

APPENDIX A

Recirculated Notice of Preparation / Initial Study – August 2, 2012



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

SUBJECT: RECIRCULATED NOTICE OF PREPARATION OF A DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

PROJECT TITLE: 2012 AIR QUALITY MANAGEMENT PLAN (AQMP)

In accordance with the California Environmental Quality Act (CEQA), the South Coast Air Quality Management District (SCAQMD) will be the Lead Agency for the project identified above. This Notice of Preparation (NOP) and Initial Study (IS) serve two purposes: 1) to solicit information on the scope of the environmental analysis for the proposed project; and 2) to notify the public that the SCAQMD will prepare a Draft Program Environmental Impact Report (Program EIR) to further assess potential adverse environmental impacts that may result from implementing the proposed project.

The NOP/IS is being recirculated because changes were made to the 2012 AQMP project description subsequent to release of the original NOP/IS on June 27, 2012. Recirculation of the NOP/IS allows the public the full 30 days to review the revised project description and provide comments as necessary on the environmental analysis for the 2012 AQMP.

This cover letter and Revised NOP and the attached IS are not SCAQMD applications or forms requiring a response from you. Their purpose is simply to provide information to you on the above project. If the proposed project has no bearing on you or your organization, no action on your part is necessary.

Comments submitted on the June 27, 2012 NOP/IS will continue to be included in the administrative record for the project and responses to these comments will be prepared and included in the Draft PEIR. Therefore, these comment letters need not be submitted a second time. Please focus your comments on the changes to the project description made subsequent to June 27, 2012. Comments focusing on your area of expertise, your agency's area of jurisdiction, or issues relative to the environmental analysis should be addressed to Mr. Jeffrey J. Inabinet (c/o CEQA) at the address shown above, or sent by FAX to (909) 396-3324 or by e-mail to jinabinet@aqmd.gov. Comments must be received no later than 5:00 PM on August 31, 2012. Please include the name and phone number of the contact person for your agency. Questions relative to the proposed 2012 AQMP should be directed to Mr. Michael Krause at (909) 396-2706.

Two public workshops/CEQA scoping meetings will be held for the proposed project at the following locations and times.

Workshop Date	Time	Locations	Address	County
Thursday 8/9/12	2:00 PM	Coachella Valley Association of Governments	73-710 Fred Waring Drive Palm Desert, CA 92260	Riverside
Thursday 8/23/12	9:00 AM	South Coast Air Quality Management District	21865 Copley Drive, Diamond Bar, CA 91765	Los Angeles

The final Public Hearing is currently scheduled for Friday, November 2, 2012 at 9:00 am at the SCAQMD headquarters, at which time the Governing Board will consider certifying the Program EIR and approving the 2012 AQMP. Please note, the Public Hearing date is subject to change.

Date: August 1, 2012

Signature: *Steve Smith*

Steve Smith, Ph.D.
Program Supervisor
Planning, Rules, and Area Sources

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
21865 Copley Drive, Diamond Bar, CA 91765-4182
RECIRCULATED NOTICE OF PREPARATION OF A
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

Project Title:

Draft Program Environmental Impact Report: 2012 Air Quality Management Plan (AQMP)

Project Location:

South Coast Air Quality Management District (SCAQMD) area of jurisdiction consisting of the four-county South Coast Air Basin (Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino counties), and the Riverside County portions of the Salton Sea Air Basin and the Mojave Desert Air Basin

Description of Nature, Purpose, and Beneficiaries of Project:

The 2012 AQMP identifies control measures to demonstrate that the region will attain the federal 24-hour standard for particulate matter less than 2.5 microns in diameter (PM_{2.5}) by the applicable target dates and provides Clean Air Act §182(e)(5) proposed implementation measures to assist in achieving the one-hour (revoked) and 8-hour ozone standards by the applicable date. The Draft 2012 AQMP control measures consist of three components: 1) the SCAQMD's Stationary and Mobile Source Control Measures; 2) State and Federal Control Measures; and 3) Regional Transportation Strategy and Control Measures provided by SCAG. Overall, the Draft 2012 AQMP includes stationary and mobile source measures. The AQMP also includes the most current air quality setting, updated emissions inventories of stationary and mobile sources, updated growth projections, new modeling techniques, compliance with contingency requirements, and an implementation schedule for adoption of the proposed control measures. Subsequent to the release of the June 27, 2012 NOP/IS, the following changes were made to the 2012 AQMP: control measure MCS-04a has been folded into control measure ONRD-04; control measure MCS-04b is now control measure BCM-01; control measure MCS-04c is now BCM-04; these three CMs would now apply to the entire Basin instead of just the Mira Loma area; and new control BCM-02 – Further Reductions from Open Burning, that would apply to the entire district, has been added to the 2012 AQMP.

Lead Agency:

South Coast Air Quality Management District

Division:

Planning, Rule Development and Area Sources

Initial Study and all supporting documentation are available at:

SCAQMD Headquarters
 21865 Copley Drive
 Diamond Bar, CA 91765

or by calling:

(909) 396-2039

Initial Study is also available by accessing the SCAQMD's website at:

<http://www.aqmd.gov/ceqa/aqmd.html>

The Public Notice of Preparation is provided through the following:

Los Angeles Times
 (August 2, 2012)

AQMD Website

AQMD Public Information Center

AQMD Mailing List &
 Interested Parties

Recirculated Notice of Preparation / Initial Study Review Period:

August 2, 2012 – August 31, 2012

Scheduled Public Workshops/CEQA Scoping Meeting Dates:

Workshop Date	Time	Location	Address	County
Thursday 8/9/12	2:00 PM	Coachella Valley Association of Governments	73-710 Fred Waring Drive Palm Desert, CA 92260	Riverside
Thursday, 8/23/12	9:00 AM	South Coast Air Quality Management District	21865 Copley Drive, Diamond Bar, CA 91765	Los Angeles

Scheduled Public Hearing Date:

November 2, 2012, 9:00 a.m.; SCAQMD Headquarters
(Date subject to change)

CEQA Contact Person:

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SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

**Recirculated Initial Study for the Draft Program Environmental Impact
Report for: 2012 Air Quality Management Plan (AQMP)**

August 1, 2012

SCH No.: 2012061093

SCAQMD No.: 20120628JI

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CHAPTER 1

PROJECT DESCRIPTION

Recirculation of the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report for the 2012 Air Quality Management Plan (AQMP) and Initial Study (IS)

Introduction

Agency Authority

Project Location

Background

Overall Attainment Strategy

Purpose of the 2012 AQMP

Project Description

Draft 2012 AQMP Control Measures

Project Objectives

Project Alternatives

1.0 Recirculation of the Notice of Preparation (NOP) / Initial Study (IS) of a Draft Program Environmental Impact Report for the 2012 Air Quality Management Plan (AQMP) and Initial Study (IS)

On June 27, 2012, the South Coast Air Quality Management District (SCAQMD) released a NOP/IS for the 2012 AQMP for a 30-day public review period. Subsequent to release of the NOP/IS, changes were made to the control strategy in the 2012 AQMP. As a result of these changes, the project description in the NOP/IS was not entirely consistent with project described in the 2012 AQMP. Specifically, the following changes were made to the 2012 AQMP: control measure MCS-04a was folded into control measure ONRD-04; control measure MCS-04b is now control measure BCM-01; control measure MCS-04c is now control measure BCM-04; these three CMs would now apply to the entire Basin instead of just the Mira Loma area; and new control BCM-02 – Further Reductions from Open Burning, has been added to the 2012 AQMP and applies to the entire district.

