Composite, and Rubber Processing Equipment**

- (1) Presses or molds used for curing, post curing, or forming composite products and plastic products where no VOC or chlorinated blowing agent is present, and control equipment is used exclusively to vent these presses or molds.
- (2) Presses or molds with a ram diameter of less than or equal to 26 inches used for curing or forming rubber products and composite rubber products excluding those operating above 400 °F.
- (3) Ovens used exclusively for the forming of plastics or composite products, where no foam forming or expanding process is involved.
- (4) Equipment used exclusively for softening or annealing plastics, provided such equipment is exempt pursuant to paragraph (b)(2). This exemption does not include equipment used for recycling of expanded polystyrene.
- (5) Extrusion equipment used exclusively for extruding rubber products or plastics where no organic plasticizer is present, or for pelletizing polystyrene foam scrap, except equipment used to extrude or to pelletize acrylics, polyvinyl chloride, polystyrene, and their copolymers.
- (6) Injection or blow molding equipment for rubber or plastics where no blowing agent is used, or where only compressed air, water or carbon dioxide is used as a blowing agent, and control equipment used to exclusively vent such equipment.
- (7) Mixers, roll mills and calendars for rubber or plastics where no material in powder form is added and no VOC containing solvents, diluents or thinners are used.
- (8) Ovens used exclusively for the curing of vinyl plastisols by the closed-mold curing process, provided such ovens are exempt pursuant to paragraph (b)(2).
- (9) Equipment used exclusively for conveying and storing plastic materials, provided they are not in powder form and control equipment exclusively venting the equipment.
- (10) Hot wire cutting of expanded polystyrene foam and woven polyester film.

- (11) Photocurable stereolithography equipment and associated post curing equipment.
- (12) Laser sintering equipment used exclusively for the sintering of nylon or plastic powders and control equipment exclusively venting such equipment, provided such equipment is exempt pursuant to paragraph (b)(2).
- (13) Roller to roller coating systems that create 3-dimensional images provided:
 - (A) the VOC emissions from such equipment (including cleanup) are three (3) pounds per day or less or 66 pounds per calendar month or less; or
 - (B) the coatings contain twenty five (25) grams or less of VOC per liter of material provided that the coating used on such equipment is 12 gallons per day or less or 264 gallons per calendar month or less; or
 - (C) the coatings contain fifty (50) grams or less of VOC per liter of material, and using exclusively cleanup solvents containing twenty five (25) grams or less of VOC per liter of material, and the total quantity of VOC emissions do not exceed one ton per calendar year, and provided a filing pursuant to Rule 222 is submitted to the Executive Officer.

VOC emissions shall be determined using test methods approved by the District, CARB and U.S. EPA. In the absence of approved test methods, the applicant can submit VOC calculation procedures acceptable to the District.

(k) **Mixing, Blending, and Packaging Equipment**

- (1) Batch mixers, which have a brimful capacity of 55 gallons or less (7.35 cubic feet) and control equipment used exclusively to vent the equipment, and associated filling equipment.
- (2) Equipment used exclusively for mixing and blending of materials where no VOC containing solvents are used and no materials in powder form are added, and associated filling equipment.
- (3) Equipment used exclusively for mixing and blending of materials to make water emulsions of asphalt, grease, oils, or waxes where no materials in powder or fiber form are added.
- (4) Equipment used to blend, grind, mix, or thin liquids to which powders may be added, with a capacity of 950 liters (251 gallons) or less, where no

- supplemental heat is added and no ingredient charged (excluding water) exceeds 135 °F and control equipment exclusively venting the equipment.
- (5) Cosmetics filling stations where the filling equipment is hard piped to the cosmetics mixer or the holding tank feeding the filling equipment provided that the mixer and holding tank is exempt under this rule.
 - (6) Concrete mixers, with a rated working capacity of one cubic yard or less and control equipment used exclusively to vent the equipment.
 - (7) Equipment used exclusively for the packaging of lubricants or greases.
 - (8) Equipment used exclusively for the packaging of sodium hypochlorite-based household cleaning or sodium hypochlorite-based pool products and control equipment used exclusively to vent the equipment.
 - (9) Foam packaging equipment using twenty (20) gallons per day or less or 440 gallons per calendar month or less of liquid foam material or containing fifty (50) grams of VOC per liter of material, or less.
- (l) Coating and Adhesive Process/Equipment
- (1) Equipment used exclusively for coating objects with oils, melted waxes or greases which contain no VOC containing materials, including diluents or thinners.
 - (2) Equipment used exclusively for coating objects by dipping in waxes or natural and synthetic resins which contain no VOC containing materials including, diluents or thinners.
 - (3) Batch ovens with 1.5 cubic meters (53 cubic feet) or less internal volume where no melting occurs, provided such equipment is exempt pursuant to paragraph (b)(2). This exemption does not include ovens used to cure vinyl plastisols or debond brake shoes.
 - (4) Ovens used exclusively to cure 30 pounds per day or less or 660 pounds per calendar month or less of powder coatings, provided that such equipment is exempt pursuant to paragraph (b)(2).
 - (5) Spray coating equipment operated within control enclosures.
 - (6) Coating or adhesive application or laminating equipment such as air, airless, air-assisted airless, high volume low pressure (HVLPP), air brushes, electrostatic spray equipment, roller coaters, dip coaters, vacuum coaters, flow coaters and spray machines provided that:

- (A) the VOC emissions from such equipment (including clean-up) are three (3) pounds per day or less or 66 pounds per calendar month or less; or
- (B) the total quantity of UV/EB/LED (non-solvent based and non-waterborne) coatings adhesives and associated VOC containing solvents (including clean-up) used in such equipment is six (6) gallons per day or less or 132 gallons per calendar month or less; or
- (C) the total quantity of organic solvent based coatings and adhesives and associated VOC containing solvents (including clean-up) used in such equipment is one (1) gallon per day or less or 22 gallons per calendar month or less; or
- (D) the total quantity of water reducible or waterborne coatings and adhesives and associated VOC containing solvents (including clean-up) used in such equipment is three (3) gallons per day or less or 66 gallons per calendar month or less; or
- (E) the total quantity of polyester resin and gel coat type materials and associated VOC containing solvents (including clean-up) used in such equipment is one (1) gallon per day or less or 22 gallons per calendar month or less; or
- (F) all coatings, adhesives, polyester resin and gel coat type materials and associated VOC containing solvents (excluding cleanup solvents) contain fifty (50) grams or less of VOC per liter of material and all cleanup solvents contain twenty five (25) grams or less of VOC per liter of material, and the total quantity of VOC emissions do not exceed one ton per calendar year, and provided that:
 - (i) a filing pursuant to Rule 222 is submitted to the Executive Officer; or
 - (ii) within 60 days after start-up for new, relocated, or modified facilities, or by March 1, 2018 for facilities existing as of May 5, 2017, a low-VOC verification is submitted to the Executive Officer, in a format approved by the Executive Officer, to demonstrate compliance with material and cleanup solvent VOC concentration limits and the annual VOC emission limit.

If combination of the coatings, adhesives and polyester resin and gel coat type materials identified in (B), (C), (D) and/or (E) are used in any equipment, this exemption is only applicable if the operations meet the criteria specified in (A) or (F), or the total usage of coatings, adhesives, polyester resin and gel coat type materials and associated VOC containing solvents (including cleanup) meets the most stringent applicable limit in (B), (C), (D) or (E). For exemptions based on usage, solvent-based UV and waterborne UV materials are subject to the usage limits in (C) and (D), respectively. VOC emissions shall be determined using test methods approved by the District, CARB and U.S. EPA. In the absence of approved test methods, the applicant can submit VOC calculation procedures acceptable to the District.

- (7) Spray coating and associated drying equipment and control enclosures used exclusively for educational purposes in educational institutions.
- (8) Control enclosures with an internal volume of 27 cubic feet or less, provided that aerosol cans, air brushes, or hand applications are used exclusively.
- (9) Portable coating equipment and pavement stripers used exclusively for the application of architectural coatings, and associated internal combustion engines provided such equipment is exempt pursuant to subdivision (a) or paragraph (b)(1), and provided no supplemental heat is added during pavement striping operations.
- (10) Hand application of resins, adhesives, dyes, and coatings using devices such as brushes, daubers, rollers, and trowels.
- (11) Drying equipment such as flash-off ovens, drying ovens, or curing ovens associated with coating or adhesive application or laminating equipment provided the drying equipment is exempt pursuant to paragraph (b)(2), and provided that:
 - (A) the total quantity of VOC emissions from all coating and/or adhesive application, and laminating equipment that the drying equipment serves is three (3) pounds per day or less or 66 pounds per calendar month or less; or
 - (B) the total quantity of UV/EB/LED (non-solvent based and non-waterborne) coatings and adhesives, and associated VOC containing solvents (including clean-up) used in all coating and/or adhesive application, and laminating equipment that the drying equipment

serves is six (6) gallons per day or less or 132 gallons per calendar month or less; or

- (C) the total quantity of solvent based coatings and adhesives and associated VOC containing solvents (including clean-up) used in all coating and/or adhesive application, and laminating equipment that the drying equipment serves is one (1) gallon per day or less or 22 gallons per calendar month or less; or
- (D) the total quantity of water reducible or waterborne coating and adhesives and associated VOC containing solvents (including clean-up) used in all coating and/or adhesive application, and laminating equipment that the drying equipment serves is three (3) gallons per day or less or 66 gallons per calendar month or less; or
- (E) the total quantity of polyester resin and gel coat type materials and associated VOC containing solvents (including clean-up) used in all coating, adhesive application, and laminating equipment that the drying equipment serves is one (1) gallon per day or less or 22 gallons per calendar month or less; or
- (F) all coatings, adhesives, polyester resin and gel coat type materials and associated VOC containing solvents (excluding cleanup solvents) contain fifty (50) grams or less of VOC per liter of material and all cleanup solvents contain twenty five (25) grams or less of VOC per liter of material, and the total quantity of VOC emissions do not exceed one ton per calendar year, and provided that either:
 - (i) a filing pursuant to Rule 222 is submitted to the Executive Officer; or
 - (ii) within 60 days after start-up for new, relocated, or modified facilities, or by March 1, 2018 for facilities existing as of May 5, 2017, a low-VOC verification is submitted to the Executive Officer, in a format approved by the Executive Officer, to demonstrate compliance with material and cleanup solvent VOC concentration limits and the annual VOC emission limit.

If combination of the coatings, adhesives and polyester resin and gel coat type materials identified in (B), (C), (D) and/or (E) are used in any equipment, this exemption is only applicable if the operations meet the

criteria specified in (A) or (F), or the total usage of coatings, adhesives, polyester resin and gel coat type materials and associated VOC containing solvents (including cleanup) meets the most stringent applicable limit in (B), (C), (D) or (E). For exemptions based on usage, solvent-based UV and waterborne UV materials are subject to the usage limits in (C) and (D), respectively. VOC emissions shall be determined using test methods approved by the District, CARB and US EPA. In the absence of approved test methods, the applicant can submit VOC calculation procedures acceptable to the District.

