AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule
☐**A**
☐**B**

Division:
MSCD

Contact Person and Phone #:
Bob Nguyen
(916) 327-2939

Affected Governments:
None

Federal Authority:
None

Subject:
Proposed Public Transit Bus Fleet Rule and Amendments to Urban Bus Engine Standards

CCR Title, Number, §§ Affected:
Title 13, Amends §1956.8 and proposes §§1956.1, 1956.2, 1956.3, and 1956.4

Authority & Reference Citations:

Authority: Health & Safety Code Sections: 39600, 39601, 43013, 43018, 43101, 43103, 43105, 43200, and Vehicle Code 28114
References:

Specific Legislative Intent, if any:
Not Applicable

Comparable Federal Regulations:
40 CFR 86.004-11

Primary Goals and Authorities of Agency:
The goal of the Air Resources Board is to meet health-based air quality standards for ozone and to reduce the public's exposure to toxic air contaminants. The ARB has authority to regulate emissions from motor vehicles.

Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities:
Emissions reductions from urban buses will assist the ARB's goals of meeting air quality standards for ozone. The proposed regulation will also reduce the public's exposure to toxic diesel exhaust.

Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements:
The proposed regulation further lowers exhaust emission standards to levels below State and federal standards.

Problems Addressed (public Health, safety, welfare & Environmental protection):
Public health concerns are addressed through reduced exposure to harmful levels of ozone and exposure to toxic diesel exhaust.

Alternatives Considered:
1. No action
2. Require all transit agencies in California to purchase compressed natural gas buses.

Intended Benefits:
Reduce emissions of ozone precursors (oxides of nitrogen) and of toxic diesel exhaust.

Economic Impacts:
Our initial estimates indicate that the rule is likely to have modest impact on businesses in the regulated community and negligible impact on individuals. It is not likely to cost the local governments a significant amount. The proposed regulation is not a major rule because the compliance cost does not exceed $10 million in a single year during the regulation horizon.

Legal Deadline:
Not Applicable
Sunset Review:
2015
Major Regulation
Yes
No

Fiscal Impact:
Local Government:
Yes
No Fiscal Impact

State Government:
Yes
No

Federal Funding of State Program
Yes
No

If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement

Std. Form 399 attached

PROJECTED DATES FOR:

Notice December 13, 1999 **Hearing** January 27, 2000 **Adoption** January 27, 2000 **To OAL** December 2000

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule
☐ **A**
☒ **B**

Division: Mobile Source Control Division

Contact Person and Phone #:
Jackie Lourenco
626-575-6676

Affected Governments:
State and local agencies that purchase new off-road diesel equipment

Federal Authority:
1990 Amendments to the Clean Air Act

Subject:
Amendment of Emission Control Regulations for 2000 and Later Model Year Off-Road Diesel Engines 25 Horsepower and Greater

CCR Title, Number, §§ Affected:
Title 13, §§ 2420-2427

Authority & Reference Citations:

Authority:
H&SC §§43013 and 43018

References:
H&SC §39600

Specific Legislative Intent, if any:

Comparable Federal Regulations:
40 CFR Part 89

Primary Goals and Authorities of Agency:

Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities:

Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements:

Problems Addressed (public Health, safety, welfare & Environmental protection):
Regulations will address health & welfare of public as affected by ozone forming emissions from heavy-duty on-road offcycle engines emission reductions called for in measure M9 and M10 of California ozone SIP.

Alternatives Considered:
None

Intended Benefits:
The 1994 State Implementation Plan Measures M9 and M10 (the federal portion) were intended to reduce HC + NOx emissions by 86 tons per day in the South Coast Air Basin in 2010

Economic Impacts:
The Air Resources Board is required to assess the impacts of the rule on businesses, individuals and local and state governments, and provide the findings in the notice of public hearing. These impacts will be assessed, and to the extent possible quantified, as the rule is further developed. Our initial estimates indicate that the rule:

a. Is likely to have a negligible impact on businesses in the regulated community, and a negligible impact on individuals;
b. Is likely to cost the local governments a negligible amount; and
c. Is not a major rule because compliance cost does not exceed $10 million in a single year during the regulation horizon.

Legal Deadline: None

Sunset Review:
September 2004

Major Regulation
Yes
☒ **No**

Fiscal Impact:
Local Government:
☒ **Yes**
No

State Government:
☒ **Yes**
No

Federal Funding of State Program
Yes
☒ **No**

If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement

☒ **Std. Form 399 attached**

PROJECTED DATES FOR:

Notice	Hearing	Adoption	To OAL
11/30/99	1/27/00	1/27/00	8/1/2000

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed

AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule	Subject: Consider the Adoption of Enhanced Vapor Recovery Program	Primary Goals and Authorities of Agency: The primary mission of the ARB is to promote and protect public health, welfare and ecological resources through the effective and efficient reduction of air pollutants while recognizing and considering the effects on the economy of the state. The 1997 ARB Strategic Plan lists five strategic goals for achieving its mission.	Problems Addressed (public health, safety, welfare & Environmental protection): Update and clarify vapor recovery certification and test procedures to include:	Legal Deadline:
☐ A ■ B **Division:** Monitoring and Laboratory Division **Contact Person and Phone #:** George Lew (916) 327-0900 **Affected Governments:** California Air Resources Board, Districts, other states **Federal Authority:** Federal Clean Air Act	**CCR Title, Number, §§ Affected:** Title 17, §§ 94010 et seq. **Authority & Reference Citations:** Authority: H&SC §§ 39600, 39601, 41954 & 41962 References: H&SC §§ 41954 & 41962 **Specific Legislative Intent, if any:** **Comparable Federal Regulations:** There are no comparable federal test methods for the certification and test methods for gasoline vapor recovery system.	State laws gives the ARB the responsibility for implementing specific programs (e.g., motor vehicle controls, cleaner fuels, stationary sources, toxic air contaminants, etc.) necessary to comply with the State and federal Clean Air Acts, as well as for oversight of local air district programs. **Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities:** The proposal is consistent with Goal 2 of the ARB Strategic Plan (Increase the effectiveness of adopted air pollution control strategies, and integrate these strategies with other regulatory process) and state laws which grant ARB authority to certify gasoline vapor recovery system used at gasoline dispensing facilities (service stations). **Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements:** Federal and local regulations require use of ARB certified gasoline vapor recovery systems for service stations.	• requirements for compatibility of vapor recovery systems with vehicles equipped with on-board vapor recovery refueling system. • requirements for diagnostic system to alert the operator of malfunctioning vapor recovery components. • Program improvements such as warranty, system reliability, etc. **Alternatives Considered:** No action, eliminate ARB certification and test procedures, and adopt proposal. **Intended Benefits:** ARB certification and test procedures are used to satisfy local, state, and federal requirements and to reduce public exposure to gasoline vapors. **Economic Impacts:** Our initial estimates indicate that the proposal will likely: a. have some impact on businesses in the regulated community and on individuals; b. is likely to cost local government a negligible amount; and c. is not a major rule because compliance cost does not exceed $10 million in a single year during the regulatory horizon.	**Sunset Review:** December 2004 **Major Regulation** ☐ Yes ■ No **Fiscal Impact:** **Local Government:** ☐ Yes ■ No Fiscal Impact **State Government:** ☐ Yes ■ No **Federal Funding of State Program** ☐ Yes ■ No **If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement** **Std. Form 399 attached**

PROJECTED DATES FOR:

Notice	Hearing	Adoption	To OAL
02/04/00	03/23/00	03/23/00	10/01/00

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule
☐A
X B

Division: Planning & Technical Support

Contact Person and Phone #:
Lucille van Ommering
916-323-0296

Affected Governments:
Local air pollution control/air quality management districts; local fire districts; federal land managers; California Department of Forestry and Fire Protection

Federal Authority:
U.S. Environmental Protection Agency

Subject: Smoke Management Guidelines, Revisions to Title 17, Agricultural Burning Guidelines

CCR Title, Number, §§ Affected:
Title 17, Subchapter 2, sections 80100 through 80330

Authority & Reference Citations:

Authority: California Health & Safety Code 39515, 39516, 39600, 39601, 41852.5, 41855, 41856, 41859, 41862

References: California Health & Safety Code Sections 39002, 39011, 39025, 39053, 39515, 39516, 41850, 41852, 41852.5, 41853, 41854, 41855, 41856, 41857, 41858, 41859, 41861, 41862, 41865

Specific Legislative Intent, if any:
None beyond existing legislation governing agricultural burning.