To afford the public the fullest opportunity to review and comment on the preliminary environmental evaluation of the 2012 AQMP, the NOP/IS has been revised to include an updated accurate project description and the NOP/IS is being recirculated for a second 30-day public review period.

Nine comment letters were received on the June 27, 2012 NOP/IS for the 2012 AQMP. As result of these comment letters the following changes have been made to the environmental analysis in Chapter 2 of this NOP/IS. An analysis of potential solid waste impacts has been added for control measure FUG-01. In addition, the environmental topic of potential traffic impacts has been added to the list of environmental topic areas that will be evaluated in the Program EIR.

Responses to comments submitted on the June 27, 2012, will be prepared and included in the Draft PEIR along with responses to comments received on this NOP/IS. Therefore, these comment letters need not be submitted a second time. Please focus your comments on the changes to the project description made subsequent to June 27, 2012.

1.1 Introduction

The SCAQMD was created by the California legislature in 1977¹ as the public agency responsible for developing and enforcing air pollution control regulations in the South Coast Air Basin (Basin) and portions of the Salton Sea Air Basin and Mojave Desert Air Basin referred to herein as the district. The Lewis Air Quality Act (now known as the Lewis-Presley Air Quality Management Act) requires the SCAQMD to prepare and adopt an Air Quality Management Plan (AQMP) consistent with federal planning requirements. In 1977,

¹ The Lewis-Presley Air Quality Management Act, 1976 Cal. State. ch. 324 (codified at H & S Code, Sections 40400 - 40540).

amendments to the federal Clean Air Act (CAA) included requirements for submitting State Implementation Plans (SIPs) for nonattainment areas that fail to meet all federal ambient air quality standards (CAA § 172) and similar requirements exist in state law (Health & Safety Code §40462). The federal CAA was amended in 1990 to specify attainment dates and SIP requirements for ozone, carbon monoxide (CO), nitrogen dioxide (NO₂) and particulate matter with an aerodynamic diameter of less than 10 microns (PM₁₀). In 1997, the United States Environmental Protection Agency (EPA) promulgated ambient air quality standards for a new pollutant, particulate matter with an aerodynamic diameter less than 2.5 microns (PM_{2.5}). The California Clean Air Act (CCAA), adopted in 1988, requires the SCAQMD to endeavor to achieve and maintain state ambient air quality standards for ozone, CO, sulfur dioxide (SO₂), and NO₂ by the earliest practicable date (Health & Safety Code §40910). The CCAA also requires a three-year plan review if necessary, and an update to the AQMP. The EPA is required to periodically update the national ambient air quality standards. The AQMP revision currently under development is primarily triggered by an update to the PM_{2.5} standard, but also provides requirements to attain the (revoked) one-hour ozone standard and measures to continue making progress toward attaining the 8-hour ozone standard.

The South Coast Air Basin (Basin), which includes all of Orange County and the nondesert portions of Los Angeles, San Bernardino and Riverside counties, has one of the worst air quality problems in the nation. Though there have been significant improvements in air quality in the Basin over the last two decades, some ambient air quality standards are still exceeded relatively frequently and by a wide margin. The 2007 AQMP concluded that major reductions in emissions of oxides of sulfur (SO_x), particulate matter less than 2.5 microns (PM_{2.5}) and oxides of nitrogen (NO_x) are necessary to attain the air quality standards for ozone and particulate matter by the dates mandated by federal law. Less emphasis is placed on emission reductions from volatile organic compounds (VOCs) because of the greater emphasis on NO_x emission reductions, which is a precursor to both ozone and PM. Ozone, a criteria pollutant, is formed when VOCs react with NO_x in the atmosphere and has been shown to adversely affect human health. NO_x also contributes to the formation of PM₁₀ and PM_{2.5}.

1.2 Background

The first AQMP was prepared and approved by the SCAQMD in 1979 and has been updated and revised eight times since first adopted. The 2012 AQMP will be the tenth plan, not including certain SIPs for specific pollutants, e.g., PM₁₀ for the Coachella Valley and lead, prepared by the SCAQMD. The following bullets summarize the main components of the past AQMP updates and revisions:

- The 1982 AQMP was revised to reflect better data and modeling tools.

- In 1987, a federal court ordered the U.S. Environmental Protection Agency (U.S. EPA) to disapprove the 1982 AQMP because it did not demonstrate attainment of all national ambient air quality standards (NAAQS) by 1987 as required by the CAA. This, in part, led to the preparation of the 1989 AQMP.
- The 1989 AQMP was adopted on March 17, 1989 and was specifically designed to attain all NAAQS. This plan called for three “tiers” of measures as needed to attain all standards and relied on significant future technology advancement to attain these standards.
- In 1991, the SCAQMD prepared and adopted the 1991 AQMP to comply with the CCAA.
- In 1992, the 1991 AQMP was amended to add a control measure containing market incentive programs.
- In 1994, the SCAQMD prepared and adopted the 1994 AQMP to comply with the CCAA three-year update requirement and to meet the federal CAA requirement for an ozone SIP. The AQMP, as adopted in 1994, included the following:
 - All geographical areas under the jurisdiction of the SCAQMD (referred to here as the district), as opposed to just the South Coast Air Basin;
 - The basic control strategies remained the same although the three-tiered structure of control measures was replaced and measures previously referred to as Tier I, II or III were replaced with short-/intermediate-term or long-term control measures;
 - Updated and refined control measures carried over from 1991;
 - Best Available Control Measure (BACM) PM10 Plan;
 - The ozone attainment demonstration plan;
 - Amendments to the federal Reactive Organic Compound (ROC) Rate-of-Progress Plan (also referred to as the volatile organic compound (VOC) Rate-of-Progress Plan); and
 - Attainment Demonstration Plans for the federal PM10, nitrogen dioxide, and carbon monoxide air quality standards; etc.
- The 1997 AQMP was designed to comply with the three-year update requirements specified in the CCAA as well as to include an attainment demonstration for PM10 as required by the federal CAA. Relative to ozone, the 1997 AQMP contained the following changes to the control strategies compared to the 1994 AQMP:

- ❑ Less reliance on transportation control measures (TCMs);
- ❑ Less reliance on long-term control measures that rely on future technologies as allowed under §182(e)(5) of the CAA; and
- ❑ Removal of other infeasible control measures and indirect source measures.
- In 1999, the ozone plan portion of the 1997 AQMP was amended to address partial disapproval of the 1997 AQMP by the U.S. EPA and a settlement of litigation by environmental groups challenging the 1997 AQMP to provide the following:
 - ❑ Greater emission reductions in the near-term than would occur under the 1997 AQMP;
 - ❑ Early adoption of the measures that would otherwise be contained in the next three-year update of the AQMP; and
 - ❑ Additional flexibility relative to substituting new measures for infeasible measures and recognition of the relevance of cost effectiveness in determining feasibility.
- In April 2000, U.S. EPA approved the 1999 ozone SIP to the 1997 plan. The 1999 Amendment in part addressed the State's requirements for a triennial plan update.
- The 2003 AQMP was approved and adopted by the SCAQMD in August 2003. The 2003 AQMP was never fully approved by the U.S. EPA as part of the SIP. The 2003 AQMP addressed the following control strategies:
 - ❑ Attaining the federal PM10 ambient air quality standard for the South Coast Air Basin and Coachella Valley- these portions were approved by the U.S. EPA ; in both areas, the attainment demonstration was disapproved after the California Air Resources Board (CARB) withdrew its measures;
 - ❑ Attaining the federal one-hour ozone standard;
 - ❑ 1997/1999 control measures not yet implemented;
 - ❑ Revisions to the Post-1996 VOC Rate-of-Progress Plan and SIP for CO; and
 - ❑ Initial analysis of emission reductions necessary to attain the PM2.5 and eight-hour ozone standards; etc.
 - ❑ The 2003 AQMP was partially approved and partially disapproved by EPA,
- The SCAQMD Governing Board approved the 2007 AQMP on June 1, 2007. On September 27, 2007, CARB adopted the State Strategy for the 2007 State