(m) Storage and Transfer Equipment

- (1) Equipment used exclusively for the storage and transfer of fresh, commercial or purer grades of:
 - (A) Sulfuric acid or phosphoric acid with an acid strength of 99 percent or less by weight.
 - (B) Nitric acid with an acid strength of 70 percent or less by weight.
 - (C) Water based solutions of salts or sodium hydroxide.
- (2) Equipment used exclusively for the storage and/or transfer of liquefied gases, not including:
 - (A) LPG greater than 10,000 pounds.
 - (B) Hydrogen fluoride greater than 100 pounds.
 - (C) Anhydrous ammonia greater than 500 pounds.
- (3) Equipment used exclusively for the transfer of less than 75,700 liters (20,000 gallons) per day of unheated VOC containing materials, with an initial boiling point of 150 °C (302 °F) or greater, or with an organic vapor pressure of 5 mm Hg (0.1 psi) absolute or less at 21.1 °C (70 °F).
- (4) Equipment used exclusively for the storage including dispensing of unheated VOC containing materials with an initial boiling point of 150 °C (302 °F) or greater, or with an organic vapor pressure of 5 mm Hg (0.1 psi) absolute or less at 21.1 °C (70 °F). This exemption does not include liquid fuel storage greater than 160,400 liters (40,000 gallons).
- (5) Equipment used exclusively for transferring VOC containing liquids, materials containing VOCs, or compressed gases into containers of less than 225 liters (60 gallons) capacity, except equipment used for transferring more than 4,000 liters (1,057 gallons) of materials per day with a vapor pressure greater than 25.8 mm Hg (0.5 psia) at operating conditions.

- (6) Equipment used exclusively for the storage and transfer of liquid soaps, liquid detergents, vegetable oils, fatty acids, fatty esters, fatty alcohols, waxes and wax emulsions.
- (7) Equipment used exclusively for the storage and transfer of refined lubricating or hydraulic oils and control equipment used to exclusively vent such equipment.
- (8) Equipment used exclusively for the storage and transfer of crankcase drainage oil and control equipment used to exclusively vent such equipment.
- (9) Equipment used exclusively for VOC containing liquid storage or transfer to and from such storage, of less than 950 liters (251 gallons) capacity or equipment used exclusively for the storage of odorants for natural gas, propane, or oil with a holding capacity of less than 950 liters (251 gallons) capacity and associated transfer and control equipment used exclusively for such equipment provided a filing pursuant to Rule 222 is submitted to the Executive Officer. This exemption does not include asphalt or a mobile fueler of any gasoline capacity. In addition, this exemption does not apply to a group of more than one VOC-containing liquid or odorant tank where a single product is stored, where the combined storage capacity of all tanks exceeds 950 liters (251 gallons), and where the tanks are mounted on a shared mobile platform and stored at a facility.
- (10) A retail mobile fueler with a cumulative storage capacity less than or equal to 10 gallons of gasoline, excluding one individual portable fuel container with a capacity up to 5 gallons of gasoline.
- (11) A non-retail mobile fueler with a cumulative storage capacity less than or equal to 120 gallons of gasoline, excluding one individual portable fuel container with a capacity up to 5 gallons of gasoline.
- (12) A dispensing location where no retail mobile fueler dispenses gasoline.
- (13) A dispensing location where a retail mobile fueler dispenses gasoline provided a filing pursuant to Rule 222 is submitted for the dispensing location to the Executive Officer and that the dispensing location is not located at a Title V facility.
- (14) Until July 1, 2022, a mobile fueler with a storage capacity less than 251 gallons of gasoline. This exemption does not apply to a mobile fueler where

the combined gasoline storage capacity of all mounted tanks exceeds 251 gallons.

(15) Until July 1, 2022, a dispensing location where a retail mobile fueler dispenses gasoline.

~~(4016)~~ Equipment used exclusively for the storage and transfer of "top white" (i.e., Fancy) or cosmetic grade tallow or edible animal fats intended for human consumption and of sufficient quality to be certifiable for United States markets.

~~(4417)~~ Equipment, including tar pots (or tar kettles), used exclusively for the storage, holding, melting and transfer of asphalt or coal tar pitch with a maximum holding capacity of less than 600 liters (159 gallons); or equipment, including tar pots (or tar kettles), used exclusively for the storage, holding, melting and transfer of asphalt or coal tar pitch with a maximum holding capacity of no more than 3,785 liters (1,000 gallons), is equipped with burner(s) designed to fire exclusively on liquefied petroleum gases, and provided a filing pursuant to Rule 222 is submitted to the Executive Officer.

~~(4218)~~ Pumps used exclusively for pipeline transfer of liquids.

~~(4319)~~ Equipment used exclusively for the unheated underground storage of 23,000 liters (6,077 gallons) or less, and equipment used exclusively for the transfer to or from such storage of organic liquids with a vapor pressure of 77.5 mm Hg (1.5 psi) absolute or less at actual storage conditions.

~~(4420)~~ Equipment used exclusively for the storage and/or transfer of an asphalt-water emulsion heated to 150 °F or less.

~~(4521)~~ Liquid fuel storage tanks piped exclusively to emergency internal combustion engine-generators, turbines or pump drivers.

~~(4622)~~ Bins used for temporary storage and transport of material with a capacity of 2,080 liters (550 gallons) or less.

~~(4723)~~ Equipment used for material storage where no venting occurs during filling or normal use.

~~(4824)~~ Equipment used exclusively for storage, blending, and/or transfer of water emulsion intermediates and products, including latex, with a VOC content of 5% by volume or less or a VOC composite partial pressure of 5 mm Hg (0.1 psi) or less at 20 °C (68 °F).

- (~~19~~25) Equipment used exclusively for storage and/or transfer of sodium hypochlorite solution.
- (~~20~~26) Equipment used exclusively for the storage of VOC containing materials which are stored at a temperature at least 130 °C (234 °F) below its initial boiling point, or have an organic vapor pressure of 5 mm Hg (0.1 psia) absolute or less at the actual storage temperature. To qualify for this exemption, the operator shall, if the stored material is heated, install and maintain a device to measure the temperature of the stored VOC containing material. This exemption does not include liquid fuel storage greater than 160,400 liters (40,000 gallons), asphalt storage, or coal tar pitch storage.
- (~~21~~27) Stationary equipment used exclusively to store and/or transfer organic compounds that do not contain VOCs.
- (~~22~~28) Unheated equipment including associated control equipment used exclusively for the storage and transfer of fluorosilicic acid at a concentration of 30% or less by weight and a vapor pressure of 24 mm Hg or less at 77 °F (25 °C). The hydrofluoric acid concentration within the fluorosilicic acid solution shall not exceed 1% by weight.
- (~~23~~29) Equipment, including asphalt day tankers, used exclusively for the storage, holding, melting, and transfer of asphalt or coal tar pitch, that is mounted on a motor vehicle with a maximum holding capacity of less than 600 liters (159 gallons); or equipment, including asphalt day tankers, used exclusively for the storage, holding, melting, and transfer of asphalt or coal tar pitch, that is mounted on a motor vehicle, with a maximum holding capacity of no more than 18,925 liters (5,000 gallons), is equipped with burner(s) designed to fire exclusively on liquefied petroleum gases only, and provided a filing pursuant to Rule 222 is submitted to the Executive Officer.
- (~~24~~30) Tanks for aqueous urea solutions with a capacity of 6,500 gallons or less, provided a filing pursuant to Rule 222 is submitted to the Executive Officer. This exemption does not include tanks used for blending powdered urea and water.
- (~~25~~31) Replacement of a pole float used to control emissions from slotted guidepoles in floating roof storage tanks with a pole sleeve or a pole sleeve in combination with a flexible enclosure system. Paragraph (s)(1) does not apply to equipment utilizing this provision, but this does not excuse the duty

to comply with any requirements of regulations listed in paragraph (s)(1) as those requirements may separately apply to the equipment.

- (n) Natural Gas and Crude Oil Production Equipment
 - (1) Well heads and well pumps, provided a filing pursuant to Rule 222 is submitted to the Executive Officer.
 - (2) Crude oil and natural gas pipeline transfer pumps, provided a filing pursuant to Rule 222 is submitted to the Executive Officer for natural gas pipeline transfer pumps.
 - (3) Gas, hydraulic, or pneumatic repressurizing equipment, provided a filing pursuant to Rule 222 is submitted to the Executive Officer for natural gas repressurizing equipment
 - (4) Equipment used exclusively as water boilers, water or hydrocarbon heaters, and closed heat transfer systems (does not include steam generators used for oilfield steam injection) that have:
 - (A) a maximum heat input rate of 2,000,000 Btu per hour or less, and
 - (B) been equipped to be fired exclusively with purchased quality natural gas, liquefied petroleum gas, produced gas which contains less than 10 ppm hydrogen sulfide, or any combination thereof.
 - (5) The following equipment used exclusively for primary recovery, and not associated with community lease units:
 - (A) Gas separators and boots.
 - (B) Initial receiving, gas dehydrating, storage, washing and shipping tanks with an individual capacity of 34,069 liters (9,000 gallons) or less.
 - (C) Crude oil tank truck loading facilities (does not include a loading rack), and gas recovery systems exclusively serving tanks exempted under subparagraph (n)(5)(B).
 - (D) Produced gas dehydrating equipment.
 - (6) Gravity-type oil water separators with a total air/liquid interfacial area of less than 45 square feet and the oil specific gravity of 0.8251 or higher (40.0 API or lower).

The following definitions will apply to subdivision (n) above:

PRIMARY RECOVERY - Crude oil or natural gas production from "free-flow" wells or from well units where only water, produced gas or purchased quality gas is injected to repressurize the production zone.

COMMUNITY LEASE UNITS - Facilities used for multiple-well units (three or more wells), whether for a group of wells at one location or for separate wells on adjoining leases.

SHIPPING TANKS - Fixed roof tanks, which operate essentially as "run down" tanks for separated crude oil where the holding time is 72 hours or less.

WASH TANKS - Fixed roof tanks which are used for gravity separation of produced crude oil/water, including single tank units, and which are used concurrently for receipt, separation, storage and shipment.

(o) Cleaning

The exemptions in this subdivision do not include any equipment using solvents that are greater than 5 percent by weight of perchloroethylene, methylene chloride, carbon tetrachloride, chloroform, 1,1,1-trichloroethane, trichloroethylene, or any combination thereof, with either a capacity of more than 7.6 liters (2 gallons) or was designed as a solvent cleaning and drying machine regardless of size. In addition, the exemptions specified in this subdivision apply only if the equipment is also exempt pursuant to paragraph (b)(2) of this rule.

(1) Cleaning equipment and associated waste storage tanks used exclusively to store the solutions drained from this equipment:

(A) unheated batch, provided:

- (i) the volume of the solvent reservoir is one (1) gallon or less, or
- (ii) the VOC emissions from the equipment are not more than 3 pounds per day or 66 pounds per calendar month.

(B) devices used for cleaning of equipment used for the application of inks, adhesives, and coatings provided:

- (i) the volume of the solvent reservoir is five (5) gallons or less, or
- (ii) the VOC emissions from the equipment are not more than three (3) pounds per day or 66 pounds per calendar month.

(C) remote reservoir cleaners, provided the solvent from the sink-like area immediately drains into an enclosed solvent container while the parts are being cleaned.

(2) Vapor degreasers with an air/vapor interface surface area of 1.0 square foot or less, provided such degreasers have an organic solvent loss of 3 gallons

per day or less excluding water or 66 gallons per calendar month or less excluding water.

- (3) Cleaning equipment using materials with a VOC content of twenty-five (25) grams of VOC per liter of material, or less, and associated dryers exclusively serving these cleaners, provided such equipment is also exempt pursuant to paragraph (b)(2). This exemption does not include equipment used for cleaning of diesel particulate filters (DPF) or associated control equipment used to vent such equipment.
- (4) Hand application of solvents for cleaning purposes including but not limited to the use of rags, daubers, swabs, and squeeze bottles as well as associated air pollution control equipment, unless air pollution control equipment is required for source specific rule compliance.