Comparable Federal Regulations:
None beyond federal Clean Air Act requirements governing regional haze, and national ambient air quality standards. Additionally, U.S. EPA has published Interim Air Quality Policy on Wildland and Prescribed Fires in 1998.

Primary Goals and Authorities of Agency:
Goals: Avoid the need to burn through pre-fire management techniques and treatments; Minimize smoke using best management practices; manage burning to reduce smoke impacts to the public; notify the public about burn events and precautions that can be taken.

Authority: California Health & Safety Code; California Code of Regulations governing agricultural burning.

Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities: Reduced smoke impacts through improved agricultural burning guidelines; stronger emphasis on burn alternatives; cohesive burn strategy through cooperative partnerships among affected stakeholders.

Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements: Guidelines would be used by local districts to manage smoke and its impacts on public health and the environment. Federal land managers who conduct prescribed burning and manage wildfires on public lands would comply with State requirements and district regulations. The overall result would be reduced impacts on the affected public.

Problems Addressed (public health, safety, welfare & environmental protection):
The proposed requirements will reduce (1) the health and welfare impacts of sending smoke into populated areas; (2) violations of national and state ambient air quality standards; (3) visibility impacts in designated national public lands and vista areas; and (4) regional haze impacts.

Alternatives Considered:
1) Do nothing; 2) Creation of regional burn centers

Intended Benefits:
See problems addressed above. The direct benefits are not quantifiable; however, cleaner air will certainly reduce costs associated with health and welfare related harm.

Economic Impacts:
Our initial estimates indicate that the rule:
(a) Is likely to have a modest impact on businesses in the regulated community, and negligible impact on individuals;
(b) Is likely to cost local governments a modest to significant amount, depending upon the extent to which local air districts are implementing existing agricultural burning regulations; and,
(c) Is not a major rule because the compliance cost does not exceed $10 million in a single year during the regulation horizon.

See attached Form 399.

Legal Deadline: N/A

Sunset Review: May, 2005

Major Regulation
Yes
X No

Fiscal Impact:
Local Government:
X Yes
No Fiscal Impact

State Government:
Yes
X No

Federal Funding of State Program
Yes
X No

If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement

X Std. Form 399 attached

PROJECTED DATES FOR:

Notice Feb. 4, 2000 **Hearing:** March 23-24, 2000 **Adoption:** March 23, 2000 **To OAL:** June 2000

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule
☐ **A**
☒ **B**

Division: SSD/EAB

Contact Person and Phone #:

Tony Andreoni,
(916) 324-6021

Affected Governments:

Local, State & Federal

Federal Authority:

None

Subject:

Consider Adoption of an Airborne Toxic Control Measure to Reduce Emissions of Chlorinated Toxic Air Contaminants from Vehicle Maintenance and Repair Activities

CCR Title, Number, §§ Affected:
Title 17, Section 93111

Authority & Reference Citations:
Authority: H&SC §§ 39002, 39600, 39601, 39650, 39655, 39656, 39658, 39659, 39665, 39666, 41712; USC §§ 7412, 7416

References: H&SC §§ 39002, 39600, 39650, 39655, 39656, 39658, 39659, 39666, 40000; USC §§ 7412, 7414

Specific Legislative Intent, if any:

None

Comparable Federal Regulations:

None

Primary Goals and Authorities of Agency:

Adopt control strategies to reduce public exposure to air toxics.

Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities:

One of the ARB's primary goals is to reduce public exposure to toxic air contaminants (TACs) under authority granted by the AB 1807 Air Toxics Program. The ARB is required by this program to develop control measures to limit the public's exposure to substances or compounds that have been identified as TACs. The three compounds in the proposed regulation have all been identified as TACs.

Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements:

There are no current regulations limiting the use of chlorinated toxic air contaminants from product used in brake maintenance and repair activities, except for limits on the use of one of the compounds (trichloroethylene) under ARB's consumer products regulations because the compound is considered a volatile organic compound.

Problems Addressed (public Health, safety, welfare & Environmental protection):

The proposed regulation would reduce the public's near source exposure to three toxic air contaminants at several thousand vehicle maintenance and repair facilities throughout the state. It would also reduce ambient exposure and resulting statewide cancer burden from one of the compounds by about 15 percent. Multimedia benefits include decreased ground water and soil contamination, and a decreased burden on waste water treatment facilities.

Alternatives Considered:
Require vehicle maintenance and repair facilities to install some type of control device; require the product content of the three compounds to be set at a level less than what would correspond to a 10 in a million risk level; require product manufacturers to phase out the three compounds.

Intended Benefits:
Reduce emissions and consequent exposure to these three toxic air contaminants; decrease multimedia impact.

Economic Impacts:
Our estimates indicate that the rule is likely to have a negligible economic impact on business, individuals, and local government because the cost of products with, and without, chlorinated toxic air contaminants are similar.

Legal Deadline:
1/1/2003

Sunset Review:
1/1/2008

Major Regulation
Yes
☒ **No**

Fiscal Impact:
Local Government:
☒ **Yes**
No Fiscal Impact

State Government:
☒ **Yes**
No

Federal Funding of State Program
Yes
☒ **No**

If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement

Std. Form 399 attached
We will prepare a 399 form when we are more certain about specifics of the regulatory approach.

PROJECTED DATES FOR:

Notice	3/10/00	**Hearing**	4/27/00	**Adoption**	4/27/00	**To OAL**	6/30/00

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule
☐A
[x] B

Division: SSD

Contact Person and Phone #:
Tony Brasil
(916) 323-8967

Affected Governments:
California Air Resources Board

Federal Authority:
Federal Clean Air Act Amendments of 1990

Subject: Consider adoption of specifications for diesel fuel for locomotive engines.

CCR Title, Number, §§ Affected:
Title 13

Authority & Reference Citations:

Authority: H&SC sections 39600, 39601, 43013, and 43018

References: H&SC 39000-39003, 39500, 39515, 39516, 41511, 43000, 43016, 43018, 43101

Specific Legislative Intent, if any:
State board shall adopt standards and regulations which will result in the most cost effective combination of control measures on all classes of motor vehicles and motor vehicle fuels.

Comparable Federal Regulations:
None.

Primary Goals and Authorities of Agency:
To promote and protect public health and ecological resources through the effective reduction of air pollutants while considering the effects on the economy of the State. The Agency has the authority to regulate mobile sources, motor vehicle fuels, and consumer products

Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities:
Adoption of regulations requiring locomotive operators to use CARB diesel within the state of California would achieve additional emission reductions

Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements:
The US EPA currently does not require off-road engines to use on-road diesel fuel. This regulation would require locomotive operators to use CARB diesel.

Problems Addressed (public Health, safety, welfare & Environmental protection): Achieve additional emission reductions necessary to meet federal and State ambient air quality standards. Achieve reductions in the emission of diesel particulate matter: an identified toxic air contaminant.

Alternatives Considered:
Consider alternative formulations of diesel fuel, or make no changes.

Intended Benefits:
Reduce emissions of criteria pollutants and toxic air contaminants.

Economic Impacts:
Adoption could cause an increase in the cost of diesel locomotive fuel. There are no expected costs to refiners as they are already producing complying fuel. It will remove the choice of railroads to buy less expensive more polluting fuels. To an extent engines operated in California are already using the cleaner fuel. The cost difference is expected to be from 0 to 6 cents per gallon with an average cost of 3 cents per gallon.