Implementation Plan and the 2007 South Coast Air Quality Management Plan as part of the (SIP). The 2007 SIP was then forwarded to U.S. EPA for approval. The following summarize the major components of the 2007 AQMP:

- ❑ The most current air quality setting (i.e., 2005 data);
- ❑ Updated emission inventories using 2002 as the base year, which also incorporate measures adopted since adopting the 2003 AQMP;
- ❑ Updated emission inventories of stationary and mobile on-road and off-road sources;
- ❑ 2003 AQMP control measures not yet implemented (eight of the control measures originally contained in the 2003 AQMP have been updated or revised for inclusion into the Draft 2007 AQMP);
- ❑ 24 new measures are incorporated into the 2007 AQMP based on replacing the SCAQMD's long-term control measures from the 2003 AQMP with more defined or new control measures and control measure adoption and implementation schedules;
- ❑ SCAQMD's recommended control measures aimed at reducing emissions from sources that are primarily under State and federal jurisdiction, including on-road and off-road mobile sources, and consumer products;
- ❑ SCAG's regional transportation strategy and control measures; and
- ❑ Analysis of emission reductions necessary and attainment demonstrations to achieve the federal eight-hour ozone and PM_{2.5} air quality standards.

On November 22, 2010, U.S. EPA issued a notice of proposed partial approval and partial disapproval of the 2007 South Coast SIP for the 1997 Fine Particulate Matter Standards and the corresponding 2007 State Strategy. Specifically, U.S. EPA proposed approving the SIP's inventory and regional modeling analyses, but it also proposed disapproving the attainment demonstration because it relied too extensively on commitments to emission reductions in lieu of fully adopted, submitted, and SIP-approved rules. The notice also cited deficiencies in the SIP's contingency measures.

- In response to U.S. EPA's proposed partial disapproval of the 2007 SIP, on March 4, 2011, the SCAQMD Governing Board approved Revisions to the 2007 PM_{2.5} and Ozone State Implementation Plan for South Coast Air Basin and Coachella Valley. The revisions to the 2007 PM_{2.5} and Ozone SIP consist of the following:
 - ❑ Updated implementation status of SCAQMD control measures necessary to meet the 2015 PM_{2.5} attainment date;

- Revisions to the control measure adoption schedule;
 - Changes made to the emission inventory resulting from California Air Resources Board's (CARB's) December 2010 revisions to the on-road truck and off-road equipment rules; and
 - An SCAQMD commitment to its "fair share" of additional NO_x emission reductions, if needed, in the event U.S. EPA does not voluntarily accept the "federal assignment."
- In response to the July 14, 2011 U.S. EPA notice of proposed partial approval and partial disapproval of the 2007 South Coast SIP for the 1997 Fine Particulate Matter Standards, at the October 7, 2011 public hearing, the SCAQMD Governing Board approved Further Revisions to PM_{2.5} and Ozone State Implementation Plan for South Coast Air Basin and Coachella Valley. Revisions to the PM_{2.5} SIP included a three-prong approach for identifying contingency measures needed to address U.S. EPA's partial disapproval:
 - Equivalent emissions reductions achieved through improvements in air quality;
 - Relying on committed emissions reductions for the 2007 ozone plan; and
 - Quantifying excess emissions reductions achieved by existing rules and programs that were not originally included in the 2007 PM_{2.5} SIP;
 - U.S. EPA approved the PM_{2.5} SIP except for contingency measures on November 9, 2011. Action is pending on the contingency measures;
 - U.S. EPA fully approved the 2007 SIP for the 8-hour ozone standard on March 1, 2012.

1.2.1 Progress Implementing the 2007 AQMP

The SCAQMD has fulfilled the majority of its emissions reductions commitments specified in the 2007 SIP. Table 1-1 summarizes the progress achieved toward fulfilling SCAQMD's emissions reductions commitments to attain the 1997 PM_{2.5} annual and federal 8-hour ozone standards by the required dates. Through January 31, 2011, the SCAQMD Governing Board has amended and adopted 12 rules. The majority of these rules have been submitted to U.S. EPA and approved as part of the SIP. Several recently adopted SCAQMD rules have been submitted to CARB and have been or are expected to be submitted to and subsequently evaluated by U.S. EPA. As shown in Table 1-1, for the control measures adopted by the District over this period, 22.5 tons per day of VOC reductions, 7.6 tons per day of NO_x reductions, 4.0 tons per day of SO_x reductions, and 1.0 tons per day of PM_{2.5} reductions will be achieved by 2014. Additional reductions from these adopted rules will be achieved by 2023.

TABLE 1-1
Total 2007 AQMP Emission Reductions
from SCAQMD Control Measures (tons per day)

Pollutant	COMMITMENT ^a		ACHIEVED ^a	
	2014	2023	2014	2023
VOC	10.4	19.2	22.5	26.4
NOx	10.8	9.2	7.6	10.3
PM2.5	2.9	5.4	1.0	1.6
SOx	2.9	2.9	4.0	5.7

Source: 2012 AQMP, Chapter 1, Table 1-2

^a 2014 reductions estimated in average annual day, 2023 in planning inventory.

Table 1-2 lists the 2007 AQMP’s control measure commitments that have been adopted (either entirely or partially) by CARB since the 2007 AQMP was adopted. The emissions are presented in terms of remaining emissions, rather than reductions, due to some significant changes to the inventory that preclude a direct comparison of committed emissions to those achieved. The table is based on SIP revisions submitted to U.S. EPA in 2011, and thus reflect adopted measures through specific dates in 2011 as described in the footnotes. To date, CARB has achieved more than the committed 2014 emissions reductions for all pollutants for these source categories. The same is true for VOC and NOx emissions in 2023.

TABLE 1-2
South Coast Air Basin Remaining Emissions Due to CARB Actions

CARB REGULATIONS	COMMITMENT		ACHIEVED	
	2014 ^a	2023 ^b	2014 ^a	2023 ^b
NOx EMISSIONS (TPD)^c				
Smog Check Improvements (BAR)	134.2	74.3	131.6	73.1
Cleaner In-Use Heavy-Duty Trucks & Buses	151.2	76.8	132.6	49.4
Cleaner In-Use Off-Road Equipment (over 25hp)	28.0	18.9	27.5	15.8
Ship Auxiliary Engine Cold Ironing & Clean Tech.	23.7	40.3	15.6	12.0
Cleaner Main Ship Engines and Fuel - Main Engines	38.5	65.8	20.9	21.3

TABLE 1-2 (Continued)