(p) **Miscellaneous Process Equipment**

- (1) Equipment, including dryers, used exclusively for dyeing, stripping, or bleaching of textiles where no VOC containing materials, including diluents or thinners are used, provided such equipment is also exempt pursuant to paragraph (b)(2) and control equipment exclusively venting the equipment.
- (2) Equipment used exclusively for bonding lining to brake shoes, where no VOC containing materials are used and control equipment exclusively venting such equipment.
- (3) Equipment used exclusively to liquefy or separate oxygen, nitrogen, or the rare gases from air, except equipment not exempt pursuant to paragraph (b)(1) or (b)(2).
- (4) Equipment used exclusively for surface preparation, including but not limited to paint stripping, pickling, desmutting, de-scaling, passivation, and/or deoxidation, and any water and associated rinse tanks and waste storage tanks exclusively to store the solutions drained from the equipment, that exclusively uses any one or combination of the materials in subparagraphs (p)(4)(A) through (p)(4)(H). This exemption does not include any tank that contains chromium, or contains nickel, lead or cadmium and is rectified, sparged or heated.
 - (A) organic materials containing 50 grams or less of VOCs per liter of material;
 - (B) formic acid, acetic acid, boric acid, citric acid, phosphoric acid, and sulfuric acids;

- (C) hydrochloric acid in concentrations of 12 percent by weight or less;
- (D) alkaline oxidizing agents;
- (E) hydrogen peroxide;
- (F) salt solutions, except for air-sparged, heated or rectified processes with salt solutions containing hexavalent chromium, chromates, dichromates, nickel, cadmium, or lead;
- (G) sodium hydroxide, provided the process is not sparged or rectified; or
- (H) nitric acid, hydrochloric acid, or hydrofluoric acid, provided that the equipment in which it is used has an open surface area of one square foot or less, is unheated, and produces no visible emissions.

This exemption does not include chemical milling or circuit board etching using ammonia-based etchants.

- (5) Equipment used exclusively for the plating, stripping, or anodizing of metals as described in subparagraphs (p)(5)(A) through (p)(5)(G). This exemption does not include any tank that contains chromium, or contains nickel, lead or cadmium and is rectified, sparged or heated.
 - (A) electrolytic plating of exclusively brass, bronze, copper, iron, tin, zinc, and precious metals;
 - (B) electroless nickel plating, provided that the process is not air-sparged and no electrolytic reverse plating occurs;
 - (C) the electrolytic stripping of brass, bronze, copper, iron, tin, zinc, and precious metals, provided no chromic, hydrochloric, nitric or sulfuric acid is used;
 - (D) the non-electrolytic stripping of metals, provided the stripping solution is not sparged and does not contain nitric acid.
 - (E) anodizing using exclusively sulfuric acid and/or boric acid with a total bath concentration of 20 percent acids or less by weight and using 10,000 amp-hours per day or less of electricity;
 - (F) anodizing using exclusively phosphoric acid with a bath concentration of 15 percent or less phosphoric acid by weight and using 20,000 amp-hours per day or less of electricity; or
 - (G) water and associated rinse tanks and waste storage tanks used exclusively to store the solutions drained from equipment used for the plating, stripping, or anodizing of metals.

- (6) Closed loop solvent recovery systems used for recovery of waste solvent generated on-site using refrigerated or liquid-cooled condenser, or air-cooled (where the solvent reservoir capacity is less than 10 gallons) condenser.
- (7) Equipment used exclusively for manufacturing soap or detergent bars, including mixing tanks, roll mills, plodders, cutters, wrappers, where no heating, drying or chemical reactions occur.
- (8) Inert gas generators, except equipment not exempt pursuant to paragraph (b)(2).
- (9) Hammermills used exclusively to process aluminum and/or tin cans, and control equipment exclusively venting such equipment.
- (10) Paper shredding and carpet and paper shearing, fabric brushing and sueding as well as associated conveying systems, baling equipment, and control equipment venting such equipment. This exemption does not include carpet and fabric recycling operations.
- (11) Chemical vapor type sterilization equipment where no Ethylene Oxide is used, and with a chamber volume of two (2) cubic feet or less used by healthcare facilities and control equipment exclusively venting the equipment. This exemption does not include equipment used for incineration.
- (12) Hot melt adhesive equipment.
- (13) Pyrotechnic equipment, special effects or fireworks paraphernalia equipment used for entertainment purposes, provided such equipment is exempt pursuant to subdivision (b).
- (14) Ammunition or explosive testing equipment.
- (15) Fire extinguishing equipment using halons.
- (16) Industrial wastewater treatment equipment which only does pH adjustment, precipitation, gravity separation and/or filtration of the wastewater, including equipment used for reducing hexavalent chromium and/or destroying cyanide compounds. This exemption does not include treatment processes where VOC and/or toxic materials are emitted, or where the inlet concentration of cyanide salts through the wastewater treatment process prior to pH adjustment exceeds 200 mg/liter.
- (17) Rental equipment operated by a lessee and which is not located more than twelve consecutive months at any one facility in the District provided that

the owner of the equipment has a permit to operate issued by the District and that the lessee complies with the terms and conditions of the permit to operate.

- (18) Industrial wastewater evaporators treating water generated from on-site processes only, where no VOC and/or toxic materials are emitted and provided that the equipment is exempt pursuant to paragraph (b)(2).
 - (19) Foam application equipment using two-component polyurethane foam where no VOC containing blowing agent is used, excluding chlorofluorocarbons or methylene chloride, and control equipment exclusively venting this equipment.
 - (20) Toner refilling and associated control equipment.
 - (21) Evaporator used at dry cleaning facilities to dispose of separator wastewater and control equipment exclusively venting the equipment.
 - (22) Equipment used to recycle aerosol cans by puncturing the can in an enclosed system which is vented through an activated carbon filter. This exemption shall only apply to aerosol recycling systems where the aerosol can to be recycled was used as part of their operation at the facility or from facilities under common ownership.
 - (23) Notwithstanding the exemptions in subdivision (p), equipment existing as of May 5, 2017 that is subject to the aforementioned exemptions and that is an integral part of an operation requiring a written permit shall continue to be exempt, provided the equipment is identified, described in detail and submitted for inclusion into the permit equipment description with any associated application for Permit to Construct or Permit to Operate. Equipment described in this paragraph includes, but is not limited to, rinse tanks, dye tanks and seal tanks that are part of a metal finishing operation, including but not limited to plating, anodizing and surface preparation.
- (q) Agricultural Sources
- (1) Notwithstanding the exemption under this subdivision, any internal combustion engines, or gasoline transfer and dispensing equipment purchased or modified after July 7, 2006 that are not exempt pursuant to paragraphs (b)(1), (b)(6), and (m)(9) of this rule shall be subject to permit requirements. Emergency internal combustion engines are exempt from permit requirements for these agricultural sources.

- (2) Except as provided in paragraph (q)(1), agricultural permit units at agricultural sources not subject to Title V with actual emissions less than the amounts listed in the following table:

Table

Pollutant (Tons/Year)	South Coast Air Basin	Riverside County Portion of Salton Sea Air Basin	Riverside County Portion of Mojave Desert Air Basin
VOC	5.0	12.5	50.0
NOx	5.0	12.5	50.0
SOx	35.0	35.0	50.0
CO	25.0	50.0	50.0
PM10	35.0	35.0	50.0
Single Hazardous Air Pollutant	5.0	5.0	5.0
Combination Hazardous Air Pollutants	12.5	12.5	12.5

Emissions of fugitive dust and emissions from soil amendments and fertilizers are not to be counted when evaluating emissions for purposes of this subdivision.

- (3) Orchard wind machines powered by an internal combustion engine with a manufacturer's rating greater than 50 brake horsepower provided the engine is operated no more than 30 hours per calendar year.
- (4) Orchard heaters approved by the California Air Resources Board to produce no more than one gram per minute of unconsumed solid carbonaceous material.
- (r) Registered Equipment and Filing Program
- (1) Any portable equipment, including any turbines qualified as military tactical support equipment under Health and Safety Code Section 41754 registered in accordance with the Statewide Portable Equipment Registration Program (PERP) adopted pursuant to California Health and Safety Code Section 41750 et seq.
- (2) PERP registered engines used in the Outer Continental Shelf (OCS), provided that:

- (A) notification is submitted to the Executive Officer via submittal of a filing pursuant to Rule 222;
 - (B) the equipment shall not reside at one location for more than 12 consecutive months; and
 - (C) notwithstanding the exemption applicability under Health and Safety Code §2451 of the Statewide Portable Equipment Registration Program (PERP) for engines operating in the OCS, all operators using this permit exemption shall comply with PERP and with California Air Resources Board-issued registration requirements.
- (3) PERP registered equipment operated at a RECLAIM Facility shall be classified as Major Source, Large Source or Process Units in accordance with Rule 2011 (c) and (d) for SO_x emissions and Rule 2012 (c), (d) and (e) for NO_x emissions for purposes of determining the applicable requirements for Monitoring, Reporting and Recordkeeping (MRR). Use of RECLAIM MRR Protocols for Rule 219 equipment as specified in Rule 2011 (Rule 2011 Protocol, Appendix A, Chapter 3, Subsection F) and Rule 2012 (Rule 2012 Protocol, Appendix A, Chapter 4, Subsection F) is only allowed if the registered PERP equipment also qualifies for an exemption from permit under a separate provision of this Rule.
- (4) Any equipment listed in Rule 222 – Filing Requirements for Specific Emission Sources Not Requiring a Written Permit Pursuant to Regulation II.
- (s) Exceptions
- Notwithstanding equipment identified in (a) through (r) of this rule, written permits are required pursuant to paragraphs (s)(1), (s)(2), and (s)(4), and filings are required under Rule 222 pursuant to paragraph (s)(3):
- (1) Equipment, process materials or air contaminants subject to:
 - (A) Regulation IX – Standards of Performance for New Stationary Sources (NSPS); or
 - (B) Regulation X – National Emission Standards for Hazardous Air Pollutants (NESHAP - Part 61, Chapter I, Title 40 of the Code of Federal Regulations); or

- (C) Emission limitation requirements of either the state Air Toxic Control Measure (ATCM) or NESHAP - Part 63, Title 40 of the Code of Federal Regulations; or
- (2) Equipment when the Executive Officer has determined that:
 - (A) the risk will be greater than identified in subparagraph (d)(1)(A), or paragraphs (d)(2) or (d)(3) in Rule 1401 – New Source Review of Toxic Air Contaminants; or,
 - (B) the equipment may not operate in compliance with all applicable District Rules and Regulations, including but not limited to SCAQMD Rule 402 – Nuisance.

Once the Executive Officer makes such a determination and written notification is given to the equipment owner or operator, the equipment shall thereafter be subject to Rules 201 and 203 for non-RECLAIM sources, Rule 2006 for RECLAIM sources, and Regulation XXX – Title V Permits for major sources.

- (3) The following equipment, processes or operations that are located at a single facility, which does not hold a written permit for any other equipment, processes or operations, and emit four (4.0) tons or more of VOCs in any Fiscal Year (July 1 to June 30) beginning July 1, 2007 or emitted four (4.0) tons or more of VOCs in the Fiscal Year July 1, 2006 – June 30, 2007. The four (4.0) ton per Fiscal Year threshold shall be calculated cumulatively for all categories of equipment, processes or operations listed in subparagraphs (A) through (C) below. One filing shall be required for all of the categories of equipment, processes or operations subject to this provision as listed in subparagraphs (A) through (C) below. Associated VOC emissions shall be reported under the Annual Emissions Reporting program and fees shall be paid pursuant to Rule 301, subdivision (u).
 - (A) Printing operations individually exempted under paragraph (h)(1) and (h)(7).
 - (B) Coating or adhesive application or laminating equipment and devices individually exempted under paragraphs (l)(6) and (l)(10).
 - (C) Hand applications of VOC containing materials individually exempted under paragraph (o)(4).
- (4) Equipment or control equipment subject to permitting requirements pursuant to Regulation XIV - Toxics and Other Non-criteria Pollutants.