Our initial estimates indicate that the proposed rule is likely to have negligible impact on businesses in the regulated community, and a negligible impact on individuals, it is not likely to cost the local governments a significant amount; and it is not a major rule because the compliance costs do not exceed $10 million in a single year during the regulation horizon.

Legal Deadline:
NA
Sunset Review:
None
Major Regulation
[x] Yes
No

Fiscal Impact:
Local Government:
Yes
[x] No Fiscal Impact

State Government:
[x] Yes
No

Federal Funding of State Program
Yes
[x] No

If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement

[x] **Std. Form 399 attached**

PROJECTED DATES FOR:

Notice April 7, 2000 **Hearing** May 25, 2000 **Adoption** May 25, 2000 **To OAL** December 1, 2000

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule
☐A
[x]B

Division:
Stationary Sources

Contact Person and Phone #:
Gary Yee
(916) 327-5986

Affected Governments:
California Air Resources Board

Federal Authority:

Subject: Consider the Feasibility of the 2002 Volatile Organic Compound Standard for Aerosol Adhesives and, if appropriate, Consider a New Standard(s)

CCR Title, Number, §§ Affected:
17, sections 94507-94517

Authority & Reference Citations:
Authority: H&SC sections 39600,39601, and 41712
References: H&SC sections 39002, 39600, 40000, and 41712

Specific Legislative Intent, if any:
Requires the California Air Resources Board to conduct a study before July 1, 2000, to determine the feasibility of meeting a more stringent standard(s) than the existing 75 percent volatile organic compounds standard for aerosol adhesives.

Comparable Federal Regulations:
40 CFR, Part 9 and 59 (National Volatile Organic Compound (VOC) Emission Standards for Consumer Products

Primary Goals and Authorities of Agency:
To promote and protect public health and ecological resources through the effective reduction of air pollutants while considering the effects on the economy of the State. The Agency has the authority to regulate mobile sources, motor vehicle fuels and consumer products.

Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities:
The existing aerosol adhesive standard is part of the State Implementation Plan (SIP) to meet the federal ambient air quality standards. Any adjustment in the existing standard will have to be accounted for in the SIP.

Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements:
National Volatile Organic Compound (VOC) Emission Standards for Consumer Products (40 CFR, Part 9 and 59) contains a standard of 75 percent VOC for aerosol adhesives. This is the same level as the current California Consumer Products standard. However, the California standard will be lowered to 25 percent VOC in January 1, 2002.

Problems Addressed (public Health, safety, welfare & Environmental protection): The technical evaluation of the existing 2002 aerosol adhesive standard will determine if the standard is feasible. If not, a new standard(s) must be determined and represent best available retrofit technology (BARCT). The technical evaluation will result in either affirming the existing standard or result in a new standard(s) that are technically feasible.

Alternatives Considered:
There are no alternatives

Intended Benefits:
The technical evaluation will result in a standard(s) that are reflective of state-of-the-art technology that will achieve real emission reductions.

Economic Impacts:
Confirming the existing standard or establishing a new standard(s) will reflect a regulatory strategy that is achievable and cost-effective. Also, by making a determination, industry will have certainty in the standard that they must comply with. The proposed action will be positive for industry.

Legal Deadline:
June 1, 2000
Sunset Review:
January 1, 2007
Major Regulation
Yes
[x] No

Fiscal Impact:
Local Government:
Yes
[x[No Fiscal Impact

State Government:
Yes
[x] No

Federal Funding of State Program
Yes
[x] No

If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement

Std. Form 399 attached

PROJECTED DATES FOR:

Notice 4/7/2000 **Hearing** 5/25-26/2000 **Adoption** xx/xx/2000 **To OAL** 12/1/2000

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule	Subject:	Primary Goals and Authorities of Agency:	Problems Addressed (public Health, safety, welfare & Environmental protection):	Legal Deadline:
A X **B** **Division:** Stationary Source **Contact Person and Phone #:** Carla Takemoto (916) 322-8283 **Affected Governments:** None **Federal Authority:** Pursuant to the Clean Air Act amendments of 1990 the proposed regulation will fulfill part of the State Implementation Plan.	Consider adoption of a voluntary reactivity regulation of aerosol coatings. **CCR Title, Number, §§ Affected:** Title 17, new sections 94530-94539 **Authority & Reference Citations:** Authority: HSC 41712, 39600, 39601 References: HSC 39002, 39600, 40000, 41712 **Specific Legislative Intent, if any:** None **Comparable Federal Regulations:** The U.S. EPA has a regulation that limits VOC content for some consumer products (see 40 Code of Federal Regulations Parts 9 and 59). There is no federal rule for aerosol coatings. There is no federal photochemical reactivity regulation.	To promote and protect public health, welfare and ecological resources through the effective and efficient reduction of air pollutants while recognizing and considering the effects on the economy of the state. **Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities:** Protection of public health by reducing the ozone formation potential of aerosol coatings in a cost effective manner. **Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements:** Regulation would serve as a voluntary option to California's aerosol coatings regulation that limits VOC content on a percent by weight basis. Proposed regulation would achieve equivalent ozone reductions by limiting the ozone formation potential of a product. The U.S. EPA has a rule that limits total VOC content in consumer products, but contains no limits for aerosol coatings. One commitment in the federally approved SIP is to consider reactivity-based regulations for consumer products. This proposed regulation would partially fulfill this commitment.	Public health, welfare, environmental protection. **Alternatives Considered:** Proposed reactivity regulation serves as an alternative to the existing regulation for aerosol coatings. **Intended Benefits:** Achieve ozone reductions efficiently at potentially less cost than existing regulation. **Economic Impacts:** Our initial estimates indicate that the proposed regulation is likely to have a modest impact on businesses and a modest impact on individuals. However, we predict the economic impact would be less than the economic impact of compliance with the existing regulation. Because the regulation is a voluntary compliance alternative we expect businesses would not choose to comply via the proposed regulation unless it was found to be more cost-effective.	None **Sunset Review:** 1/1/2007 **Major Regulation** **Yes** X **No** **Fiscal Impact:** **Local Government:** **Yes** X **No Fiscal Impact** **State Government:** **Yes** X **No** **Federal Funding of State Program** **Yes** X **No** **If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement** **Std. Form 399 attached**

PROJECTED DATES FOR:

Notice 04/07/00 **Hearing** 05/25/00 **Adoption** 05/25/00 **To OAL** 01/01/01

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule	Subject:	Primary Goals and Authorities of Agency:	Problems Addressed (public Health, safety, welfare & Environmental protection):	Legal Deadline: n/a
☐A [X] B **Division:** Mobile Source Control **Contact Person and Phone #:** Allen Lyons (626) 575-6833 **Affected Governments:** State - Air Resources Board **Federal Authority:** 209b Federal Clean Air Act	**On-Board Diagnostic II Review** **CCR Title, Number, §§ Affected:** **Title 13, 1968.1** **Authority & Reference Citations:** Authority: Sections 39515, 39600, 39601,43006, 43013, 43018, 43104, 44036.2 H&S Code, Sections 27156 and 38395 Vehicle Code References: Sections 39002, 39003, 39667, 43000, 43004, 43006, 43008.6, 43013, 43018, 43100, 43101, 43101.5, 43102, 43104, 43105, 43106, 43204, 44036.2 H&S Code, Sections 27156, 38391, 38395 Vehicle Code **Specific Legislative Intent, if any:** **Comparable Federal Regulations:** Federal On-Board Diagnostic Regulation 40 CFR 86.094	To bring the air quality of the state into compliance with California and federal requirements **Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities:** OBD II requirements provide for reduced emissions from motor vehicles that develop emission-related malfunctions **Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements:** Modifications will be proposed to already existing on-board diagnostic requirements Federal OBD requirements are in place, but they are exceeded in scope and stringency by California's OBD II requirements.	High in-use emissions from motor vehicles as a result of emission-related malfunctions **Alternatives Considered:** Vehicle buybacks (scrapping), more rigorous I/M testing **Intended Benefits:** Emissions are reduced through notification to vehicle operators (via the instrument panel) of the occurrence of emission-related malfunctions **Economic Impacts:** Amendments to the OBD II regulation should have a negligible impact on businesses in the regulated community and no impact on individuals. There would be no cost or savings to local governments The amendments would not be considered a major rule. Cost of compliance would not exceed $10 million in a single year.	**Sunset Review: 2005** **Major Regulation** **Yes** **[X] No** **Fiscal Impact:** **Local Government:** **Yes** **[X] No fiscal impact** **State Government:** **Yes** **No** **Federal Funding of State Program** **Yes** **No** **If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement** **Std. Form 399 attached**

PROJECTED DATES FOR:

Notice **May 5, 2000** **Hearing** **June 22, 2000** **Adoption** **June 23, 2000** **To OAL** **June 11, 2000**

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule
☐ **A**
☒ **B**

Division: SSD

Contact Person and Phone:
Victor Douglas;
(916) 327-5980

Affected Governments: Any federal, state, and local government agencies using asbestos-containing materials for unpaved surfacing, or conducting construction projects in areas with asbestos deposits.

