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Clean Air Act - South Coast FIP [Federal Implementation Plan]

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G	12	7	7	3

DEADLINES NPRM 7/31/90, Final 2/29/91

CAA - South Coast

Modelled reduction O₃ 1246 t/d, ~~60-650~~ Mobile Sources 650 t/d

FIP

PROPOSAL: ATTAINMENT FIP / COMMITTEE FIP

(new FIP)

MEMORANDUM FOR JAMES B. MACRAE, JR.

THROUGH: Art Fraas
Tim Hunt

FROM: Nicolas Garcia

SUBJECT: The Federal Plan to bring Los Angeles into
Attainment of the Ozone and CO Standards

The Environmental Protection Agency (EPA) is under a court order to propose by July 31 a Federal implementation plan (FIP) to bring the South Coast Air Quality Management District (i.e. the greater Los Angeles area) into compliance with the national ambient air quality standards (NAAQS) for ozone and carbon monoxide.¹ EPA briefed me on the major characteristics of the proposal during a June 8 meeting.

The proposal consists of four categories of rules.

- o "Proactive" Rules: rules which are technologically feasible and available for immediate implementation. These include trip reduction plans for federal facilities.
- o Backstop Rules: rules on consumer solvents and other previously unregulated emission source categories. These rules will be phased-in, require a 90 percent reduction of emissions and are likely to be socially disruptive.
- o National Rules: rules such as gasoline volatility restrictions which EPA is implementing on a nationwide basis.
- o State Rules: rules which California uniquely has the authority or ability to implement. These rules include very tight automobile emission standards.

Attached are more complete lists of the actions EPA intends to propose under each category of rules.

¹ The Clean Air Act (CAA) required all areas of the country to comply with the NAAQS for ozone and carbon monoxide by 1977. When Los Angeles failed this requirement, several groups petitioned the U.S. District Court for the Central District of California to compel EPA issue a FIP. EPA entered into a consent decree to propose a FIP by July 31, 1990 and finalize the FIP by September 28, 1991.

This proposal will be controversial. While it establishes an attainment date of 2010 and allows some limited flexibility, the proposal will also severely curtails economic growth and mandate changes in lifestyle. In addition, it may not achieve sufficient emission reductions to bring Los Angeles into attainment for ozone. EPA staff noted that some computer models predict ozone violations resulting solely from natural occurring emissions.

EPA plans to start briefing senior Administration officials later this month on the proposal.

Attachments

cc: Official File - NRB
NRB Chron
Jim MacRae
Art Fraas

NRB:NGarcia:LA_FIP#1:6/11/90

PROACTIVE RULES

- a. Gasoline Volatility Restrictions
 - 1) Ozone Season Control
 - 2) CO Season Control
- b. Oxygenated Fuels Program
- c. Federal Facilities Trip Reduction Plan
- d. Airport Trip Reduction Rule (consumers and employees)
- e. Indirect Source Review for Federal Facilities
- f. Marine Vessel Unloading, Loading, Lightering, Ballasting and Housekeeping
- g. High Polluting Stage II Aircraft Rule
- h. Electrified Ground Power Aircraft

BACKSTOP RULES

- a. Industrial and Commercial Solvent Use
 - b. Manufacture of Products Containing VOCs
 - c. Disposal of Materials Containing VOCs
 - d. Food Preparation and Baking Operations
 - e. Consumer Products
 - f. Pesticides
 - g. Livestock Waste Operations
 - h. Petroleum and Natural Gas Extraction, Processing and Storage.
 - i. Architectural Coating
- (IF NEEDED)
- j. Off-road Vehicles and Equipment
 - k. Ultra-Low Vehicle CO Emission Standard

NATIONAL RULES

- a. Evaporative Emission and Running Loss Standard
- b. Cold Temperature CO Standard
- c. Light-Duty Truck Standard
- d. Clean Urban Bus Regulations (?)
- e. On-board Diagnostics Rule

CALIFORNIA RULES

- a. Clean Vehicles Rule
- b. Clean Fuels Rule
- c. Work/Residence Location Plan (depends on State Action)