(t) Recordkeeping

Any person claiming exemptions under the provisions of this Rule shall provide adequate records pursuant to Rule 109 and any applicable Material Safety Data Sheets (MSDS), to verify and maintain any exemption. Any test method used to verify the percentages, concentrations, vapor pressures, etc., shall be the approved test method as contained in the District's Test Method Manual or any method approved by the Executive Officer, CARB, and the EPA.

(u) Compliance Date

- (1) The owner/operator of equipment previously not requiring a permit pursuant to Rule 219 shall comply with Rule 203 – Permit to Operate within one year from the date the rule is amended to remove the exemption unless compliance is required before this time by written notification by the Executive Officer. Effective on or after July 11, 2003 for purpose of Rule 301(e), emissions from equipment that has been removed from an exemption shall be considered “permitted” beginning January 1 or July 1, whichever is sooner, after Rule 219 is amended to remove the exemption, even if an application has not been submitted to obtain a permit.
- (2) Agricultural sources constructed or operating prior to January 1, 2004 requiring Title V permits shall submit Title V permit applications on or before June 29, 2004.
- (3) Existing agricultural permit units constructed or operating prior to January 1, 2004 at agricultural sources requiring Title V permits and requiring written permits pursuant to paragraph (q)(1) shall submit applications for a Permit to Operate by December 17, 2004. For the purpose of Rule 301(e), emissions from agricultural permit units subject to this paragraph shall be considered “permitted” July 1, 2005.
- (4) Existing agricultural permit units constructed or operating prior to January 1, 2004 at agricultural sources not subject to Title V with actual emissions equal to or greater than the amounts listed in the table in subdivision (q) and requiring written permits pursuant to paragraph (q)(2) shall submit applications for a Permit to Operate by June 30, 2005. For the purpose of Rule 301(e), emissions from agricultural permit units subject to this paragraph shall be considered “permitted” July 1, 2005.
- (5) Agricultural permit units built, erected, altered, modified, installed or replaced after January 1, 2004, but prior to January 1, 2005 if written

permits are required pursuant to subdivision (q), shall submit applications for a Permit to Operate by March 5, 2005. For the purpose of Rule 301(e), emissions from agricultural permit units subject to this paragraph shall be considered “permitted” July 1, 2005.

- (6) Agricultural permit units built, erected, altered, modified, installed or replaced on or after January 1, 2005, if written permits are required pursuant to subdivision (q) shall comply with Rule 201. For the purpose of Rule 301(e), emissions from agricultural permit units subject to this paragraph shall be considered “permitted” July 1, 2005.
- (7) Notwithstanding paragraph (u)(1), effective July 5, 2017, an owner/operator submitting an application for Permit to Construct or Permit to Operate pursuant to Rules 201 or 203 shall comply with paragraphs (e)(21) and (p)(23).

**A4: Proposed Amended Rule 222 – Filing Requirements for Specific
Emissions Sources not Requiring a Written Permit Pursuant to Regulation II**

(Adopted September 11, 1998)(Amended May 19, 2000)(Amended March 5, 2004)
(Amended December 5, 2008)(Amended May 3, 2013)(Amended May 5, 2017)
(Draft Revised October 20, 2021)

**PROPOSED AMENDED RULE 222 FILING REQUIREMENTS FOR
SPECIFIC EMISSION SOURCES
NOT REQUIRING A WRITTEN PERMIT
PURSUANT TO REGULATION II**

(a) Purpose

The purpose of this rule is to provide an alternative to written permits. This rule requires owners/operators of specified emission sources to submit information regarding the source, including, but not limited to:

- (1) a description of the source;
- (2) data necessary to estimate emissions from the source; and
- (3) information to determine whether the equipment is operating in compliance with applicable District, state and federal rules and regulations.

(b) Applicability

This rule applies to owners/operators of the emission sources listed in Table 1, which are exempt from written permits pursuant to Rule 219, unless the Executive Officer determines that the source cannot operate in compliance with applicable rules and regulations. This rule also applies to agricultural diesel-fueled engines subject to the California Air Resources Board Airborne Toxic Control Measure (CARB ATCM) for Stationary Compression Ignition Engines. Owners/operators authorized to operate emission sources pursuant to this rule shall operate those emissions sources in compliance with any and all operating conditions imposed by the District.

TABLE I

SOURCE/EQUIPMENT	EFFECTIVE DATE
Boilers or Steam Generators & Process Heaters with a rated heat input capacity from 1,000,000 up to and including 2,000,000 Btu/hr and produce less than one pound of NO _x emissions per day, excluding equipment subject to Regulation XX – Regional Clean Air Incentives Market (RECLAIM).	1/1/2001
Commercial Charbroilers and associated air pollution control equipment.	1/1/1999
Negative Air Machines (Asbestos).	1/1/1999
Natural gas and crude oil production equipment, including: well heads and well pumps; natural gas pipeline transfer pumps; and natural gas repressurizing equipment.	5/5/2017
Printing and related coating and/or laminating equipment and associated dryers and curing equipment exempt from a written permit pursuant to Rule 219 (h)(1)(E), unless a low-VOC verification is submitted to the Executive Officer in accordance with Rule 219 (h)(1)(E)(ii).	5/5/2017
Roller to roller coating systems that create 3-dimensional images exempt from a written permit pursuant to Rule 219 (j)(13)(C).	12/5/2008
Coating or adhesive application, or laminating equipment exempt from a written permit pursuant to Rule 219 (l)(6)(F), unless a low-VOC verification is submitted to the Executive Officer in accordance with Rule 219 (l)(6)(F)(ii).	5/5/2017
Drying equipment such as flash-off ovens, drying ovens, or curing ovens associated with coating or adhesive application, or laminating equipment exempt from a written permit pursuant to Rule 219 (l)(11)(F), unless a low-VOC verification is submitted to the Executive Officer in accordance with Rule 219 (l)(11)(F)(ii).	5/5/2017
Agricultural Diesel-Fueled Engines rated greater than 50 brake horse power used in Agricultural Operations exempt from a written permit pursuant to Rule 219 (q)(1) and (q)(2), and subject to CARB ATCM.	12/5/2008
Equipment, processes or operations located at a facility holding no written permit and emitting four tons or more of VOCs per year as specified in Rule 219(s)(3).	12/5/2008
Gasoline storage tanks and dispensing equipment with capacity greater than or equal to 251 gallons, and installed on or before July 7, 2006 at agricultural operations.	12/5/2008

Asphalt Day Tankers, with a maximum holding capacity equal to or greater than 600 liters (159 gallons) but no more than 18,925 liters (5,000 gallons) and are equipped with a demister and burner(s) designed to fire exclusively on liquefied petroleum gases.	5/3/2013
Asphalt Pavement Heaters used for road maintenance and new road construction.	5/3/2013
Diesel Fueled Boilers that have a rated maximum heat input capacity of 2,000,000 Btu per hour or less, are fueled exclusively with diesel #2 fuel, and are located more than 4,000 feet above sea level or more than 15 miles offshore from the mainland and have been in operation prior to May 3, 2013.	5/3/2013
Food Ovens with a rated maximum heat input capacity of 2,000,000 Btu per hour or less, are fired exclusively on natural gas and where the process VOC emissions are less than one pound per day, exempt from a written permit pursuant to Rule 219(b)(2).	5/5/2017
Fuel Cells, which produce electricity in an electro-chemical reaction and use phosphoric acid, molten carbonate, proton exchange membrane, or solid oxide technologies; and associated heating equipment provided the heating equipment is fueled exclusively with natural gas, methanol, liquefied petroleum gas, or any combination thereof, including heaters that have a rated maximum heat input capacity of greater than 2,000,000 Btu per hour, provided that the supplemental heat used is 90,000 therms per year or less.	5/5/2017
Internal combustion engines used exclusively for electrical generation at remote two-way radio transmission towers where no utility, electricity or natural gas is available within a ½ mile radius, has a manufacturer's rating of 100 brake horsepower or less, and are fired exclusively on diesel #2 fuel, compressed natural gas (CNG) or liquefied petroleum gas (LPG).	5/5/2017
Micro-Turbines, with a rated maximum heat input capacity of 3,500,000 Btu per hour or less, provided that the cumulative power output of all such engines at a facility is less than two megawatts, and that the engines are certified at the time of manufacture with the state of California or were in operation prior to May 3, 2013.	5/3/2013
Portable Diesel Fueled Heaters, with a rated maximum heat input capacity of 250,000 Btu per hour or less and are equipped with burner(s) designed to fire exclusively on diesel #2 fuel.	5/3/2013

Power Pressure Washers and Hot Water or Steam Washers and Cleaners, that are equipped with a heater or burner that is designed to be fired on diesel fuel, has a rated maximum heat input capacity of 550,000 Btu per hour or less, is equipped with a non-resettable chronometer, and the maximum NOx emission output of the equipment is less than one pound per day and uses no more than 50 gallons of fuel per day.	5/3/2013
Storage of odorants for natural gas, propane, or oil with a holding capacity of less than 950 liters (251 gallons) and associated transfer and control equipment.	5/3/2013
Tar Pots or Tar Kettles, with a maximum holding capacity equal to or greater than 600 liters (159 gallons) but no more than 3,785 liters (1,000 gallons) and are equipped with burner(s) designed to fire exclusively on liquefied petroleum gases.	5/3/2013
Industrial water cooling towers not used for evaporative cooling of process water or not used for evaporative cooling of water from barometric jets or from barometric condensers and in which no chromium compounds are contained, located in a chemical plant, refinery or other industrial facility.	5/5/2017
Storage of aqueous urea solutions.	5/5/2017
Engines registered under the statewide Portable Equipment Registration Program (PERP) used in the Outer Continental Shelf (OCS).	5/5/2017
<u>Dispensing location where a retail mobile fueler dispenses gasoline provided that the dispensing location is not located at a Title V facility.</u>	<u>07/01/2022</u>

If a determination is made that the source cannot operate in compliance with applicable rules and regulations, a permit shall be required pursuant to Rule 203.

(c) Definitions

For the purpose of this rule, the following definitions shall apply:

- (1) AGRICULTURAL OPERATIONS means the growing and harvesting of crops or the raising of fowl or animals for the primary purpose of making a profit, providing a livelihood, or conducting agricultural research or instruction by an educational institution. Agricultural operations do not include activities involving the processing or distribution of crops or fowl or animals.
- (2) AGRICULTURAL DIESEL-FUELED ENGINE is a stationary or portable engine used for agricultural operations. For the purpose of this rule, a

portable engine owned by the agricultural source owner is considered to be part of the agricultural stationary source. An engine used in the processing or distribution of crops or fowl or animals is not an agricultural engine.