Local air quality management and air pollution control districts as well as the Air Resources Board would have to implement/enforce the rule.

Federal Authority: Sections 7412 and 7416, Title 42, United States Code.

Subject: Proposed Revisions to the Asbestos Airborne Toxic Control Measure for Asbestos-Containing Serpentine

CCR Title, Number, §§ Affected: Title 17, Section 93106

Authority & Reference Citations: Sections 39002, 39600, 39601, 39650, 39655, 39656, 39658, 39659, 39665, 39666, and 41712, Health and Safety Code; Sections 7412 and 7416, Title 42, United States Code.

References: Sections 39002, 39600, 39650, 39655, 39656, 39658, 39659, 39666, and 40000, Health and Safety Code; Sections 7412 and 7414, Title 42, United States Code; Sections 63.320, 63.321, 63.323, and 63.324, Title 40, Code of Federal Regulations.

Specific Legislative Intent, if any:

Comparable Federal Regulations: None

Primary Goals and Authorities of Agency: This regulation will meet the following Strategic Plan Goals:
Goal 2 – to increase the effectiveness of control strategies; and
Goal 3 – to reduce public exposure to asbestos.

Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities: One of the ARB's primary goals is to reduce public exposure to toxic air contaminants (TACs) under authority granted by the AB 1807 Air Toxics Program. The ARB is required by this program to develop control measures to limit the public's exposure to substances or compounds that have been identified as TACs. The substance in the proposed regulation, asbestos, was identified as a TAC in 1986.

Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements: The proposed regulation would amend the existing state air toxic control measure (ATCM) which limits the asbestos content of rock sold unpaved surfaces. The proposed regulation would reevaluate the current asbestos content limit for unpaved roads and also address other sources of asbestos, such as quarries, mines, and construction sites located in areas with asbestos deposits.

Problems Addressed (public Health, safety, welfare & Environmental protection): The proposed regulation would reduce the public's exposure to asbestos from unpaved roads, and construction and quarrying activities in areas with naturally-occurring asbestos deposits.

Alternatives Considered:
- Do Nothing - this would not address the need to reduce exposure.
- For unpaved roads and surfaces, reduce the allowable asbestos content from the current level of five percent to one percent.
- For unpaved roads and surfaces prohibit the use of any asbestos-containing material.
- Require construction activities in known asbestos deposits or soils to develop dust mitigation plans that meet certain minimum requirements.
- Require quarries in known asbestos deposits or soils to develop dust mitigation plans that meet certain minimum requirements.

Intended Benefits: Over time, this revisions would reduce the public's exposure to naturally-occurring asbestos from unpaved roads and surfaces, construction activities, and quarries by up to 80 percent

Economic Impacts: Generally we would expect modest economic impacts but the impacts would vary depending on the level of control required.

Legal Deadline:

Sunset Review: July, 2007

Major Regulation
Yes
No

Fiscal Impact:
Local Government:
Yes
No Fiscal Impact

State Government:
Yes
No

Federal Funding of State Program
Yes
No

If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement

Std. Form 399 attached

We will prepare a 399 form when we are more certain about specifics of the regulatory approach.

PROJECTED DATES FOR:

Notice: June 9, 2000 **Hearing:** July 24, 2000 **Adoption:** July 24, 2000 **To OAL:** October 15, 2000

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule **A** **{X}B** **Division:** **MSCD** **Contact Person and Phone #:** **Jackie Lourenco** **626-575-6676** **Affected Governments:** **State-ARB** **Local-Districts** **Federal Authority:** **Clean Air Act**	**Subject:** **Voluntary reduced Emission Standards and Clean engine Labeling program for Spark-Ignited Off-Road Engine** **CCR Title, Number, §§ Affected:** **Title 13, sections 2403,2415-2419, 2433** **Authority & Reference Citations:** Authority: HSC 39600, 39601, 43013, 43018, 43101, 43102, 43104 References: HSC 39600, 43017, 43018 **Specific Legislative Intent, if any:** **Comparable Federal Regulations:** **U.S. EPA Blue Skies Program**	**Primary Goals and Authorities of Agency:** **Provide safe, clean air to all Californians. Provide Leadership in implementing and enforcing air Pollution control rules. Provide innovative approaches for complying with air pollution rules And regulations.** **Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities:** **By providing optional reduced emission standards ARB will reduce air pollution and provide an innovative voluntary approach for complying with both ARB and district air pollution rules and regulations. Promotes cleaner engines through incentives and clean labeling program.** **Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements:** **Proposed regulations will provide local agencies with the means to allow industry to generate NOx+HC credits that can be used as an alternative means of compliance with district rules.**	**Problems Addressed (public Health, safety, welfare & Environmental protection):** **This regulation is intended to allow manufacturers to certify engines to optional reduced emission standards and label these engines based upon relative cleanliness . Reducing HC and NOx is necessary to reduce ozone and meet the goals of the 1994 state SIP.** **Alternatives Considered:** **None identified yet.** **Intended Benefits:** **Since the program is voluntary, the emissions benefit may be small. However, the program may provide future benefits as new cleaner technology is introduced.** **Economic Impacts:** **Our initial estimates indicate that the rule:** **a) is likely to have a negligible impact on the regulated community and no impact on individuals** **b) is likely to cost the local government a negligible amount, or** **c) is not a major rule because the compliance cost does not exceed $10 million in a single year during the regulation horizon.**	**Legal Deadline: None** **Sunset Review: 11/30/05** **Major Regulation** **Yes** **xNo** **Fiscal Impact:** **Local Government:** **Yes** **xNo Fiscal Impact** **State Government:** **Yes** **xNo** **Federal Funding of State Program** **Yes** **xNo** **If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement** **Std. Form 399 attached**

PROJECTED DATES FOR:

Notice	Hearing	Adoption	To OAL
6/5/00	7/27/00	7/27/00	4/11/00

AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule ☐**A** **XB** **Division:** Planning and Technical Support Division **Contact Person and Phone #:** Debora Popejoy (916) 323-5123 **Affected Governments:** California Air Resources Board **Federal Authority:** N/A	**Subject:** Consider Revisions to the Ozone Transport Identification and Mitigation Regulations **CCR Title, Number, §§ Affected:** Title 16, 70500 & 70600 **Authority & Reference Citations:** Authority: H&SC 39600, 39601, & 39610 References: HS&C 36910, 40912, 40913, 40921, & 41503 **Specific Legislative Intent, if any:** **Comparable Federal Regulations:** None	**Primary Goals and Authorities of Agency:** The California Clean Air Act requires areas with poor air quality to reduce emissions to achieve progress towards attainment of the state ambient air quality standards. **Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities:** The identification of upwind impacts provides for the reduction of emissions which will have positive air quality impacts. **Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements:** The proposed regulations are amendments to existing regulations for transport identification and mitigation.	**Problems Addressed (public Health, safety, welfare & Environmental protection):** Identify the impacts of emissions from upwind areas on downwind ozone concentrations and mitigate these impacts by requiring emission reductions in the upwind area. **Alternatives Considered:** Many alternatives were considered during 1990, 1993, and 1996 when the current regulations were adopted. Some of these alternative may be considered while updating the regulation based on more current data. **Intended Benefits:** Based on the identification of transported impacts, districts in the upwind areas must implement mitigation measures to reduce their contribution, thereby improving public health. **Economic Impacts:** Our initial estimates indicate that the rule: a. is likely to have a negligible impact on business in the regulated community, and no impacts on individuals; b. is likely to cost the local governments a negligible amount; and c. is not a major rule because compliance cost does not exceed $10 million in a single year during the regulation horizon.	**Legal Deadline:** Triennially – December 1999 **Sunset Review:** December 2004 **Major Regulation** **Yes** **X No** **Fiscal Impact:** **Local Government:** **Yes** **X No Fiscal Impact** **State Government:** **Yes** **X No** **Federal Funding of State Program** **Yes** **X No** **If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement** **Std. Form 399 attached**