South Coast Air Basin Remaining Emissions Due to CARB Actions

CARB REGULATIONS	COMMITMENT		ACHIEVED	
	2014 ^a	2023 ^b	2014 ^a	2023 ^b
NO_x EMISSIONS (TPD)^c				
Accelerated Intro. of Cleaner Line-Haul Locomotives	18.3	21.0	18.3	21.0
Clean Up Existing Harbor Craft	15.2	18.4	11.1	8.4
Cargo Handling Equipment	3.2	1.8	3.2	1.8
New Emission Standards for Recreational Boats	11.0	18.3	11.0	18.3
Co-Benefits from Greenhouse Gas Reduction Measures ^d	--	--	--	--
All other local, state, and federal emissions	166	157	159	147 ^e
TOTAL NO_x REMAINING EMISSIONS WITH RULES ADOPTED TO DATE	589	493	530	368
VOC EMISSIONS (TPD)^c				
Smog Check Improvements (BAR)	132.1	97.4	123.5	92.1
Cleaner In-Use Heavy-Duty Trucks & Buses	8.7	6.6	5.4	5.3
Cleaner In-Use Off-Road Equipment (over 25hp)	2.6	2.0	2.5	1.7
Ship Auxiliary Engine Cold Ironing & Clean Tech.	0.9	1.5	0.7	0.9
Cleaner Main Ship Engines and Fuel - Main Engines	1.9	3.2	1.4	2.5
Accelerated Intro. of Cleaner Line-Haul Locomotives	2.3	2.4	2.3	2.4
Clean Up Existing Harbor Craft	1.2	1.0	1.1	0.5
Cargo Handling Equipment	0.3	0.6	0.3	0.6
New Emission Standards for Recreational Boats	37.9	50.8	37.9	50.8
Expanded Off-Road Rec. Vehicle Emission Standards	6.7	13.4	6.7	13.4
Consumer Products Program	102.6	109.5	96.7	102.4
All other local, state, and federal emissions	221	241	206	226 ^e
TOTAL VOC REMAINING EMISSIONS WITH RULES ADOPTED TO DATE	518	529	485	498

TABLE 1-2 (Concluded)
South Coast Air Basin Remaining Emissions Due to CARB Actions

CARB REGULATIONS	COMMITMENT		ACHIEVED	
	2014 ^a	2023 ^b	2014 ^a	2023 ^b
PM2.5 EMISSIONS (TPD)^c				
Smog Check Improvements (BAR)	7.8	--	7.5	--
Cleaner In-Use Heavy-Duty Trucks & Buses	6.0	--	3.4	--
Cleaner In-Use Off-Road Equipment (over 25hp)	1.3	--	1.3	--
Ship Auxiliary Engine Cold Ironing & Clean Tech.	0.5	--	0.4	--
Cleaner Main Ship Engines and Fuel - Main Engines	3.9	--	0.4	--
Accelerated Intro. of Cleaner Line-Haul Locomotives	0.7	--	0.7	--
Clean Up Existing Harbor Craft	0.6	--	0.4	--
Cargo Handling Equipment	0.1	--	0.1	--
All other local, state, and federal emissions	74	--	73	--
TOTAL PM2.5 REMAINING EMISSIONS WITH RULES ADOPTED TO DATE	95	--	87	--
SOx EMISSIONS (TPD)^c				
Cleaner In-Use Heavy-Duty Trucks & Buses	0.3	--	0.3	--
Ship Auxiliary Engine Cold Ironing & Clean Tech.	1.1	--	0.8	--
Cleaner Main Ship Engines and Fuel - Main Engines	38.7	--	1.7	--
All other local, state, and federal emissions	21	--	17	--
TOTAL SOX REMAINING EMISSIONS WITH RULES ADOPTED TO DATE	61	--	20	--

- a. The 2014 emissions data reflect the 2014 Emissions Inventory that was included in the March 2011 *Progress Report on Implementation of PM2.5 State Implementation Plans*. The inventory is in the process of being updated, and may change slightly in the final AQMP draft.
- b. The 2023 emissions data tables reflect the 2023 Emissions Inventory that was current as of August 2011. The inventory is in the process of being updated, and may change slightly in the final AQMP draft.
- c. These are remaining emissions. If achieved emissions are lower than the committed emissions, it means the SIP targets are met.
- d. Remaining emissions are included in “other local, state, and federal emissions”
- e. Includes benefits of local emission reductions that were not reflected in the revised RFP estimates.

1.3 Agency Authority – 2012 AQMP

The 2012 AQMP sets forth emission reduction programs which require the cooperation of all levels of government: local, regional, state, and federal, as well as public engagement. Each level is represented in the AQMP by the appropriate agency or jurisdiction that has the authority over specific emissions sources. Accordingly, each agency or jurisdiction commits to specific planning and implementation responsibilities.

At the federal level, the U.S. EPA is charged with establishing emission standards of motor vehicle standards; train, airplane, and ship pollutant exhaust and fuel standards; and regulation of non-road engines less than 175 horsepower. CARB, representing the state level, also oversees development of 2012 AQMP control measures for on-road vehicle emission standards in California; motor vehicle fuel specifications; some off-road source emission standards and fuel standards, including marine vessels; and consumer product standards. At the regional level, the SCAQMD is responsible primarily for non-vehicular sources and has limited authority over mobile sources (e.g., in-use fleet regulations, incentives for accelerated vehicle turnover, reduction in average vehicle ridership, etc.). In addition, the SCAQMD has lead responsibility for developing stationary, some area, and indirect source control measures and coordinating the development and adoption of the 2012 AQMP. Lastly, at the local level, the cities and counties and their various departments (e.g., harbors and airports) have a dual role related to transportation and land use. Their efforts are coordinated through the regional metropolitan planning organization for the South Coast Air Basin, the Southern California Association of Governments (SCAG), which is responsible for preparing the transportation control measure component of the 2012 AQMP. Interagency commitment and cooperation are the keys to success of the 2012 AQMP.

1.4 Agency Authority – CEQA

CEQA, Public Resources Code §21000 *et seq.*, requires that the environmental impacts of proposed projects be evaluated and that feasible methods to reduce, avoid or eliminate significant adverse impacts of these projects be identified and implemented. 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 SCAQMD has the primary responsibility for supervising or approving the entire project as a whole, it is the most appropriate public agency to act as lead agency (CEQA Guidelines Section 15051(b)).

A Program Environmental Impact Report (Program EIR) for the 2012 AQMP is considered to be the appropriate document pursuant to CEQA Guidelines Section 15168(a)(3), because the 2012 AQMP constitutes a series of actions that can be characterized as one large project and are related in the connection with the issuance or rules, regulations, plans, or other criteria to govern the conduct of a continuing program.

As the lead agency SCAQMD for proposed 2012 AQMP, SCAQMD staff prepared Notice of Preparation/Initial Study (NOP/IS) for the proposed 2012 AQMP Program EIR. The NOP/IS was released for a 30-day public review and comment period. The NOP/IS was

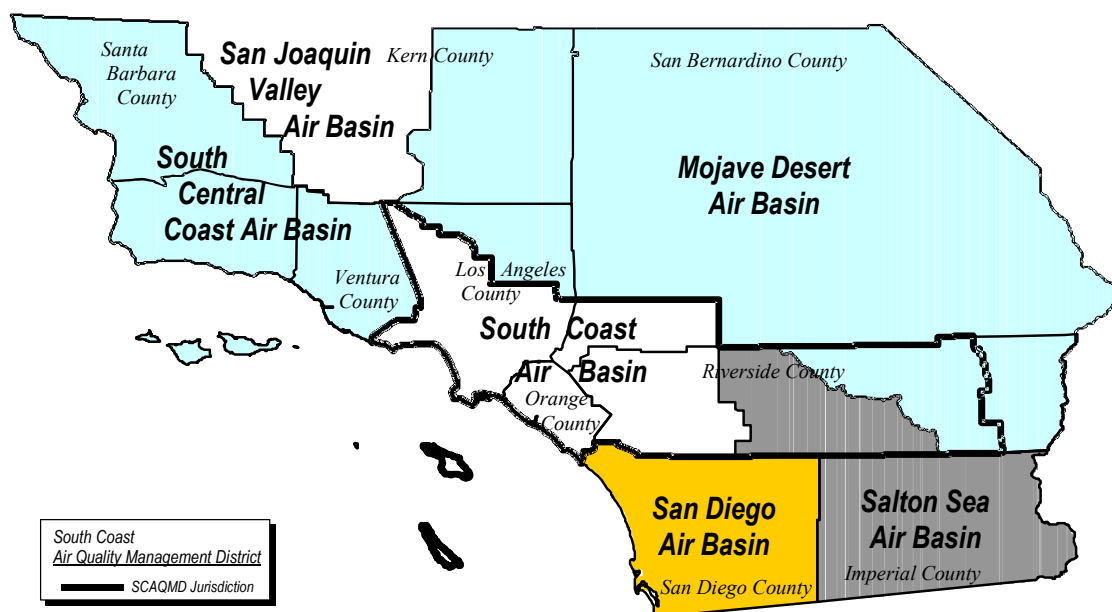
also recirculated for a 30-day public review and comment period from August 2 through August 31, 2012 due to changes in the project description since the original NOP/IS circulation.