- (3) APPROVED OPERATING PARAMETERS mean a set of operating requirements the equipment must operate under to comply with the requirements of any applicable federal, state, or District rules.
- (4) ASPHALT DAY TANKER is a storage tank mounted on a motor vehicle and is used exclusively for the storage, holding, melting, and transfer of asphalt or coal tar pitch with a maximum holding capacity equal to or greater than 600 liters (159 gallons) but no more than 18,925 liters (5,000 gallons), is equipped with a demister and burner(s) designed to fire exclusively on liquefied petroleum gases.
- (5) ASPHALT PAVEMENT HEATER is any mobile equipment used to heat asphalt or coal tar pitch for purposes of road maintenance or new road construction.
- (6) BOILER OR STEAM GENERATOR means any combustion equipment that is fired with or is designed to be fired with natural gas, used to produce steam or to heat water, and that is not used exclusively to produce electricity for sale. Boiler or Steam Generator does not include any waste heat recovery boiler that is used to recover sensible heat from the exhaust of a combustion turbine or any unfired waste heat recovery boiler that is used to recover sensible heat from the exhaust of any combustion equipment.
- (7) BTU means British thermal unit or units.
- (8) CHARBROILER means a cooking device composed of a grated grill or skewer and a heat source. The heat source is located beneath the food being cooked or may be located above and below the food. Fuels for the heat source include, but are not limited to, electricity, natural gas, liquefied petroleum gas, charcoal, or wood.
- (9) DIESEL FUELED BOILER is any boiler that has a rated maximum heat input capacity of 2,000,000 Btu per hour or less, is fired exclusively with diesel #2 fuel, and is located more than 4,000 feet above sea level or more than 15 miles offshore from the mainland and has been in operation prior to May 3, 2013.
- (10) DISPENSING LOCATION means one or more contiguous properties, in actual physical contact or separated solely by a public roadway or other public right-of-way, owned or operated by the same person (or by persons

under common control), in which gasoline is dispensed from a mobile fueler.

~~(10)~~(11) EMISSION SOURCE (SOURCE) means any equipment or process, which emits air pollutants for which ambient air quality standards have been adopted, or which emits their precursor pollutants.

~~(11)~~(12) FACILITY is any equipment or group of equipment or other VOC-emitting activities, which are located on one or more contiguous properties within the District, in actual physical contact or separated solely by a public roadway or other public right-of-way, and are owned or operated by the same person (or by persons under common control), or an outer continental shelf (OCS) source as determined in 40 CFR Section 55.2. Such above-described groups, if noncontiguous, but connected only by land carrying a pipeline, shall not be considered one facility.

~~(12)~~(13) FOOD OVEN is any equipment used exclusively for food preparation, has a rated maximum heat input capacity of 2,000,000 Btu per hour or less, and is exclusively fired on natural gas and where the process VOC emissions are less than one pound per day, exempt from a written permit pursuant to Rule 219 (b)(2).

~~(13)~~(14) FUEL CELL is any equipment which produces electricity in an electrochemical reaction, uses phosphoric acid, molten carbonate, proton exchange membrane, or solid oxide technologies; and associated heating equipment, including heaters that have a rated maximum heat input capacity of greater than 2,000,000 Btu per hour provided that the supplemental heat used is 90,000 therms per year or less.

~~(14)~~(15) HEAT INPUT means the higher heating value of the fuel to the unit measured as Btu/hr.

~~(15)~~(16) HEPA means High Efficiency Particulate Air filter which is capable of trapping and retaining at least 99.97 percent of all monodispersed particles of 0.3 micrometer in diameter or larger.

~~(16)~~(17) INTERNAL COMBUSTION ENGINE is any spark or compression ignited reciprocating internal combustion engine used exclusively for electrical generation at remote two-way radio transmission towers where no utility, electricity or natural gas is available within a ½ mile radius, has a manufacturer's rating of 100 brake horsepower or less, and is fired exclusively on diesel #2 fuel.

- ~~(17)~~(18) INDUSTRIAL COOLING TOWER means a cooling tower located at a chemical plant, refinery or other industrial facility that is not used for comfort cooling.
- ~~(18)~~(19) ISOLATED WORK AREA means the immediate enclosed containment area in which the asbestos abatement activity takes place.
- ~~(19)~~(20) MICRO-TURBINE is a stationary gas turbine engine, with a rated maximum heat input capacity of 3,500,000 Btu per hour or less, provided that the cumulative power output of all such engines at a facility is less than two megawatts, and that the engines are certified at the time of manufacture with the state of California or were in operation prior to May 3, 2013.
- ~~(20)~~(21) NEGATIVE AIR MACHINE means a machine or contrivance whose primary use is to remove asbestos emissions from residential or commercial abatement projects by passing asbestos containing air from an isolated work area by means of negative air pressure to a HEPA filtration system.
- ~~(21)~~(22) OIL PRODUCTION WELL GROUP is no more than four well pumps located at a facility subject to Rule 1148.1 – Oil and Gas Production Wells at which crude petroleum production and handling are conducted, as defined in the Standard Industrial Classification Manual as Industry No. 1311, Crude Petroleum and Natural Gas.
- ~~(22)~~(23) PORTABLE DIESEL FUELED HEATER is any combustion equipment which transfers heat from the combustion process for space heating and is designed to be fired exclusively with diesel #2 fuel and has a rated maximum heat input capacity of 250,000 Btu per hour or less.
- ~~(23)~~(24) POWER PRESSURE WASHER AND HOT WATER OR STEAM WASHER AND CLEANER is any equipment equipped with a heater or burner that is designed to be fired on diesel fuel, has a rated maximum heat input capacity of 550,000 Btu per hour or less, is equipped with a non-resettable chronometer, has a maximum NOx emission output of less than one pound per day and uses no more than 50 gallons of fuel per day.
- ~~(24)~~(25) PROCESS HEATER means any combustion equipment fired with or designed to be fired with natural gas and which transfers heat from combustion gases to water or process streams. Process Heater does not include any kiln or oven used for annealing, drying, curing, baking, cooking, calcining, or vitrifying; or any unfired waste heat recovery heater that is used to recover sensible heat from the exhaust of any combustion equipment.

~~(25)~~(26) RATED HEAT INPUT CAPACITY means the gross rated heat input specified on the nameplate of the combustion device.

~~(26)~~(27) REPRESSURIZING EQUIPMENT means combustion-based equipment used for processing natural gas for reinjection for reservoir repressurization, or used during enhanced recovery methods such as water flooding, steam flooding, or CO₂ flooding to increase reservoir pressure.

(28) RETAIL MOBILE FUELER means a mobile fueler with a cumulative capacity greater than 10 gallons and the owner or operator of the mobile fueler is compensated for the transfer or dispensing of gasoline.

~~(27)~~(29) STORAGE OF ODORANTS FOR NATURAL GAS, PROPANE, OR OIL is equipment used exclusively for the storage of odorants for natural gas, propane, or oil odorant storage, with a holding capacity of less than 950 liters (251 gallons) and associated transfer and control equipment.

~~(28)~~(30) STORAGE OF AQUEOUS UREA SOLUTIONS is equipment used exclusively to store aqueous solutions of urea [CO(NH₂)₂] with a holding capacity of 6500 gallons or less.

~~(29)~~(31) TAR POT (also known as a tar kettle) is any mobile equipment used exclusively for the storage, holding, melting, and transfer of asphalt or coal tar pitch and has a maximum holding capacity greater than 600 liters (159 gallons) but no more than 3,785 liters (1,000 gallons) and is equipped with burner(s) that fire exclusively on liquefied petroleum gases.

~~(30)~~(32) WELL CELLAR is a lined or unlined containment surrounding one or more oil wells, allowing access to the wellhead components for servicing and/or installation of blowout prevention equipment.

~~(31)~~(33) WELLHEAD is an assembly of valves mounted to the casing head of an oil well through which a well is produced. The wellhead is connected to an oil production line and in some cases to a gas casing.

~~(32)~~(34) WELL PUMP is a pump used to bring crude oil from the subsurface to surface. A well pump is connected to a well head and can be located in or above a well cellar.

(d) Requirements

(1) Owners/operators of sources subject to this rule shall:

- (A) comply with all applicable District, state, and federal rules and regulations;
- (B) comply with all operating conditions as specified by the District on a new emission source or equipment filing;

- (C) submit applicable information for each emission source described in this rule to the District, in a format determined by the Executive Officer, which shall provide a description of the source and shall include all associated air pollution control equipment, any and all pertinent data as necessary to estimate emissions from the source, and a determination that the emission source or equipment meets all compliance requirements with applicable rules and regulations. For change of location or change of owner/operator, a new emission source or equipment filing shall be required prior to operation of the emission source or equipment. This information shall include, if applicable, but not be limited to:
 - (i) hours of operation;
 - (ii) materials used or processed;
 - (iii) fuel usage; (iv) throughput; and
 - (v) operating parameters.
- (D) On May 3, 2013, and each subsequent January 1 thereafter, records shall be kept and made available to the District upon request to provide operation data and any updated information on the emission sources or equipment, applicable to this rule, including, but not limited to:
 - (i) hours of operation;
 - (ii) materials used or processed;
 - (iii) fuel usage;
 - (iv) throughput; and
 - (v) operating parameters.

Owners or operators of facilities filing for registration under Rule 219 paragraphs (h)(1)(E), (l)(6)(F) or (l)(11)(F) shall comply with the recordkeeping provisions of this subparagraph unless a low-VOC verification is submitted to the Executive Officer in accordance with PAR 219 (h)(1)(E)(ii), (l)(6)(F)(ii) or (l)(11)(F)(ii).
- (E) pay all required fees pursuant to Rule 301;
- (F) maintain a copy on-site of the filing receipt for all emission sources and equipment applicable to this rule for the life of the emission sources or equipment and make available to the Executive Officer upon request;

- (G) maintain records sufficient to verify the description of the emission sources or equipment, subject to this rule, all data necessary to estimate output of emissions sources, and records used to demonstrate compliance with operating conditions and with all other applicable rules and regulations. The records shall be maintained for five (5) years and made available to the Executive Officer upon request;
 - (H) not remove any air pollution control equipment associated with applicable equipment described in this rule unless it can be demonstrated that the replacement air pollution control equipment will reduce emissions at equal to or greater efficiency than the prior unit and such replacement air pollution control equipment is first approved in writing by the Executive Officer.
 - (2) Owners and/or operators of agricultural sources subject to this rule shall comply with the registration requirements in the CARB ATCM for stationary diesel-fueled agricultural engines rated at greater than 50 brake horsepower pursuant to California Code of Regulations, Title 17, Sections 93115.3(a) and 93115.8(c).
 - (3) Failure to comply with the provisions set forth in paragraph (d)(1) shall constitute a violation of this rule.
- (e) Compliance Dates
- (1) A person shall not install, alter, replace, operate, or use any equipment subject to this rule, initially installed on or after the effective date in Table I, without first complying with the requirements in subparagraphs (d)(1)(A), (B), (C), (E) and (H).
 - (2) The owner/operator of an emission source installed prior to the effective date in Table I and not currently possessing a valid Permit to Operate or open application for a Permit to Operate shall comply with the requirements of subdivision (d) within six (6) months of the effective date in Table I.
 - (3) The owner/operator of an emission source installed prior to the effective date in Table I and possessing a valid Permit to Operate or open application for a Permit to Operate will be notified by the Executive Officer of the transfer of the Permit to Operate or open application to the filing system and shall comply with the requirements of subdivision (d) within sixty (60) days of notification.

- (4) Failure to comply with the provision set forth in paragraphs (b)(1), (b)(2), (e)(1) through (e)(3) shall constitute a violation of this rule.