PROJECTED DATES FOR:

Notice	**Hearing**	**Adoption**	**To OAL**
6/9/00	7/27/00	7/27/00	12/1/00

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule
□A
XB

Division: Planning and Technical Support Division

Contact Person and Phone #:
Arndt Lorenzen
(916) 322-6040

Affected Governments:

Sacramento Valley APCDs
Sacramento Valley Basinwide Control Council
ARB
CDFA

Federal Authority:

None

Subject: Conditional Burn Permits for Rice Straw Burning in Diseased Rice Fields

CCR Title, Number, §§ Affected:

A new section will be added to Title 17.

Authority & Reference Citations:

Authority: H&SC 41865(e)(f)(h)

References: H&SC 41865(e)(f)(h)

Specific Legislative Intent, if any:

ARB, in consultation with CDFA and the Sacramento Valley Basinwide Air Pollution Control Council, and using recommendations of the advisory committee, is to adopt regulations to implement the conditional burn permits specified in the Connelly-Areias-Chandler Rice Straw Burning Reduction Act.

Comparable Federal Regulations:
None

Primary Goals and Authorities of Agency: To minimize public health impacts from the burning or rice straw through the implementation of the Connelly-Areias-Chandler Rice Straw Burning Reduction Act and other smoke management programs. The Act was enacted in 1991 to phase down the rice straw burning and improve the air quality for the citizens of the State, while retaining the public benefits from having a viable rice growing industry in California.

Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities:

This regulation is required by statute. It will enable the county air pollution control officers in the Sacramento Valley to grant the necessary conditional rice straw burning permits once the county agricultural commissioners have determined that applicants have met the requirements of the Act.

Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements:

Not applicable

Problems Addressed (public Health, safety, welfare & Environmental protection):

Controlling plant pathogens in rice fields.

Alternatives Considered: The current legislation precludes alternatives to this regulation.

Intended Benefits:

To alleviate any significant, quantifiable reduction in yield in the fields to be burned.

Economic Impacts:

Limited to the costs borne by the agricultural commissioners in independently determining the Significant presence of a pathogen in an amount sufficient to constitute a rice disease such as stem rot. Staff estimates that this will take one hour of labor per field. Thus, our initial estimates indicate that the rule:

a. is likely to have a negligible impact on business in the regulated community, and a negligible impact on individual growers;

b. is likely to costs the local governments a negligible amount, and

c. is not a major rule because compliance costs do not exceed $10 million in a single year during the regulation horizon.

Legal Deadline:
September 1, 2000
Sunset Review:
N/A
Major Regulation
Yes
X No

Fiscal Impact:
Local Government:
Yes
X No Fiscal Impact

State Government:
Yes
X No

Federal Funding of State Program
Yes
X No

If there is a Fiscal Impact, complete and attach Economic and Fiscal Impact Statement

Std. Form 399 attached

PROJECTED DATES FOR:

Notice 7/31/2000 **Hearing** 9/14/2000 **Adoption** 9/14/2000 **To OAL** 1/8/2001

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule	Subject:	Primary Goals and Authorities of Agency:	Problems Addressed (public Health, safety, welfare & Environmental protection):	Legal Deadline:
☐A ☐B X **Division:** PTSD **Contact Person and Phone #:** Richard Bode (916) 322-3807 **Affected Governments:** Local Air Pollution Control Districts, and Local Air Quality Management Districts **Federal Authority:** None	**Subject:** Consider Adoption of Amendments to the Air Toxics Hot Spots Fee Regulation for Fiscal Year 2000-2001 **CCR Title, Number, §§ Affected:** 17, §§ 90700-90705 **Authority & Reference Citations:** Authority: H&SC §§ 39600, 39601, 44320, 44321, 44322, 44344.4, 44344.7, 44361, 44380, & 44380.5 References: H&SC §§ 39600, 39601, 44320, 44321, 44322, 44344.4, 44344.7, 44361, 44380, & 44380.5 **Specific Legislative Intent, if any: N/A** **Comparable Federal Regulations: None**	The Air Toxics Hot Spots Information and Assessment Act of 1987 requires the ARB and OEHHA to implement the Air Toxics Hot Spots Program. The Program is fee-supported and requires facilities to inventory their emissions of toxic air pollutants and identify public health risks. **Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities:** The regulation recovers the costs of the State to implement the Program such as emission inventory and risk assessment tasks. **Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements:** This regulation amends the Fee Regulation for fiscal year 1999-2000. The regulation authorizes local air districts to adopt their own fee rules to recover district costs to implement the Program.	The Air Toxics Hot Spots Information and Assessment Act of 1987 requires the ARB to implement a program to inventory air toxics emissions, assess the health risks to those who are exposed, notify the public of significant health risks and reduce risks to below significant levels. The Fee Regulation recovers the costs incurred by the State to implement the Program. **Alternatives Considered:** The current legislation precludes alternatives to this regulation. **Intended Benefits:** The Fee Regulation authorizes the State and air districts to recover the costs incurred implementing and administering the Air Toxics Hot Spots Program. **Economic Impacts:** The ARB is required to assess the impacts of the rule on businesses, individuals and local and state governments, and provide the findings in the public notice of the hearing. These impacts will be assessed, and to the extent possible quantified, as the rule is further developed. Our initial estimates indicate that the rule: a: Is likely to have a negligible impact on businesses in the regulated community, and a negligible impact on individuals; b: is likely to cost the local governments a negligible amount; and c: is not a major rule because compliance costs do not exceed $10 million in a single year during the regulation horizon.	Review Annually **Sunset Review:** September 2001 **Major Regulation** **Yes** **X No** **Fiscal Impact:** **Local Government:** **Yes** **X No Fiscal Impact** **State Government:** **Yes** **X No** **Federal Funding of State Program** **Yes** **X No** **If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement** **Std. Form 399 attached**

PROJECTED DATES FOR:

Notice	Hearing	Adoption	To OAL
8/8/2000	10/26/2000	10/26/2000	12/23/2000

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule
☐**A**
☐**B X**

Division:
PTSD

Contact Person and Phone #:
Richard Bode
(916) 322-3807

Affected Governments:
Local Air Pollution Control Districts, and Local Air Quality Management Districts

Federal Authority:
None

Subject: Consider Adoption of Amendments to the Air Toxics Hot Spots Emission Inventory Criteria and Guidelines Report and Regulation.

CCR Title, Number, §§ Affected:
17, §§ 93300.5

Authority & Reference Citations:

Authority: H&SC §§ 39600, 39601, 44300- 44394.

References: H&SC §§ 39600, 39601, 44300- 44394.

Specific Legislative Intent, if any:
N/A

Comparable Federal Regulations:
None

Primary Goals and Authorities of Agency:
The Air Toxics Hot Spots Information and Assessment Act of 1987 requires the ARB and OEHHA to implement the Air Toxics Hot Spots Program. The Program requires facilities to inventory their emissions of toxic air pollutants and identify public health risks.

Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities:
The regulation provides facilities and districts with guidance and criteria for complying with the emission inventory requirements of the Program.

Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements:
This regulation amends the current Emission Inventory Criteria and Guidelines.

Problems Addressed (public Health, safety, welfare & Environmental protection): The Air Toxics Hot Spots Information and Assessment Act of 1987 requires the ARB to implement a program to inventory air toxics emissions, assess the health risks to those who are exposed, notify the public of significant health risks and reduce risks to below significant levels. The Act requires the ARB to develop criteria and guidelines for complying with the emission inventory requirements of the Program.

Alternatives Considered: The current legislation precludes alternatives to this regulation.

Intended Benefits: The amendments will make the OEHHA Risk Assessment Guidelines the basis for determining emissions reporting update requirements, in conformance with the Act, and change reporting requirements to better identify potential significant risk facilities.

Economic Impacts: The ARB is required to assess the impacts of the rule on businesses, individuals and local and state governments, and provide the findings in the public notice of the hearing. These impacts will be assessed, and to the extent possible quantified, as the rule is further developed. Our initial estimates indicate that the rule:
a: Is likely to have a negligible impact on businesses in the regulated community, and a negligible impact on individuals;
b: is likely to cost the local governments a negligible amount; and
c: is not a major rule because compliance costs do not exceed $10 million in a single year during the regulation horizon.

Legal Deadline:
N/A
Sunset Review:
September 2005
Major Regulation
Yes
X No

Fiscal Impact:
Local Government:
Yes
X No Fiscal Impact

State Government:
Yes
X No

Federal Funding of State Program
Yes
X No

If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement

Std. Form 399 attached

PROJECTED DATES FOR:

Notice	Hearing	Adoption	To OAL
8/8/2000	10/26/2000	10/26/2000	12/23/2000

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule
☐ A
B

Division:
Monitoring and Laboratory Division

Contact Person and Phone #:
Annette Hebert
(626) 575-6890

Affected Governments:
California Air Resources Board, Districts

Federal Authority:
Federal Clean Air Act
§§202 &203

Subject: Consider Amending the Test Methods Designated to Measure the Olefin Concentration and Distillation Temperature of Cleaner Burning Gasoline.

CCR Title, Number, §§ Affected:
Title 13,"" 2263(b)

Authority & Reference Citations:

Authority: H&SC §§ 39600, 39601, 43013 & 43018, & 43101

References: H&SC §§ 39600, 39601, 43013, 43018, & 43101

Specific Legislative Intent, if any:

Comparable Federal Regulations:
40 CFR, § 80.46(g)
40 CFR, § 80.46(h)

Primary Goals and Authorities of Agency: The primary mission of the ARB is to promote and protect public health, welfare and ecological resources through the effective and efficient reduction of air pollutants while recognizing and considering the effects on the economy of the state. The 1997 ARB Strategic Plan lists five strategic goals for achieving its mission**.**

State laws give the ARB the responsibility for implementing specific programs (e.g., motor vehicle controls, cleaner fuels, stationary sources, toxic air contaminants, etc.) necessary to comply with the State and federal Clean Air Acts, as well as for oversight of local air district programs.

Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities: The proposal is consistent with Goal 2 of the ARB Strategic Plan (Increase the effectiveness of adopted air pollution control strategies, and integrate these strategies with other regulatory process) and state and federal laws which grant ARB authority to regulate motor vehicle fuels.

Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements: The proposal is a component of the ARB fuel regulations which are necessary to comply with State and federal requirements for attaining and maintaining health based ambient air quality standards.

Problems Addressed (public health, safety, welfare & Environmental protection): Updating the test methods for measuring CBG parameters will improve effectiveness of CBG regulations.

Alternatives Considered: An alternative test method has been considered.

Intended Benefits: Improve accuracy and precision of test methods used to enforce CBG regulations.

Economic Impacts: Our initial estimates indicate that the proposal will likely:
a have a negligible impact on businesses in the regulated community and on individuals;
b is likely to cost local government a negligible amount; and
c is not a major rule because compliance cost does not exceed $10 million in during the regulatory horizon.

Legal Deadline: None

Sunset Review: August 31, 2003

Major Regulation
☐ Yes
No

Fiscal Impact:
Local Government:
☐ Yes
No Fiscal Impact

State Government:
☐ Yes
No

Federal Funding of State Program
☐ Yes
No

If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement

☐ **Std. Form 399 attached**

PROJECTED DATES FOR:

Notice	Hearing	Adoption	To OAL
09/00	10/00	10/00	04/01

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule	Subject:	Primary Goals and Authorities of Agency:	Problems Addressed (public Health, safety, welfare & Environmental protection):	Legal Deadline: none
☐ **A** **[x]B** **Division:** Stationary Source Division **Contact Person and Phone #:** **Steve Brisby** (916) 322-6019 **Affected Governments:** **State** **Federal Authority:** Federal Clean Air Act Amendments of 1990	Amendments to California Phase 3 Reformulated Gasoline regulations, including changes to the provisions for blending ethanol into gasoline downstream of a refinery. **CCR Title, Number, §§ Affected:** Title 13, 2250 - 2272 **Authority & Reference Citations:** *Authority:* H&SC 3900, 39601, 43013, 43018, 43101 *References:* H&SC 39000 - 39003, 39500, 39515, 39516, 41511, 43000, 43016, 43018, 43101 **Specific Legislative Intent, if any:** SB 989 (Sher, 1999) **Comparable Federal Regulations:** **40 CFR Part 80**	To promote and protect public health and ecological resources through the effective reduction of air pollutants while considering the effects on the economy of the State. The Agency has authority to regulate mobile sources, motor vehicle fuels, and consumer products **Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities:** **The amendments would complete the address of the Governor's directive to facilitate removing MTBE from gasoline while preserving emission benefits of the Phase 2 gasoline regulations.** **Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements:** Action would be to amend existing state regulations. The regulations apply in addition to federal gasoline regulations. Compliance with the state regulations will provide compliance with the federal regulations.	Some desired amendments to the ARB's gasoline regulations could not be addressed in 1999. They are needed faciltate blending of ethanol downstream of a refinery and to ensure preservation of emission benefits. **Alternatives Considered:** Leave regulations adopted in 1999 unchanged. **Intended Benefits:** Prevent emission increases from mixing gasolines with different ethanol contents. Facilitate refiners' ability to use ethanol in gasoline through downstream blending. **Economic Impacts:** Amendments that would add compliance flexibility could reduce some refiner's costs. Amendment that would prevent mixing gasolines with different ethanol contents could increase some refiners' costs.	**Sunset Review:** Dec 2004 **Major Regulation** **[x] Yes** **No** **Fiscal Impact:** **Local Government:** **Yes** **[x] No Fiscal Impact** **State Government:** **Yes** **[x] No** **Federal Funding of State Program** **Yes** **[x] No** **If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement** [x] **Std. Form 399** attached

PROJECTED DATES FOR:

Notice September, 2000
Hearing October, 2000 **Adoption** xx, 2000 **To OAL** June, 2001