1.5 Project Location

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

1.6 Overall Attainment Strategy

The overall control strategy for the Draft 2012 AQMP is designed to meet applicable federal and state requirements. The focus of the AQMP is to demonstrate attainment of the federal 24-hour PM_{2.5} ambient air quality standard by 2014, while making expeditious progress toward attainment of state standards. In addition, to further implement the existing 8-hour ozone plan, the 2012 AQMP includes section 182(e)(5) implementation measures designed to assist in future attainment of the 8-hour ozone standard (refer to subsection 1.6.1). The proposed control measures in the Draft 2012 AQMP are based on implementing all feasible control measures through the application of available technologies and management practices as well as development and implementation of advanced technologies and control methods. For purposes of the environmental analysis, it is expected that full implementation of all section 182(e)(5) measures for the one-hour ozone standard would have the same environmental effects as implementing the section 182(e)(5) measures for the 8-hour standard that were already analyzed in the EIR for the 2007 AQMP. These measures rely on proposed actions to be taken by several agencies that currently have the statutory authority to implement such measures. Similar to the approaches taken in previous AQMPs, the SIP commitment includes an adoption and implementation schedule for each control measure. Each agency is also committed to achieving a total emission reduction target with the ability to substitute specified control measures for control measures deemed infeasible, as long as equivalent reductions are met by other means. These measures are also designed to satisfy the federal Clean Air Act requirement of reasonably available control technologies [§172(c)], and the California requirement of Best Available Retrofit Control Technologies (BARCT) [Health and Safety Code §40440(b)(1)].



**FIGURE 1-1
Southern California Air Basins**

To ultimately achieve the 24-hour PM_{2.5} ambient air quality standards and demonstrate attainment, PM emissions reductions will be necessary, not only from non-vehicular sources under the jurisdiction of the SCAQMD, but substantial PM reductions will be necessary from sources primarily under the jurisdiction of CARB (e.g., on-road motor vehicles, off-road equipment, and consumer products) and U.S. EPA (e.g., aircraft, ships, trains, and pre-empted off-road equipment). Without an adequate and fair-share level of reductions from all sources, the emissions reduction burden would unfairly be shifted to stationary sources that are already stringently regulated. The SCAQMD will continue to work closely with CARB to further control mobile source emissions where federal or State actions do not meet regional needs.

1.6.1 One-hour Ozone Standard Attainment Strategy

The federal one-hour ozone standard was revoked, effective one year after the eight-hour standard designations were effective (i.e., 2005). U.S. EPA guidance indicated that while certain planning requirements remained in effect, a new SIP would not be required if an area failed to attain the standard by the attainment date. However, recent litigation and court decisions have suggested that there likely will be a need for the SCAQMD to prepare a new one-hour ozone SIP in the near future. If a one-hour ozone SIP is requested by U.S. EPA,

the SIP would be due within 12 months of such a SIP call. The attainment demonstration in the SIP would have to show attainment within five years with a potential five-year extension, which would be a similar timeframe (2022) as is required for the 1997 eight-hour ozone standard (deadline of 2023). However, many new technical issues such as modeling for the attainment demonstration and other CAA requirements would require U.S. EPA's guidance, since the previous preambles/guidelines are no longer directly applicable. Based on previous modeling estimates, the control strategies that are needed to attain the eight-hour ozone standard are nearly identical to those that would be needed to attain the one-hour ozone standard.

Although the primary purpose of the 2012 AQMP Basin is to set forth a comprehensive and integrated program that will lead the Basin into compliance with the federal 24-hour PM_{2.5} air quality standard, it will also provide an update of the Basin's projections in meeting the federal one-hour and eight-hour ozone standards. The AQMP will update specific elements of the previously approved 8-hour ozone SIP: 1) an updated emissions inventory, and 2) new control measures and commitments for emissions reductions to help fulfill the §182(e)(5) portion of the 8-hour ozone SIP and one-hour ozone SIP.

Regardless of whether or not U.S. EPA requests that the SCAQMD prepare a one-hour ozone SIP, the multi-agency effort to identify 2012 AQMP control measures that specifically address the SCAQMD's efforts to continue making progress towards attaining all state and national ambient air quality standards for ozone. For example, there are four coatings and solvent control measures (CTS 01, CTS02, CTS-03, and CTS-04; Table 1-3); two combustion control measures (CMB-01, RECLAIM phase 2, and CMB-02; Table 1-3); and five §182(e)(5) on-road mobile source control measures, five off-road mobile source control measures, and seven advanced control measures (Table 1-4) that all primarily address attaining the ozone standards.

No other control measures to attain the ozone standards were identified during the multi-agency effort to identify 2012 AQMP control measures. As a result, no additional control measures to address progress in attaining the ozone standards would likely be identified. This means that a one-hour ozone SIP would include all of the same ozone-related control measures as the 2012 AQMP. Further, by analyzing the 2012 AQMP ozone-related control measures in this Program EIR, this Program EIR would also serve as the CEQA document for a one-hour ozone SIP.

1.7 Purpose of the 2012 AQMP

The 2012 AQMP will provide an updated air pollution control strategy to attain federal ambient air quality standards and has been developed as an integrated Plan taking into consideration: air quality improvement needs, climate change, transportation, and energy reliability. The 2012 AQMP focuses on PM reductions to attain the federal 24-hour PM_{2.5} standard by 2014. The 2012 AQMP also includes ozone reduction strategies to make expeditious progress in attaining the state one-hour and eight-hour standards and the federal eight-hour ozone standards (80 parts per billion (ppb) by 2023 and 75 ppb by 2032). The 2012 AQMP also provides for meeting requirements applicable under the (revoked) one-

hour federal ozone standard. In particular the ozone strategy approach relies heavily on NO_x emission reductions, primarily from mobile sources, and identifies actions that can be taken in the next two to three years. The 2012 AQMP relies upon the most recent planning assumptions and the best available information such as CARB's latest EMFAC2011 for the on-road mobile source emissions inventory, CARB's OFF-ROAD 2011 model for the off-road mobile source emission inventory, the latest point source and improved area source inventories as well as the use of new episodes and air quality modeling analysis, and SCAG's forecast assumptions based on its recent 2012 Regional Transportation Plan. The 2012 AQMP includes the current and future air quality in the Coachella Valley. The 2012 AQMP also includes a discussion of ultra-fine particles, near roadway exposure and energy.