APPENDIX B

Modeling Files, Assumptions, and Calculations

Parameters
1,200 Gallon Throughput per Peak Day (Basis: 720 Gallons Fueled by 1 MFOD in 3.80 hrs = 1200 Gallons in 6.33 hrs)
1 Number of MFOD Fuelings per Peak Day
6.33 Total Hours Idling per Peak Day

Criteria Pollutants	Limits	Greenhouse Gas	Limits
0.49 lb-NOx/peak day	55	4.51717839 MT-CO ₂ /yr - Idling	
0.95 lb-VOC/peak day	55	3.16295493 MT-CO ₂ /yr - Traffic	
0.00 lb-PM ₁₀ /peak day	150	7.68013331 MT-CO ₂ /yr	10000
0.00 lb-PM _{2.5} /peak day	55		
0.00 lb-SO _x /peak day	150	Diesel Usage	
0.31 lb-CO/peak day	550	1659 gal/yr	

Zero Baseline, All New Emissions

MFOD Type B Process

MFOD Trip: Start to Terminal
Terminal Fueling
MFOD Trip: Terminal to Location
MF Fueling Customer
MFOD Trip: Location to Start

Assumptions

1 Type B Mobile Fueler Holds 1,200 Gallons and Spends 6.33 Hrs Fueling/Idling^a
 MFOD Trip: 30 mi^{aa}

Emission Factors (lb/kgal except Hose Permeation and Idling lb/day)	Loading	Breathing	Refueling	Hose Permeation	Spillage	Fueling Subtotal (lb/day)	Idling while Fueling	Idling Subtotal (lb/day)	EMFAC 2017 (lb/mi)	Traffic Subtotal (lb/day)	Total (lb/day)
NOx											
Uncontrolled Emissions							0.4357	0.4357	0.001897632	0.056928947	0.4926
VOC											
Uncontrolled Emissions											
Control Efficiency											
Controlled Emissions		0.225	0.42	0.0268	0.12	0.9448	0.0075	0.0075	1.39548E-05	0.000418645	0.9527
Benzene											
Percentage of ROG	0.455%	0.455%	0.455%	0.455%	0.707%						
Controlled Emissions	0.000000	0.001024	0.001911	0.000122	0.000848	0.0047					0.0047
Ethylbenzene											
Percentage of ROG	0.107%	0.107%	0.107%	0.107%	1.290%						
Controlled Emissions	0.000000	0.000241	0.000449	0.000029	0.001548	0.0027					0.0027
MFOD Type B											
Naphthalene											
Percentage of ROG	0.0004%	0.0004%	0.0004%	0.0004%	0.174%						
Controlled Emissions	0.00000000	0.00000090	0.00000168	0.00000011	0.000209	0.0003					0.0003
PM₁₀											
Uncontrolled Emissions							0.0001	0.0001	1.21155E-05	0.000363464	0.0005
PM_{2.5}											
Uncontrolled Emissions							0.0001	0.0001	1.15914E-05	0.000347741	0.0005
SO_x											
Uncontrolled Emissions							0.0008	0.0008	1.87154E-05	0.000561461	0.0014
CO											
Uncontrolled Emissions							0.3032	0.3032	0.000136529	0.004095868	0.3073

Parameters
50,400 Gallon Throughput per Peak Day (Basis: 720 Gallons Fueled by 1 MFOD in 3.80 hrs = 1200 Gallons in 6.33 hrs)
42 Number of MFOD Fuelings per Peak Day
266.00 Total Hours Idling per Peak Day

Criteria Pollutants	Limits	Greenhouse Gas	Limits
20.6910 lb-NOx/peak day	55	189.721492 MT-CO ₂ /yr - Idling	
38.9145 lb-VOC/peak day	55	132.844107 MT-CO ₂ /yr - Traffic	
0.0202 lb-PM ₁₀ /peak day	150	322.565599 MT-CO ₂ /yr	10000
0.0193 lb-PM _{2.5} /peak day	55		
0.0580 lb-SO _x /peak day	150	Diesel Usage	
12.9073 lb-CO/peak day	550	69682 gal/yr	

Zero Baseline, All New Emissions

MFOD Type B Process

MFOD Trip: Start to Terminal
Terminal Fueling
MFOD Trip: Terminal to Location
MF Fueling Customer
MFOD Trip: Location to Start

Assumptions

1 Type B Mobile Fueler Holds 1,200 Gallons and Spends 6.33 Hrs Fueling/Idling^a
 MFOD Trip: 30 mi^{aa}

Emission Factors (lb/kgal except Hose Permeation and Idling lb/day)	Loading	Breathing	Refueling	Hose Permeation	Spillage	Fueling Subtotal (lb/day)	Idling while Fueling	Idling Subtotal (lb/day)	EMFAC 2017 (lb/mi)	Traffic Subtotal (lb/day)	Total (lb/day)
NOx											
Uncontrolled Emissions							18.2999	18.2999	0.001897632	2.391015784	20.6910
VOC											
Uncontrolled Emissions											
Control Efficiency											
Controlled Emissions		0.225	0.42	0.0268	0.12	38.5828	0.3142	0.3142	1.39548E-05	0.017583085	38.9145
Benzene											
Percentage of ROG	0.455%	0.455%	0.455%	0.455%	0.707%						
Controlled Emissions	0.000000	0.001024	0.001911	0.000122	0.000848	0.1908					0.1908
Ethylbenzene											
Percentage of ROG	0.107%	0.107%	0.107%	0.107%	1.290%						
Controlled Emissions	0.000000	0.000241	0.000449	0.000029	0.001548	0.1128					0.1128
Naphthalene											
Percentage of ROG	0.0004%	0.0004%	0.0004%	0.0004%	0.174%						
Controlled Emissions	0.00000000	0.00000090	0.00000168	0.00000011	0.000209	0.0107					0.0107
PM₁₀											
Uncontrolled Emissions							0.0049	0.0049	1.21155E-05	0.015265496	0.0202
PM_{2.5}											
Uncontrolled Emissions							0.0047	0.0047	1.15914E-05	0.014605118	0.0193
SO_x											
Uncontrolled Emissions							0.0344	0.0344	1.87154E-05	0.02358135	0.0580
CO											
Uncontrolled Emissions							12.7352	12.7352	0.000136529	0.172026467	12.9073

	RUNNING (g/mi)						IDLING (g/day, day = 0.098 hrs)					
	VOC	PM10	PM2.5	CO	NOx	SOx	VOC	PM10	PM2.5	CO	NOx	SOx
T6 instate construction small	0.00633	0.005495	0.005258	0.061928	0.860751	0.008489	0.052499	0.000822	0.000787	2.12822	3.058156	0.005744

EMFAC2017 (v1.0.2) Emission Rates			CO2	CH4	N2O	CO2	CH4	N2O
Region Type: Air District			898.5586	0.000294	0.141241	595.6609	0.002291	0.09363

Region: SOUTH COAST AQMD

Calendar Year: 2021

Vehicle Classification: EMFAC2011 Categories

Units: miles/day for VMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HTSK and RUNLS, g/vehicle/day for IDLEX, RESTL and DIURN. Note 'day' in the unit is operation day.

Region	Calendar Y	Vehicle Category	Model Yea	Speed	Fuel	Population	VMT	Trips	NOx_RUNI	NOx_IDLEI	PM2.5_RU	PM2.5_IDI	PM10_RU	PM10_IDL	CO2_RUNI	CO2_IDLEI	CH4_RUNI	CH4_IDLEI	N2O_RUN	N2O_IDLE	ROG_RUN	ROG_IDLE	CO_RUNE	CO_IDLEX	SOx_RUNE	SOx_IDLEX	
Season: Winter																											
SOUTH CO	2021	T6 instate construction small	2018	Aggregate	DSL	708.3824	50199.92	3202.57	0.846361	3.058156	0.005258	0.000787	0.005495	0.000822	898.5586	607.9895	0.000294	0.002088	0.141241	0.095567	0.00633	0.044959	0.061928	2.12822	0.008489	0.005744	
Season: Summer																											
SOUTH CO	2021	T6 instate construction small	2018	Aggregate	DSL	708.3824	50199.92	3202.57	0.813109	2.708744	0.005258	0.000606	0.005495	0.000633	898.5586	586.7334	0.000294	0.002438	0.141241	0.092226	0.00633	0.052499	0.061928	2.06052	0.008489	0.005543	
Season: Annual																											
SOUTH CO	2021	T6 instate construction small	2018	Aggregate	DSL	708.3824	50199.92	3202.57	0.860751	2.855497	0.005258	0.000682	0.005495	0.000713	898.5586	595.6609	0.000294	0.002291	0.141241	0.09363	0.00633	0.049332	0.061928	2.088954	0.008489	0.005628	

Model Parameters

Modeled Source	Breathing (Regular)	Breathing (Reflectiv Refueling)	Spillage	Hose Permeation	Gas Cans	Exhaust Idling
Emission Rate	0.08 lb/1,000 gallons	0.053 lb/1,000 gallon	0.42 lb/1,000 gallons	0.12 lb/1,000 gallons	0.00112 lb/hr	8.4 lb/1,000 gallons
Model Source Type	Point	Point	Volume	Volume	Area	Volume
Length of Side			1.666 m	1.666 m	4 feet	1.666 m
Release Height			1 m	0 m	0.4 m	1 m
Initial Lateral Dimension (σy)	N/A		0.388 m	0.388 m	N/A	0.388 m
Initial Vertical Dimension (σz)	None		1.073 m	1.073 m	None	1.073 m
Stack Height	2.306 m	2.306 m				
Stack Diameter	10 in (0.254 m)	10 in (0.254 m)				
Exit Velocity	0.000014 m/s	0.0000894 m/s				
Temperature	Ambient Temp	291K				
Other Model Options						
Urban Population	2,035,210					
Meteorological Data	KONT	To represent worst case operations for a county				

Comparison of Emission Factors

Process	UST TOG EF (lbs/1000gal)	AST TOG EF (lbs/1000gal)	CARB
Loading	0.15	0.42	0.15
Breathing	0.024	0.053	0.024
Refueling	0.32	0.208	0.021
Hose Permeation	0.009	0	0.009
Spillage	0.24	0.42	0.24

Bulk transfer
Pressure drive losses

0.42 for non-ORVR
2017 and after

Emission Factors

Process	TOG EF (lbs/1000gal)	Benzene wt %	Benzene EF (lbs/1000gal)	Ethylbenzene wt %	Ethylbenzene EF (lbs/1000gal)	Naphthalene wt %	Naphthalene EF (lbs/1000gal)	Comments
Gas cans	8.4	0.46%	0.03822	0.107%	0.008988	0.0004%	0.0000336	Uncontrolled Refueling
Breathing (Reg)	0.08	0.46%	0.000364	0.107%	0.0000856	0.0004%	0.00000032	From AP-42 Transit losses
Breathing (Ref)	0.053	0.46%	0.00024115	0.107%	0.0000567	0.0004%	0.000000212	For Booster reflective trucks
Refueling	0.42	0.46%	0.0019110	0.107%	0.0004494	0.0004%	0.00000168	95% control only
Spillage	0.12	0.71%	0.0008484	1.290%	0.0015480	0.1740%	0.0002088	Per EO
	TOG EF (lb/day)		Benzene EF (lbs/day)		Ethylbenzene EF (lbs/day)		Naphthalene EF (lbs/day)	
Hose Permeation	0.0268	0.46%	0.0001219	0.107%	0.0000287	0.0004%	1.072E-07	Based on daily rate
Idling	0.000386252	DPM						Based on 24 hours of idling
Idling	4.82815E-05	DPM						Based on 3 hours of idling

Assume gas cans account for 4% of fueling at a location

Note: Although the speciation profile shows 0.36 wt% for benzene, 0.30 wt% was used to be consistent with CAPCOA

Emissions for 1 MM gallons/year Operation (normalized)