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule	Subject: Consideration of Amendments to the Specifications for Alternative Motor Vehicle Fuels	Primary Goals and Authorities of Agency:	Problems Addressed (public Health, safety, welfare & Environmental protection):	Legal Deadline:
☐A [x]B **Division:** Stationary Sources **Contact Person and Phone #:** Gary Yee (916) 327-5986 **Affected Governments:** California Air Resources Board **Federal Authority:**	**CCR Title, Number, §§ Affected:** 13, section 2292 **Authority & Reference Citations:** Authority: H&SC sections 39600,39601, 41712, and 43013 References: H&SC sections 39002, 39600, 40000, 41712, and 43013 **Specific Legislative Intent, if any:** NA. **Comparable Federal Regulations:** NA	To promote and protect public health and ecological resources through the effective reduction of air pollutants while considering the effects on the economy of the State. The Agency has the authority to regulate mobile sources, motor vehicle fuels and consumer products. **Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities:** The alternative motor vehicle fuel standards establish specifications for certification fuels and in-use fuels. These specifications ensure that emission reductions that are achieved through motor vehicle emission standards are real and maintained. California's motor vehicle emission standards are included in the State Implementation Plan (SIP) to meet the federal and State ambient air quality standards. **Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements:** NA	Ensure adequate supplies of liquefied propane gas (LPG) and compressed natural gas (CNG) and their quality to preserve emission benefits. **Alternatives Considered:** Consider alternative temporary specifications, elimination of the specifications, or make no changes **Intended Benefits:** Allow more supplies of alternative fuels and their quality to encourage the use of alternative fueled vehicles; maintain emission benefits of alternative fuels. **Economic Impacts:** The proposed amendment would enable consumers of vehicular LPG and CNG to avoid the adverse consequences of potential supply problems. The proposed amendments would provide flexibility and likely have a positive impact on businesses in the regulated community, and on individuals.	NA **Sunset Review:** January 1, 2007 **Major Regulation** **Yes** **[x] No** **Fiscal Impact:** **Local Government:** **Yes** **[x] No Fiscal Impact** **State Government:** **Yes** **[x] No** **Federal Funding of State Program** **Yes** **[x] No** **If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement** **Std. Form 399 attached**

PROJECTED DATES FOR:

Notice 9/2000 **Hearing** 10/2000 **Adoption** xx/xx/2000 **To OAL** 6/2001

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule
A
X B

Division:
SSD

Contact Person and Phone #:
Carla Takemoto
(916) 322-8283

Affected Governments:
None

Federal Authority:
Pursuant to Clean Air Act of 1990 the proposed amendments would affect part of the State Implementation Plan

Subject:
Consider adoption of Amendments to the Antiperspirant and Deodorant Regulation, the Consumer Products Regulation, and the Aerosol Coatings Regulation.

CCR Title, Number, §§ Affected:
Title 17, Sections 94500 – 94506.5; 94507-94517; 94520-94528.

Authority & Reference Citations:

Authority:
HSC 41712, 39600, 39601

References:
HSC 39002, 39600, 4000, 41712

Specific Legislative Intent, if any:
None

Comparable Federal Regulations:
The U.S. EPA has a consumer products regulation that limits VOC content for a variety of consumer products, including antiperspirants and deodorants but not aerosol coatings (see 40 Code of Federal Regulations Parts 9 and 59).

Primary Goals and Authorities of Agency:
To promote and protect public health, welfare and ecological resources through the effective and efficient reduction of air pollutants while recognizing and considering the effects on the economy of the state.

Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities:
Protection of public health by limiting the VOC content of antiperspirants and deodorants. The proposed amendments would also provide an alternative solvent that could be used in reformulations to reduce VOC content.

Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements:
The U.S. EPA has a consumer products regulation that limits VOC content for a variety of consumer products, including antiperspirants and deodorants but not aerosol coatings (see 40 Code of Federal Regulations Parts 9 and 59).

In general the U.S. EPA's limits are less stringent than those contained in California's regulations. The proposed amendments would revise the current VOC limits in the Antiperspirant and Deodorant Regulation. However, the revised limits would still be more stringent than U. S. EPA's.

The proposed amendments would also modify the VOC definition in all three regulations. Amendment of the VOC definitions would harmonize California's definition with that of the U.S. EPA's.

Problems Addressed (public Health, safety, welfare & Environmental protection):
Public health, welfare, environmental protection.

Alternatives Considered:

Intended Benefits:
Achieve maximum feasible VOC reductions from antiperspirants and deodorants. Amendment of the VOC definitions would provide manufacturers with an alternative exempt solvent for use in reformulation.

Economic Impacts:
Our initial estimates indicate that the proposed amendments would likely have a modest impact on businesses in the regulated community, and a negligible impact on individuals.

Legal Deadline:
None

Sunset Review:
1/1/2004

Major Regulation:
Yes
X No

Fiscal Impact:
Local Government:
Yes
X No Fiscal Impact

State Government:
Yes
X No

Federal Funding of State Program :
Yes
X No

If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement

Std. Form 399 attached

PROJECTED DATES FOR:

Notice 09/08/00 **Hearing** 10/26/00 **Adoption** 10/26/00 **To OAL** 01/04/01

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule ☐**A** **XB** **Division:** Planning & Technical Support Division **Contact Person and Phone #:** Debora Popejoy (916) 323-5123 **Affected Governments:** California Air Resources Board **Federal Authority:** N/A	**Subject:** Consider Revisions to the Attainment/Nonattainment Area Designations **CCR Title, Number, §§ Affected:** Title 17, 60200-60229 **Authority & Reference Citations:** Authority: H&SC 39607, 39608, 40718, & 40925 References: H&SC 39607, 39608, 40718, & 40925 **Specific Legislative Intent, if any:** **Comparable Federal Regulations:** None	**Primary Goals and Authorities of Agency:** The California Clean Air Act requires areas with poor air quality to reduce emissions to achieve progress towards attainment of the state ambient air quality standards. **Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities:** The area designations identify which areas meet the State ambient air quality standards. **Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements:** The proposed regulations are amendments to existing regulations for area designations.	**Problems Addressed (public Health, safety, welfare & Environmental protection):** California has ambient air quality standards which indicate the healthfulness of the air. The area designations define which areas meet the State standards. The Board annually reviews recent air quality data to determine area designations. **Alternatives Considered:** The area designations are based on criteria pursuant to legislation. Current legislative mandates preclude alternatives to this process. **Intended Benefits:** Designating areas as attainment or nonattainment provides information to the public about the air quality. Nonattainment designations for some pollutants may trigger requirements for districts to adopt control measures to reduce emissions and thereby improve public health. **Economic Impacts:** These impacts will be assessed as the rule is further developed. Our initial estimates indicate that the rule: a. is likely to have a negligible impact on businesses in the regulated community, and no impacts on individuals; b. is likely to cost the local governments a negligible amount; and c. is not a major rule because compliance cost does not exceed $10 million in a single year during the regulation horizon.	**Legal Deadline:** Annually by Nov. 15. **Sunset Review:** October 2004 **Major Regulation** **Yes** **X No** **Fiscal Impact:** **Local Government:** **Yes** **X No Fiscal Impact** **State Government:** **Yes** **X No** **Federal Funding of State Program** **Yes** **X No** **If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement** **Std. Form 399 attached**

PROJECTED DATES FOR:

Notice	Hearing	Adoption	To OAL
9/30/00	11/16/00	11/16/00	5/16/01

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule
☐**A**
B

Division:
Mobile Source Control Division

Contact Person and Phone #:
Jackie Lourenco
(626) 575-6676

Affected Governments:
State ARB to enforce
State DMV to enforce

Federal Authority:
Clean Air Act

Subject:
Adoption of Emission Regulations for Sterndrive and Inboard Spark-Ignition Marine Engines

CCR Title, Number, §§ Affected:
13 CCR §§2440-2448

Authority & Reference Citations:

Authority:
Health & Safety Code §§39600, 39601, 43013(b), 43018(a)
References:
Health & Safety Code §§43013, 43017, 43018

Specific Legislative Intent, if any:

Comparable Federal Regulations:
40 CFR Part 91

Primary Goals and Authorities of Agency:
Provide safe clean air to all Californians. Provide leadership in implementing and enforcing air pollution control rules. Provide innovative approaches for complying with air pollution rules and regulations

Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities:
These regulations will require reduced emissions from a presently uncontrolled mobile source.

Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements:
These proposed regulations are additions to the existing spark-ignition marine emission regulations covering outboard marine engines and personal watercraft engines.
These proposed amendments are in response to the 94 State Implementation Plan measure M16
EPA is moving in tandem to adopt these requirements.

Problems Addressed (public Health, safety, welfare & Environmental protection):
These regulations address public health (air quality for people). To some extent the existing regulations deal with environmental protection (recreational water quality).

Alternatives Considered:
We considered no regulation (status quo) and relying on U.S. EPA solely.