It is expected that implementing the 2012 control measures will provide substantial benefits of improved air quality, which are numerous and far-reaching. From a public health standpoint, air pollution has been linked to long-term health problems affecting the lungs, heart, blood, brain and immune and nervous systems. Therefore, improving air quality is expected to result in improvements to public health. Additional benefits include improved visibility, reduced destruction of materials and buildings, reduced damage to agricultural crops and habitat for wildlife and, more efficient land use patterns and transportation systems. 2012 AQMP control measures have the potential reduce reliance on traditional petroleum fuels, thus, providing reductions in greenhouse gas emissions. The following sections summarize the overall components of the 2012 AQMP and the specific control measures that comprise the 2012 AQMP.

1.8 Project Description

The Draft 2012 AQMP control measures consist of three components: 1) the SCAQMD's Stationary and Mobile Source Control Measures including; 2) SCAQMD, State, and Federal Mobile Source Control Measures; and 3) Regional Transportation Strategy and Control Measures provided by SCAG. Overall, the Draft 2012 AQMP includes stationary and mobile source measures. These measures primarily rely on the traditional command-and-control approach, facilitated by market incentive programs, as well as advanced technologies expected to be implemented by 2015 (for PM_{2.5}). A summary of these measures is provided in the following subsections. The following bullet points summarize the major components of the 2012 AQMP:

- The most current air quality setting (i.e., 2008 data);
- Updated emission inventories using 2008 as the base year, which also incorporate measures adopted since adopting the 2007 AQMP;
- Updated emission inventories of stationary and mobile on-road and off-road sources;
- Consider action on the 2007 AQMP control measures not yet implemented (through January 31, 2011, the SCAQMD Governing Board has amended and adopted 13 rules achieving approximately 96 percent of the SCAQMD's SIP commitment outlined in the 2007 AQMP);

- New measures are to be incorporated into the Draft 2012 AQMP;
- SCAG's 2012 regional transportation strategy and control measures;
- Analysis of emission reductions necessary to achieve the federal 24-hour PM_{2.5} air quality standards, and (revoked) one-hour ozone standard;
- Overview of state and federal planning requirements;
- Implementation schedule for adoption of the proposed control measures;
- Latest information on near-roadway emissions of combustion-related pollutants with particular focus on ultrafine particulates formation, transport, exposure, and health effects and potential control strategies, although there are no ambient air quality standards specifically for ultrafine particulates; and
- Energy Policy Update including: energy consumption, costs, associated emissions for base year 2008 and the future AQMP years, and associated energy impacts and GHG emissions inventory in the Basin.

1.8.1 Stationary Source Control Measures

The stationary source control measures included in the Draft 2012 AQMP would further reduce emissions from both point sources (permitted facilities) and area sources (generally small and non-permitted). The proposed control strategies for stationary sources under the SCAQMD's jurisdiction include implementing the remaining revised and partially implemented measures from the 2007 AQMP and new measures that are deemed feasible, which will provide additional emission reduction opportunities. In light of significant reductions needed for PM_{2.5} attainment demonstrations, the SCAQMD will work closely with CARB to further regulate mobile sources. In addition to PM reduction control measures, the 2012 AQMP also identifies control measures to be implemented by the SCAQMD to make progress towards attaining ambient air quality standards for ozone. These control measures include short-term and Clean Air Act §182(e) implementation, and would regulate stationary and mobile sources.

The basic principles followed in developing the SCAQMD's stationary source control measures included: 1) identify PM_{2.5}, ammonia and NO_x reduction opportunities and maximize reductions by the earliest possible and feasible attainment year, and 2) initiate programs or rulemaking activities for further VOC and NO_x control strategies to maximize ozone reductions by the year 2022-2023 timeframe. Therefore, the proposed control strategy for stationary sources under the SCAQMD's jurisdiction includes some revised and partially implemented measures from the 2007 AQMP and new measures that are deemed feasible to provide additional control opportunities. In addition, to foster further technology advancement, long-term measures are also included to achieve additional reductions from stationary sources based on implementation and accelerated penetration of advanced technologies. For each control measure, the SCAQMD will seek to achieve the maximum reduction potential that is technically feasible and cost-effective. The control measures to be

implemented by the SCAQMD are listed in Table 1-3 summarized in the paragraphs following Table 1-3.

**TABLE 1-3
Stationary Source Control Measures Categorized by Source Type**

Number	Title	CM Type	Adoption	Implementation Period	Reduction (tpd)
PM SOURCES					
BCM-01 <i>(formerly MCS-04B)</i>	Further Reductions from Residential Wood Burning Devices [PM2.5]	Short-term 24-hr PM2.5	2013	2013-2014	7.1 ^a
BCM-02 <i>(new)</i>	Further Reductions from Open Burning [PM2.5]	Short-term 24-hr PM2.5	2013	2013-2014	4.6 ^b
BCM-03 <i>(formerly BCM-01 & BCM-05 in the 2007 AQMP)</i>	Emission Reductions from Under-Fired Charbroilers [PM2.5]	Short-term 24-hr PM2.5	Phase I – 2013 (<i>Tech Assessment</i>) Phase II - TBD	TBD	1.0 ^c
BCM-04 <i>(formerly MCS-04B)</i>	Further Ammonia Reductions from Livestock Waste [NH3]	Short-term 24-hr PM2.5	Phase I – 2013-2014 (<i>Tech Assessment</i>) Phase II - TBD	TBD	TBD ^d
COMBUSTION SOURCES					
CMB-01	Further NOx Reductions from RECLAIM [NOx] – <i>Phase I</i>	Short-term 24-hr PM2.5	2013	2014	2-3
CMB-01	Further NOx Reductions from RECLAIM [NOx] – <i>Phase II</i>	Section 182 (e)(5) implementation	2015	2020	1-2
CMB-02	NOx Reductions from Biogas Flares [NOx]	Section 182 (e)(5) implementation	2015	Beginning 2017	Pending ^e

TABLE 1-3 (Continued)
Stationary Source Control Measures Categorized by Source Type

Number	Title	CM Type	Adoption	Implementation Period	Reduction (tpd)
COMBUSTION SOURCES (Cont.)					
CMB-03	Reductions from Commercial Space Heating [NO _x]	Section 182 (e)(5) implementation	Phase I – 2014 (<i>Tech Assessment</i>) Phase II - 2016	Beginning 2018	0.18 by 2023 0.6 (total)
COATINGS AND SOLVENTS					
CTS-01	Further VOC Reductions from Architectural Coatings (R1113) [VOC]	Section 182 (e)(5) implementation	2015 - 2016	2018 - 2020	2-4
CTS-02	Further Emission Reduction from Miscellaneous Coatings, Adhesives, Solvents and Lubricants [VOC]	Section 182 (e)(5) implementation	2013 - 2016	2015 - 2018	1-2
CTS-03	Further VOC Reductions from Mold Release Products [VOC]	Section 182 (e)(5) implementation	2014	2016	0.8 – 2
CTS-04	Further VOC Reductions from Consumer Products [VOC]	Section 182 (e)(5) implementation	2013 - 2015	2018	N/A ^f
PETROLEUM OPERATIONS AND FUGITIVE VOC					
FUG-01	Further VOC Reductions from Vacuum Trucks [VOC]	Section 182 (e)(5) implementation	2014	2016	1 ^g
FUG-02	Emission Reduction from LPG Transfer and Dispensing [VOC] – <i>Phase II</i>	Section 182 (e)(5) implementation	2015	2017	1-2
FUG-03	Further VOC Reductions from Fugitive VOC Emissions [VOC]	Section 182 (e)(5) implementation	2015 -2016	2017-2018	1-2
MULTIPLE COMPONENT SOURCES					
MCS-01	Application of All Feasible Measures Assessment [All Pollutants]	Short-term 24-hr PM _{2.5} and section 182(e)(5) implementation	Ongoing	Ongoing	TBD ^d
MCS-02	Further Emission Reductions from Green Waste Processing (Chipping and Grinding Operations Not Associated with Composting) [VOC]	Section 182 (e)(5) implementation	2015	2016	1 ^g