Process	Benzene Q (lb/hr)	Ethylbenzene Q (lb/hr)	Naphthalene Q (lb/hr)	DPM Q (lb/hr)	
Gas Cans	4.363E-03	1.026E-03	3.836E-06	0.000E+00	
Breathing (Reg)	4.155E-05	9.772E-06	3.653E-08	0.000E+00	
Breathing (Ref)	2.753E-05	6.474E-06	2.420E-08	0.000E+00	
Refueling	2.182E-04	5.130E-05	1.918E-07	0.000E+00	
Spillage	9.685E-05	1.767E-04	2.384E-05	0.000E+00	
Hose Permeation	5.081E-06	1.195E-06	4.467E-09	0.000E+00	
Idling	0.000E+00	0.000E+00	0.000E+00	1.609E-05	24 hours
Idling	0.000E+00	0.000E+00	0.000E+00	2.012E-06	3 hours

	Y	AVERAGE	ZFLAG	AVE	AVERAGE	ZFLAG	AVE	AVERAGE	ZFLAG	AVE	AVERAGE	ZFLAG	AVE	AVERAGE	ZFLAG	AVE	AVERAGE	ZFLAG	AVE	AVERAGE	ZFLAG	AVE	AVERAGE	ZFLAG	AVE	AVERAGE	ZFLAG	AVE											
		8.71E-02			6.09E-02			6.32E-03			1.21E-03			2.87E-04			1.07E-06			5.18E-01			2.13E-01			1.39E-03													
	4.3412	24.62019	3.11E-02	PERIOD	BZ	GAL_P	2.09E-02	PERIOD	EB	GAL_P	2.12E-03	PERIOD	NP	GAL_P	4.41E-04	PERIOD	BZ	DAY	1.04E-04	PERIOD	EB	DAY	3.88E-07	PERIOD	NP	DAY	1.04E-01	PERIOD	BZ	CANS	4.27E-02	PERIOD	EB	CANS	2.79E-04	PERIOD	NP	CANS	
	8.5505	23.49232	3.43E-02	PERIOD	BZ	GAL_P	2.30E-02	PERIOD	EB	GAL_P	2.33E-03	PERIOD	NP	GAL_P	4.86E-04	PERIOD	BZ	DAY	1.15E-04	PERIOD	EB	DAY	4.29E-07	PERIOD	NP	DAY	1.29E-01	PERIOD	BZ	CANS	5.31E-02	PERIOD	EB	CANS	3.47E-04	PERIOD	NP	CANS	
	12.5	21.65064	4.03E-02	PERIOD	BZ	GAL_P	2.69E-02	PERIOD	EB	GAL_P	2.72E-03	PERIOD	NP	GAL_P	5.74E-04	PERIOD	BZ	DAY	1.36E-04	PERIOD	EB	DAY	5.05E-07	PERIOD	NP	DAY	1.71E-01	PERIOD	BZ	CANS	7.04E-02	PERIOD	EB	CANS	4.60E-04	PERIOD	NP	CANS	
	16.0669	19.15111	4.69E-02	PERIOD	BZ	GAL_P	3.44E-02	PERIOD	EB	GAL_P	3.48E-03	PERIOD	NP	GAL_P	7.42E-04	PERIOD	BZ	DAY	1.63E-04	PERIOD	EB	DAY	6.30E-07	PERIOD	NP	DAY	2.16E-01	PERIOD	BZ	CANS	8.50E-02	PERIOD	EB	CANS	6.50E-04	PERIOD	NP	CANS	
	19.15111	16.0669	6.55E-02	PERIOD	BZ	GAL_P	4.45E-02	PERIOD	EB	GAL_P	4.54E-03	PERIOD	NP	GAL_P	9.28E-04	PERIOD	BZ	DAY	2.19E-04	PERIOD	EB	DAY	8.14E-07	PERIOD	NP	DAY	3.49E-01	PERIOD	BZ	CANS	1.44E-01	PERIOD	EB	CANS	9.41E-04	PERIOD	NP	CANS	
	21.65064	12.5	7.97E-02	PERIOD	BZ	GAL_P	5.52E-02	PERIOD	EB	GAL_P	5.69E-03	PERIOD	NP	GAL_P	1.12E-03	PERIOD	BZ	DAY	2.64E-04	PERIOD	EB	DAY	9.82E-07	PERIOD	NP	DAY	4.59E-01	PERIOD	BZ	CANS	1.89E-01	PERIOD	EB	CANS	1.24E-03	PERIOD	NP	CANS	
	23.49232	8.5505	8.71E-02	PERIOD	BZ	GAL_P	6.09E-02	PERIOD	EB	GAL_P	6.32E-03	PERIOD	NP	GAL_P	1.21E-03	PERIOD	BZ	DAY	2.87E-04	PERIOD	EB	DAY	1.07E-06	PERIOD	NP	DAY	5.18E-01	PERIOD	BZ	CANS	2.13E-01	PERIOD	EB	CANS	1.39E-03	PERIOD	NP	CANS	
	24.62019	4.3412	8.38E-02	PERIOD	BZ	GAL_P	5.84E-02	PERIOD	EB	GAL_P	6.05E-03	PERIOD	NP	GAL_P	1.17E-03	PERIOD	BZ	DAY	2.76E-04	PERIOD	EB	DAY	1.03E-06	PERIOD	NP	DAY	4.89E-01	PERIOD	BZ	CANS	2.01E-01	PERIOD	EB	CANS	1.32E-03	PERIOD	NP	CANS	
	25	0	7.15E-02	PERIOD	BZ	GAL_P	4.91E-02	PERIOD	EB	GAL_P	5.04E-03	PERIOD	NP	GAL_P	1.01E-03	PERIOD	BZ	DAY	2.38E-04	PERIOD	EB	DAY	8.85E-07	PERIOD	NP	DAY	3.87E-01	PERIOD	BZ	CANS	1.59E-01	PERIOD	EB	CANS	1.04E-03	PERIOD	NP	CANS	
	24.62019	4.3412	8.38E-02	PERIOD	BZ	GAL_P	5.84E-02	PERIOD	EB	GAL_P	6.05E-03	PERIOD	NP	GAL_P	1.17E-03	PERIOD	BZ	DAY	2.76E-04	PERIOD	EB	DAY	1.03E-06	PERIOD	NP	DAY	4.89E-01	PERIOD	BZ	CANS	2.01E-01	PERIOD	EB	CANS	1.32E-03	PERIOD	NP	CANS	
	23.49232	-8.5505	4.37E-02	PERIOD	BZ	GAL_P	2.91E-02	PERIOD	EB	GAL_P	2.95E-03	PERIOD	NP	GAL_P	6.24E-04	PERIOD	BZ	DAY	1.47E-04	PERIOD	EB	DAY	5.48E-07	PERIOD	NP	DAY	1.73E-01	PERIOD	BZ	CANS	7.10E-02	PERIOD	EB	CANS	4.65E-04	PERIOD	NP	CANS	
	21.65064	-12.5	3.63E-02	PERIOD	BZ	GAL_P	2.42E-02	PERIOD	EB	GAL_P	2.45E-03	PERIOD	NP	GAL_P	5.17E-04	PERIOD	BZ	DAY	1.22E-04	PERIOD	EB	DAY	4.54E-07	PERIOD	NP	DAY	1.20E-01	PERIOD	BZ	CANS	4.94E-02	PERIOD	EB	CANS	3.24E-04	PERIOD	NP	CANS	
	19.15111	-16.0669	6.38E-02	PERIOD	BZ	GAL_P	2.21E-02	PERIOD	EB	GAL_P	2.24E-03	PERIOD	NP	GAL_P	4.66E-04	PERIOD	BZ	DAY	1.10E-04	PERIOD	EB	DAY	4.10E-07	PERIOD	NP	DAY	9.75E-02	PERIOD	BZ	CANS	4.01E-02	PERIOD	EB	CANS	2.62E-04	PERIOD	NP	CANS	
	16.0669	-19.15111	3.1E-02	PERIOD	BZ	GAL_P	2.13E-02	PERIOD	EB	GAL_P	2.16E-03	PERIOD	NP	GAL_P	4.48E-04	PERIOD	BZ	DAY	1.06E-04	PERIOD	EB	DAY	3.93E-07	PERIOD	NP	DAY	9.07E-02	PERIOD	BZ	CANS	3.73E-02	PERIOD	EB	CANS	2.44E-04	PERIOD	NP	CANS	
	12.5	-21.65064	4.1E-02	PERIOD	BZ	GAL_P	2.15E-02	PERIOD	EB	GAL_P	2.18E-03	PERIOD	NP	GAL_P	4.59E-04	PERIOD	BZ	DAY	1.09E-04	PERIOD	EB	DAY	3.95E-07	PERIOD	NP	DAY	9.16E-02	PERIOD	BZ	CANS	3.74E-02	PERIOD	EB	CANS	2.44E-04	PERIOD	NP	CANS	
	8.5505	-23.49232	3.14E-02	PERIOD	BZ	GAL_P	2.12E-02	PERIOD	EB	GAL_P	2.16E-03	PERIOD	NP	GAL_P	4.45E-04	PERIOD	BZ	DAY	1.05E-04	PERIOD	EB	DAY	3.91E-07	PERIOD	NP	DAY	9.75E-02	PERIOD	BZ	CANS	4.02E-02	PERIOD	EB	CANS	2.63E-04	PERIOD	NP	CANS	
	4.3412	-24.62019	3.19E-02	PERIOD	BZ	GAL_P	2.15E-02	PERIOD	EB	GAL_P	2.19E-03	PERIOD	NP	GAL_P	4.53E-04	PERIOD	BZ	DAY	1.07E-04	PERIOD	EB	DAY	3.98E-07	PERIOD	NP	DAY	1.08E-01	PERIOD	BZ	CANS	4.45E-02	PERIOD	EB	CANS	2.91E-04	PERIOD	NP	CANS	
	0	-25	3.29E-02	PERIOD	BZ	GAL_P	2.22E-02	PERIOD	EB	GAL_P	2.26E-03	PERIOD	NP	GAL_P	4.67E-04	PERIOD	BZ	DAY	1.10E-04	PERIOD	EB	DAY	4.10E-07	PERIOD	NP	DAY	1.25E-01	PERIOD	BZ	CANS	5.13E-02	PERIOD	EB	CANS	3.36E-04	PERIOD	NP	CANS	
	-4.3412	-24.62019	3.43E-02	PERIOD	BZ	GAL_P	2.32E-02	PERIOD	EB	GAL_P	2.37E-03	PERIOD	NP	GAL_P	4.87E-04	PERIOD	BZ	DAY	1.15E-04	PERIOD	EB	DAY	4.28E-07	PERIOD	NP	DAY	1.48E-01	PERIOD	BZ	CANS	6.08E-02	PERIOD	EB	CANS	3.98E-04	PERIOD	NP	CANS	
	-8.5505	-23.49232	3.60E-02	PERIOD	BZ	GAL_P	2.44E-02	PERIOD	EB	GAL_P	2.50E-03	PERIOD	NP	GAL_P	5.09E-04	PERIOD	BZ	DAY	1.20E-04	PERIOD	EB	DAY	4.47E-07	PERIOD	NP	DAY	1.74E-01	PERIOD	BZ	CANS	7.15E-02	PERIOD	EB	CANS	4.68E-04	PERIOD	NP	CANS	
	-12.5	-21.65064	4.25E-02	PERIOD	BZ	GAL_P	2.51E-02	PERIOD	EB	GAL_P	2.56E-03	PERIOD	NP	GAL_P	5.29E-04	PERIOD	BZ	DAY	1.24E-04	PERIOD	EB	DAY	4.68E-07	PERIOD	NP	DAY	1.86E-01	PERIOD	BZ	CANS	8.48E-02	PERIOD	EB	CANS	5.55E-04	PERIOD	NP	CANS	
	-16.0669	-19.15111	3.78E-02	PERIOD	BZ	GAL_P	2.58E-02	PERIOD	EB	GAL_P	2.64E-03	PERIOD	NP	GAL_P	5.32E-04	PERIOD	BZ	DAY	1.26E-04	PERIOD	EB	DAY	4.68E-07	PERIOD	NP	DAY	2.06E-01	PERIOD	BZ	CANS	8.48E-02	PERIOD	EB	CANS	5.55E-04	PERIOD	NP	CANS	
	-19.15111	-16.0669	3.70E-02	PERIOD	BZ	GAL_P	2.52E-02	PERIOD	EB	GAL_P	2.58E-03	PERIOD	NP	GAL_P	5.23E-04	PERIOD	BZ	DAY	1.23E-04	PERIOD	EB	DAY	4.60E-07	PERIOD	NP	DAY	2.01E-01	PERIOD	BZ	CANS	8.29E-02	PERIOD	EB	CANS	5.42E-04	PERIOD	NP	CANS	
	-21.65064	-12.5	3.53E-02	PERIOD	BZ	GAL_P	2.39E-02	PERIOD	EB	GAL_P	2.44E-03	PERIOD	NP	GAL_P	5.00E-04	PERIOD	BZ	DAY	1.18E-04	PERIOD	EB	DAY	3.78E-07	PERIOD	NP	DAY	1.84E-01	PERIOD	BZ	CANS	7.58E-02	PERIOD	EB	CANS	4.96E-04	PERIOD	NP	CANS	
	-23.49232	-8.5505	3.31E-02	PERIOD	BZ	GAL_P	2.24E-02	PERIOD	EB	GAL_P	2.28E-03	PERIOD	NP	GAL_P	4.70E-04	PERIOD	BZ	DAY	1.11E-04	PERIOD	EB	DAY	4.13E-07	PERIOD	NP	DAY	1.62E-01	PERIOD	BZ	CANS	6.65E-02	PERIOD	EB	CANS	4.35E-04	PERIOD	NP	CANS	
	-24.62019	-4.3412	3.11E-02	PERIOD	BZ	GAL_P	2.10E-02	PERIOD	EB	GAL_P	2.13E-03	PERIOD	NP	GAL_P	4.41E-04	PERIOD	BZ	DAY	1.04E-04	PERIOD	EB	DAY	3.88E-07	PERIOD	NP	DAY	1.39E-01	PERIOD	BZ	CANS	5.72E-02	PERIOD	EB	CANS	3.74E-04	PERIOD	NP	CANS	
	-25	0	2.91E-02	PERIOD	BZ	GAL_P	1.98E-02	PERIOD	EB	GAL_P	2.02E-03	PERIOD	NP	GAL_P	4.29E-04	PERIOD	BZ	DAY	9.9E-05	PERIOD	EB	DAY	4.34E-07	PERIOD	NP	DAY	1.49E-01	PERIOD	BZ	CANS	6.82E-02	PERIOD	EB	CANS	3.29E-04	PERIOD	NP	CANS	
	-24.62019	4.3412	2.85E-02	PERIOD	BZ	GAL_P	1.92E-02	PERIOD	EB	GAL_P	1.95E-03	PERIOD	NP	GAL_P	4.04E-04	PERIOD	BZ	DAY	9.55E-05	PERIOD	EB	DAY	3.56E-07	PERIOD	NP	DAY	1.02E-01	PERIOD	BZ	CANS	4.21E-02	PERIOD	EB	CANS	2.75E-04	PERIOD	NP	CANS	
	-23.49232	8.5505	2.78E-02	PERIOD	BZ	GAL_P	1.87E-02	PERIOD	EB	GAL_P	1.91E-03	PERIOD	NP	GAL_P	3.95E-04	PERIOD	BZ	DAY	9.32E-05	PERIOD	EB	DAY	3.47E-07	PERIOD	NP	DAY	8.87E-02	PERIOD	BZ	CANS	3.65E-02	PERIOD	EB	CANS	2.39E-04	PERIOD	NP	CANS	
	-21.65064	12.5	2.74E-02	PERIOD	BZ	GAL_P	1.85E-02	PERIOD	EB	GAL_P	1.88E-03	PERIOD	NP	GAL_P	3.89E-04	PERIOD	BZ	DAY	9.19E-05	PERIOD	EB	DAY	3.42E-07	PERIOD	NP	DAY	7.85E-02	PERIOD	BZ	CANS	3.23E-02	PERIOD	EB	CANS	2.11E-04	PERIOD	NP	CANS	
	-19.15111	16.0669	2.72E-02	PERIOD	BZ	GAL_P	1.83E-02	PERIOD	EB	GAL_P	1.86E-03	PERIOD	NP	GAL_P	3.86E-04	PERIOD	BZ	DAY	9.11E-05	PERIOD	EB	DAY	3.39E-07	PERIOD	NP	DAY	7.17E-02	PERIOD	BZ	CANS	2.95E-02	PERIOD	EB	CANS	1.93E-04	PERIOD	NP	CANS	
	-16.0669	19.15111	2.71E-02	PERIOD	BZ	GAL_P	1.83E-02	PERIOD	EB	GAL_P	1.86E-03	PERIOD	NP	GAL_P	3.85E-04	PERIOD	BZ	DAY	9.09E-05	PERIOD	EB	DAY	3.38E-07	PERIOD	NP	DAY	6.81E-02	PERIOD	BZ	CANS	2.80E-02	PERIOD	EB	CANS	1.83E-04	PERIOD	NP	CANS	
	-12.5	21.65064	2.70E-02	PERIOD	BZ	GAL_P	1.82E-02	PERIOD	EB	GAL_P	1.85E-03	PERIOD	NP	GAL_P	3.83E-04	PERIOD	BZ	DAY	9.07E-05	PERIOD	EB	DAY	3.37E-07	PERIOD	NP	DAY	6.70E-02	PERIOD	BZ	CANS	2.78E-02	PERIOD	EB	CANS	1.78E-04	PERIOD	NP	CANS	
	-8.5505	23.49232	2.75E-02	PERIOD	BZ	GAL_P	1.85E-02	PERIOD	EB	GAL_P	1.88E-03	PERIOD	NP	GAL_P	3.90E-04	PERIOD	BZ	DAY	9.21E-05	PERIOD	EB	DAY	3.43E-07	PERIOD	NP	DAY	7.00E-02	PERIOD	BZ	CANS	2.88E-02	PERIOD	EB	CANS	1.88E-04	PERIOD	NP	CANS	
	-4.3412	24.62019	2.81E-02	PERIOD	BZ	GAL_P	1.89E-02	PERIOD	EB	GAL_P	1.92E-03	PERIOD	NP	GAL_P	3.95E-04	PERIOD	BZ	DAY	9.42E-05	PERIOD	EB	DAY	3.51E-07	PERIOD	NP	DAY	7.61E-02	PERIOD	BZ	CANS	3.35E-02	PERIOD	EB	CANS	2.05E-04	PERIOD	NP	CANS	
	0	0	25	2.92E-02	PERIOD	BZ	GAL_P	1.96E-02	PERIOD	EB	GAL_P	1.99E-03	PERIOD	NP	GAL_P	4.15E-04	PERIOD	BZ	DAY	9.79E-05	PERIOD	EB	DAY	3.65E-07	PERIOD	NP	DAY	8.70E-02	PERIOD	BZ	CANS	3.58E-02	PERIOD	EB	CANS	2.34E-04	PERIOD	NP	CANS