Intended Benefits:
The regulation amendments are designed to reduce statewide hydrocarbon-plus-nitrogen oxide emissions.

Economic Impacts:
Economic impacts on the engine manufacturers (regulated community) and the engine users will be fully developed during the rulemaking process. Our preliminary estimates of the economic effects of the rule are:

a. On engine marinizers and boat manufacturers: likely to have a modest impact
b. On local agencies purchasing new boats: likely to increase costs a modest amount.
c. The rule amendment will not a major rule. Effects on the manufacturers due to the California requirements will total less than $10,000,000.

Legal Deadline:

Sunset Review:
2005

Major Regulation
☐ **Yes**
No

Fiscal Impact:
Local Government:
Yes
No Fiscal Impact

State Government:
Yes
No

Federal Funding of State Program
Yes
No

If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement

Std. Form 399 attached

PROJECTED DATES FOR:

Notice	Hearing	Adoption	To OAL
10/20/00	12/00	12/00	10/10/00

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AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule	Subject:	Primary Goals and Authorities of Agency:	Problems Addressed (public Health, safety, welfare & Environmental protection):	Legal Deadline: *n/a*
☐A [X] B **Division:** Mobile Source Control **Contact Person and Phone #:** **Allen Lyons** **(626) 575-6833** **Affected Governments:** State - Air Resources Board **Federal Authority:** 209b Federal Clean Air Act	Revisions to Aftermarket Parts Requirements **CCR Title, Number, §§ Affected:** **Title 13, 2220-2225** **Authority & Reference Citations:** Authority: Sections 39000,39002, 39003, 39500, 39600, 39601, 43000, 43011, 43150 Health and Safety Code, Sections 27156, 38390, 38391 Vehicle Code **Reference:** Sections 39002, 39003, 39500, 43000, 43204, 43644 H&S Code, Sections 27156, 38391, 38395 Vehicle Code **Specific Legislative Intent, if any:** **Comparable Federal Regulations:**	To bring the air quality of the state into compliance with California and federal requirements **Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities:** The availability of replacement parts, including catalysts, is necessary if emissions from older vehicles are to be minimized through proper maintenance and repair. The revisions to ARB's requirements will ensure that replacement parts work properly with the emission control systems on vehicles. Also revised requirements are needed to ensure that specialty components offered for sale will not degrade the emission control performance of vehicles. **Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements:** Modifications will be proposed to already existing replacement parts requirements and to requirements for specialty parts.	**Environmental protection:** protects against increased emissions due to the installation of inappropriate replacement and add-on or modified parts. **Alternatives Considered:** none **Intended Benefits:** Protects against availability of parts that will increase vehicle emissions while providing a method whereby other components can be legally offered for sale. **Economic Impacts:** Amendments to the aftermarket parts requirements would have a modest impact on parties involved with the production and sale of vehicle aftermarket parts. There is no expected cost impact on local governments The added cost of compliance due to the proposed modifications will not exceed $10M in a single year. Therefore, the proposed modifications are not considered a major rule.	**Sunset Review:** 2005 **Major Regulation** **Yes** **[X] No** **Fiscal Impact:** **Local Government:** **Yes** **[X] No fiscal impact** **State Government:** **Yes** **No** **Federal Funding of State Program** **Yes** **No** **If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement** **Std. Form 399 attached**

PROJECTED DATES FOR:

Notice October 24, 2000 **Hearing** December, 2000 **Adoption** December, 2000 **To OAL** December 3, 2001

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule
☐**A**
☐**B**

Division:
MSCD

Contact Person and Phone #:
Renee Kemena
(916) 322-6921

Affected Governments:
Local
County

Federal Authority:
None

Subject:
Proposed School Bus Engine Standards

CCR Title, Number, §§ Affected:
Title 13, Amends §1956.8 and proposes §§1956.1, 1956.2, 1956.3, and 1956.4

Authority & Reference Citations:

Authority: Health & Safety Code Sections: 39600, 39601, 43013, 43018, 43101, 43103, 43105, 43200, and Vehicle Code 28114
References:

Specific Legislative Intent, if any:
Not Applicable

Comparable Federal Regulations:
40 CFR 86.004-11

Primary Goals and Authorities of Agency:
The goal of the Air Resources Board is to meet health-based air quality standards for ozone and to reduce the public's exposure to toxic air contaminants. The ARB has authority to regulate emissions from motor vehicles.

Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities:
Emissions reductions from school buses will assist the ARB's goals of meeting air quality standards for ozone. The proposed regulation will also reduce the public's exposure to toxic diesel exhaust.

Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements:
The proposed regulation further lowers exhaust emission standards to levels below State and federal standards.

Problems Addressed (public Health, safety, welfare & Environmental protection):
Public health concerns are addressed through reduced exposure to harmful levels of ozone and exposure to toxic diesel exhaust.

Alternatives Considered:
To be explored through the regulatory development process.

Intended Benefits:
Reduce emissions of ozone precursors (oxides of nitrogen) and of toxic diesel exhaust.

Economic Impacts:
Our initial estimates indicate that the rule is likely to have modest impact on businesses in the regulated community and negligible impact on individuals. It is likely to cost the local governments a modest amount. The proposed regulation is not a major rule because the compliance cost does not exceed $10 million in a single year during the regulation horizon.

Legal Deadline:
Not Applicable
Sunset Review:
2015
Major Regulation
Yes
No

Fiscal Impact:
Local Government:
Yes
No Fiscal Impact

State Government:
Yes
No

Federal Funding of State Program
Yes
No

If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement

Std. Form 399 attached

PROJECTED DATES FOR:

Notice November 2000 **Hearing** December 2000 **Adoption** December 2000 **To OAL** November 2000

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AIR RESOURCES BOARD
2000 RULEMAKING CALENDAR

Schedule
☐A
[X]B

Division:
Mobile Source Control

Contact Person and Phone #:
Paul Hughes
(626) 575-6977

Affected Governments:
State – Air Resources Board

Federal Authority:

209b Federal Clean Air Act

Subject:
Lower Emission Standards for Heavy-Duty Gasoline Vehicles Over 14,000 lbs. GVW

CCR Title, Number, §§ Affected:
Title 13, 1956.8

Authority & Reference Citations:

Authority: Sections 39600, 39601, 43013, 43018, 43101, 43103, 43104 and 43806, H&S Code, and Section 28114, Vehicle Code.

References: Sections 39002, 39003, 43000, 43013, 43018, 43100, 43101, 43101.5, 43102, 43103, 43104, 43106, 43204 and 43806, H&S Code

Specific Legislative Intent, if any:

Comparable Federal Regulations:

Heavy-duty otto cycle regulations 40 CFR Part 86

Primary Goals and Authorities of Agency:
To bring the air quality of the State into compliance with California and federal requirements.

Relationship Between Proposed Regulation(s) and Agency's Goals and Authorities:

The proposed standards will reduce emissions from this class of vehicles.

Relationship Between Proposed Regulation(s) and Existing Regulations(s), Including Federal and Local Requirements:

The federal Environmental Protection Agency is proposing to reduce the emission standards for heavy-duty gasoline vehicles beginning in 2004. This action will align California requirements with the proposed federal requirements

Problems Addressed (public Health, safety, welfare & Environmental protection):

Emissions from the mobile fleet must be reduced if California is to achieve federal and state requirements for ambient air quality.

Alternatives Considered:
Vehicle buybacks (scrapping)

Intended Benefits:
Lower standards will reduce the emissions of this class of vehicles.

Economic Impacts:
There would be no cost or savings to local governments

The amendments would not be considered a major rule. Cost of compliance would not exceed $10 million in a single year.

Legal Deadline: n/a

Sunset Review: 2005

Major Regulation
Yes
[X] No

Fiscal Impact:
Local Government:
Yes
[X] No Fiscal Impact

State Government:
Yes
[X] No

Federal Funding of State Program
Yes
No

If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement

Std. Form 399 attached

Notice October 30, 2000 **Hearing** December, 2000 **Adoption** December, 2000 **To OAL** October 25, 2001

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