TABLE 1-3 (Concluded)
Stationary Source Control Measures Categorized by Source Type

MULTIPLE COMPONENT SOURCES					
Number	Title	CM Type	Adoption	Implementation Period	Reduction (tpd)
MCS-03 <i>(formerly MCS-06 in the 2007 AQMP)</i>	Improved Start-up, Shutdown and Turnaround Procedures [All Pollutants]	Section 182 (e)(5) implementation	Phase I – 2012 (<i>Tech Assessment</i>) Phase II - TBD	Phase I – 2013 (<i>Tech Assessment</i>) Phase II - TBD	TBD ^d
INDIRECT SOURCES					
IND -01 <i>(formerly MOB-03)</i>	Backstop Measures for Indirect Sources of Emissions from Ports and Port-Related Sources [NO _x , SO _x , PM _{2.5}]	Short-term 24-hr PM _{2.5}	2013	12 months after trigger	N/A ^f
INCENTIVE PROGRAMS					
INC-01	Economic Incentive Programs to Adopt Zero and Near-Zero Technologies [NO _x]	Section 182 (e)(5) implementation	2014	Within 12 months after funding availability	TBD ^h
INC-02	Expedited Permitting and CEQA Preparation Facilitating the Manufacturing of Zero and Near-Zero Technologies [All Pollutants]	Section 182 (e)(5) implementation	2014-2015	Beginning 2015	N/A ^f
EDUCATIONAL PROGRAMS					
EDU-01 <i>(formerly MCS-02, MCS-03)</i>	Further Criteria Pollutant Reductions from Education, Outreach and Incentives [All Pollutants]	Short-term 24-hr PM _{2.5} and Section 182 (e)(5) implementation	Ongoing	Ongoing	N/A ^f

- a. Winter average day reductions based on episodic conditions and 75 percent compliance rate
- b. Reduction based on episodic day conditions
- c. Will submit into SIP once technically feasible and cost effective options are confirmed
- d. TBD are reductions to be determined once the technical assessment is complete, and inventory and control approach are identified
- e. Pending because emission reductions will be provided prior to the Final Draft
- f. N/A are reductions that cannot be quantified due to the nature of the measure (e.g., outreach, incentive programs) or if the measure is designed to ensure reductions that have been assumed to occur will, in fact, occur
- g. Reductions submitted in SIP once emission inventories are included in the SIP
- h. TBD are reductions to be determined once the inventory and control approach are identified.

Summaries of the Stationary Source Control Measures

BCM-01 – Further Reductions from Residential Wood Burning Devices [PM_{2.5}] *(formerly BCM-05 in the 2007 AQMP)* *(formerly control measure MCS-04B in the NOP/IS for the 2012 AQMP)*: The purpose of this measure would be to seek further PM_{2.5} emissions reductions from residential wood burning fireplaces and wood stoves whenever key areas in the South Coast Air Basin are forecast to approach the federal 24-

hour PM_{2.5} standard. A review of other California air district regulations has indicated that the most appropriate amendment to the existing AQMD wood smoke control program would be to decrease the mandatory wood burning curtailment forecast threshold from 35 µg/m³ to a more conservative 30 µg/m³. In addition to the existing sub-regional curtailment program of Rule 445 (based on areas forecast to exceed the existing PM_{2.5} standard), this measure would implement a curtailment that would apply Basin-wide whenever a PM_{2.5} level of greater than 30 µg/m³ is forecast at any monitoring station at which the design value has exceeded the current PM_{2.5} 24-hour standard of 35 µg/m³ for either of the two previous periods. Lowering the wood burning curtailment forecast threshold and applying the curtailment to the entire Basin when triggered could potentially reduce Basin-wide ambient PM_{2.5} concentrations on these episodic no-burn days by about 7.1 tons per winter day (assuming 75% rule effectiveness).

BCM-02 – Further Reductions from Open Burning [PM_{2.5}] (new control measure added after the release of the NOP/IS): Rule 444 outlines the criteria and guidelines for agricultural and prescribed burning, as well as training burns, to minimize PM emissions and smoke in a manner that is consistent with state and federal laws. Agricultural burning is open burning of vegetative materials produced from the growing and harvesting of crops. Prescribed burning is a planned open burning of vegetative materials, usually conducted by a fire protection agency and/or department of forestry, to promote a healthier habitat for plants and animals, to prevent plant disease and pests, and to reduce the risk of wild fires. Training burns are hands-on instructional events conducted by fire protection agencies on methods of preventing and/or suppressing fire. Rule 444 currently contains requirements that a no-burn day may be called under a combination of geographical, meteorological, and air quality conditions. This control measure would potentially increase the number of no-burn days by establishing an additional criteria for no-burn during episodic days as described in control measure BCM-01 by implementing a curtailment that would apply Basin-wide whenever a PM_{2.5} level of greater than 30 µg/m³ is forecast at any monitoring station at which the design value has exceeded the current PM_{2.5} 24-hour standard of 35 µg/m³ for either of the two previous periods. Enhancing the open burning restrictions with this new threshold criteria and applying a curtailment to the entire Basin could potentially reduce Basin-wide ambient PM_{2.5} concentrations on these episodic no-burn days by about 4.6 tons per winter day. Since the burning would likely be shifted to other days, the total annual emissions would remain the same, but would not occur on days where high PM_{2.5} levels are forecast.

BCM-03 – Emission Reductions from Under-Fired Charbroilers (Rule 1138) [PM_{2.5}] (formerly BCM-05 in the 2007 AQMP) (formerly control measure BCM-01 in the NOP/IS for the 2012 AQMP): This proposed measure seeks emission reductions by potentially requiring new and/or existing medium to large volume restaurants with under-fired charbroilers to install control devices meeting a minimum efficiency requirement. Under-fired charbroilers are responsible for the majority of emissions from restaurant operations – 84 percent of PM and 71 percent of VOC emissions. Several control options are currently being evaluated and tested including electrostatic precipitators (ESP), high efficiency particulate arresting (HEPA) filters, wet scrubbers, and thermal oxidizers. Under-fired charbroilers are one of the largest unregulated sources of directly emitted PM. A technical assessment of potential control technologies is currently ongoing at University of

California, Riverside (CE-CERT), to evaluate the efficiency and the cost-effectiveness of various control devices for the capture and control of filterable and/or condensable forms of PM from under-fired charbroilers. The Bay Area AQMD adopted a rule for commercial cooking equipment that controls both chain-driven and under-fired charbroilers. The Bay Area measure will be evaluated to meet the all feasible measures requirement. A rule will be developed if deemed feasible. Technical and economic feasibility, as well as affordability of controls, particularly for existing restaurants relative to retrofit installation and operation/maintenance, will be considered in conjunction with any future rule development to establish requirements for under-fired charbroilers.

BCM-04 – Further Ammonia Reductions from Livestock Waste [Ammonia] (formerly MCS-05 in the 2007 AQMP) (formerly control measure MCS-04C in the NOP/IS for the 2012 AQMP): This measure seeks to reduce ammonia emissions from livestock operations with emphasis on dairies. Existing Rule 1127 – Emission Reductions from Livestock Waste requires best management practices for dairies and specific requirements regarding manure removal, handling, and composting; however, the rule does not focus on fresh manure, which is one of the largest dairy sources of ammonia emissions. An assessment will be conducted to evaluate the use of sodium bisulfate (SBS) at local dairies to evaluate the technical and economic feasibility of its application. Reducing pH level in manure through the application of acidulant additives (acidifier), such as SBS, is one of the potential mitigations for ammonia. SBS is currently being considered for use in animal housing areas where high concentrations of fresh manure are located. Research indicates that best results occur when SBS is used on “hot spots”. SBS can also be applied to manure stock piles and at fencelines, and upon scraping manure to reduce ammonia spiking from the leftover remnants of manure and urine. A rule will be developed if deemed feasible. SBS application may be required seasonally or episodically during times when high ambient PM_{2.5} levels are forecast.