Per 1 MM gallons/year

	BENZENE		ETHYL BENZENE		NAPHTHALENE	
	Sensitive	Worker	Sensitive	Worker	Sensitive	Worker
Conc., Annual	0.08708	0.08708	0.06095	0.06095	0.00632	0.00632
Conc., 1-hour						
Cancer Potent	1.00E-01	1.00E-01	8.70E-03	8.70E-03	1.20E-01	1.20E-01
CEF	67.740	55.86	67.740	55.86	67.740	55.86
Multi-Pathwa	1.00	1.00	1.00	1.00	1.00	1.00
MWAF	1	1	1	1	1	1
WAF		1.0		1.0		1.0
Chronic REL	3.00E+00	3.00E+00	2.00E+03	2.00E+03	9.00E+00	9.00E+00
Multi-Pathwa	1.00	1.00	1.00	1.00	1.00	1.00
Acute REL	2.70E+01	2.70E+01				
CANCER RISK	5.90	0.49	0.36	0.03	0.51	0.04
CHRONIC HI	2.90E-02	2.90E-02	3.05E-05	3.05E-05	7.03E-04	7.03E-04
ACUTE HI	0.00E+00	0.00E+00				

TOTAL - 1MMgal/year		
Sensitive	Worker	
6.77E-06	5.58E-07	Cancer Risk
6.77	0.56	
2.98E-02	2.98E-02	Chronic HI
0.00E+00	0.00E+00	Acute HI

Daily Emissions

BENZENE		ETHYL BENZENE		NAPHTHALENE	
Sensitive	Worker	Sensitive	Worker	Sensitive	Worker
0.00121	0.00121	0.00029	0.00029	0.00000	0.00000
1.00E-01	1.00E-01	8.70E-03	8.70E-03	1.20E-01	1.20E-01
677.40	55.86	677.40	55.86	677.40	55.86
1.00	1.00	1.00	1.00	1.00	1.00
1	1	1	1	1	1
	1.0		1.0		1.
3.00E+00	3.00E+00	2.00E+03	2.00E+03	9.00E+00	9.00E+00
1.00	1.00	1.00	1.00	1.00	1.00
2.70E+01	2.70E+01				
0.08	0.01	0.00	0.00	0.00	0.0
4.05E-04	4.05E-04	1.43E-07	1.43E-07	1.19E-07	1.19E-07
0.00E+00	0.00E+00				

TOTAL - Daily		
Sensitive	Worker	
8.40E-08	6.93E-09	Cancer Risk
0.08	0.01	
4.05E-04	4.05E-04	Chronic HI
0.00E+00	0.00E+00	Acute HI

Portable Fuel Container Emissions per 1MM gallons/yr

BENZENE		ETHYL BENZENE		NAPHTHALENE	
Sensitive	Worker	Sensitive	Worker	Sensitive	Worker
0.51778	0.51778	0.21308	0.21308	0.00139	0.0013
1.00E-01	1.00E-01	8.70E-03	8.70E-03	1.20E-01	1.20E-01
677.40	55.86	677.40	55.86	677.40	55.86
1.00	1.00	1.00	1.00	1.00	1.00
1	1	1	1	1	1
	1.0		1.0		1
3.00E+00	3.00E+00	2.00E+03	2.00E+03	9.00E+00	9.00E+00
1.00	1.00	1.00	1.00	1.00	1.00
2.70E-01	2.70E-01				
35.07	2.89	1.26	0.10	0.11	0.0
1.73E-01	1.73E-01	1.07E-04	1.07E-04	1.55E-04	1.55E-04
0.00E+00	0.00E+00				

TOTAL - Gas Cans		
Sensitive	Worker	
3.64E-05	3.01E-06	Cancer Ris
36.44	3.01	
1.73E-01	1.73E-01	Chronic HI
0.00E+00	0.00E+00	Acute HI

Vehicle Refueling + Portable Containers

Throughput	4424	4 % of vehicle refueling throughput	
	368.666667	gallons/month	
	Vehicles	Gas Cans	TOTAL
Sens CR	0.83	0.16	0.99
Work CR	0.07	0.01	0.08

		Throughput Limit		Throughput Limit			
		ORVR Only		ORVR		Gas cans	
		gal/yr	gal/mth	gal/yr	gal/mth	gal/yr	gal/mth
KONT	Purple	134500	11208.3	110600	9216.7	4424.0	368.7