CMB-01 – Further NO_x Reductions from RECLAIM [NO_x] – Phase I: This proposed control measure will seek further reductions of 2 tpd of NO_x allocations by 2014. In addition, staff would seek to identify appropriate approaches during rulemaking to implement the allocation shaving methodology. The control measure has the ability to produce co-benefits in the reduction of PM_{2.5} and ozone.

CMB-01 – Further Emission Reductions from NO_x RECLAIM [NO_x] – Phase II: This proposed control measure would seek further reductions in NO_x allocations by the year 2020. This phase of control is to implement periodic BARCT evaluation as required under state law. The control measure has the ability to produce co-benefits in the reduction of PM_{2.5} and ozone.

CMB-02 – NO_x Reductions from Biogas Flares [NO_x]: There are no source specific rules regulating NO_x emissions from biogas flares. Flare NO_x emissions are regulated through new source review and BACT. This control measure proposes that, consistent with the feasible measures, older biogas flares be gradually replaced with new flares that meet current BACT. Strategies that minimize flaring and associated emissions can also be considered as alternative control options.

CMB-03 – Reductions from Commercial Space Heating [NOx] (Rule 1111): This control measure would apply to space heaters used for comfort heating. SCAQMD Rule 1111 - NOx Emissions from Natural Gas-Fired Fan Type Central Furnaces, regulates natural gas-fired commercial space heaters with input rates less than 175,000 Btu/hr. This control measure is expected to reduce NOx emissions from affected heaters by reducing the NOx emission control limit for new space heaters for commercial applications, which can be achieved through the use of low-NOx burners or other low emitting combustion technologies.

CTS-01 – Further VOC Reductions from Architectural Coatings (Rule 1113) [VOC]: SCAQMD adopted Rule 1113 – Architectural Coatings, in 1977 and it has undergone numerous amendments. This proposed control measure seeks to reduce VOC emissions from large volume coating categories such as flat, non-flat and primer, sealer, undercoaters (PSU) and from phasing out the currently exempt use of high-VOC architectural coatings sold in one liter containers or smaller. Additional VOC emission reductions could be achieved from the application of architectural coatings by use of application techniques with greater transfer efficiency. Such transfer efficiency improvements could be achieved through the use of a laser paint targeting system, which has been shown to improve transfer efficiency on average by 30 percent over equipment not using a targeting system, depending on the size, shape and configuration of the substrate. The proposal is anticipated to be accomplished with a multi-phase adoption and implementation schedule.

CTS-02 – Further Emission Reduction from Miscellaneous Coatings, Adhesives, Solvents and Lubricants [VOC]: This control measure seeks to reduce VOC emissions from miscellaneous coating, adhesive, solvent and lubricant categories by further limiting the allowable VOC content in formulations. Examples of the miscellaneous categories to be considered include, but are not limited to, coatings used in aerospace and marine applications; adhesives used in a variety of sealing applications; solvents for graffiti abatement activities; and lubricants used as metalworking fluids to reduce heat and friction to prolong the life of the tool, improve product quality, and carry away debris. Reductions would be achieved by lowering the VOC content of the coatings, adhesives and lubricants. For solvents, reductions could be achieved with the use of alternative low-VOC products or non-VOC product/equipment at industrial facilities. The proposal is anticipated to be accomplished with a multi-phase adoption and implementation schedule.

CTS-03 – Further VOC Reductions from Mold Release Products [VOC]: Metal, fiberglass, composite and plastic products are often manufactured using molds which form the part into a particular configuration. Mold release agents are used to ensure that the parts, as they are made, can be released easily and quickly from the molds. These agents are often blended with VOC solvent carriers and may also contain toxic components such as toluene and xylene. Mold release products are also used for concrete stamping operations to keep the mold from adhering to the fresh concrete. Residential and commercial concrete stamping is a rapidly growing industry and overall VOC emissions are estimated to be significant. This control measure would reduce VOC emissions from mold release products on metal, fiberglass, composite and plastic products, as well as concrete stamping operations, by requiring the use of low-VOC content mold release products.

CTS-04 – Further VOC Reductions from Consumer Products [VOC]: This measure seeks to eliminate or revise the exemption for low vapor pressure solvents in CARB’s consumer products regulation, which exempts low vapor pressure volatile organic compounds (LVP-VOC) from counting towards the compliance obligation for consumer product VOC limits. Recent testing conducted by the District on institutional cleaners found that traditionally formulated consumer products may contain significant amounts of LVP-VOC solvents. In some cases, such as certain multipurpose solvents, the products were 100 percent LVP-VOC solvents. Further testing indicated that many of the LVP-VOC solvents evaporate nearly as quickly as the traditional solvents they were meant to replace and have Maximum Incremental Reactivity (MIR) values well above the threshold considered to be non-reactive, currently based on ethane. Therefore, an evaluation of the continued need for use of LVP-VOC solvents in certain categories is warranted

FUG-01 – Further VOC Reductions from Vacuum Trucks [VOC]: This control measure seeks to reduce emissions from the further venting of vacuum trucks. Emissions from such operations can be reduced through the utilization of control technologies, including but not limited to, carbon adsorption systems, internal combustion engines, thermal oxidizers, refrigerated condensers and liquid scrubbers. Additionally, implementation of a leak detection and repair (LDAR) program may further reduce fugitive emissions.

FUG-02 – Emission Reduction from LPG Transfer and Dispensing [VOC]: In June 2012, the SCAQMD adopted phase I Rule 1177 - Liquefied Petroleum Gas (LPG) Transfer and Dispensing. Rule 1177 requires use of low-emission fixed liquid level gauges or equivalent alternatives while filling LPG-containing tanks and cylinders, use of low-emission connectors, routine leak checks and repairs of LPG transfer and dispensing equipment. The purpose of control measure FUG-02 is to further reduce fugitive VOC emissions associated with the transfer and dispensing of LPG by expanding rule applicability to include LPG transfer and dispensing at currently exempted facilities such as refineries, marine terminals, natural gas processing plants and pipeline transfer stations, as well as facilities that conduct fill-by-weight techniques.

FUG-03 – Further VOC Reductions from Fugitive VOC Emissions [VOC]: This control measure would broaden the applicability of improved leak detection and repair (LDAR) programs to remove additional fugitive VOC emissions. Areas for further study may include, but are not limited to, Rule 1142 - Marine Vessel Tank Operations, and wastewater separators. This control measure would explore the opportunity of incorporating a recently developed advanced optical gas imaging technology to detect leaks (Smart LDAR) to more easily identify and repair leaks in a manner that is less time consuming and labor intensive. Additionally, vapor recovery systems are currently required to have a control efficiency of 95 percent. In an effort to further reduce VOC emissions from these types of operations, this control measure would explore opportunities and the feasibility of further improving the collection/control efficiency of existing control systems, resulting in additional VOC reductions.

MCS-01 – Application of All Feasible Measures Assessment [All Pollutants]: This control measure is to address the state law requirement for all feasible measures for ozone. Existing rules and regulations for pollutants such as VOC, NOx, SOx and PM typically

reflect BARCT requirements at the time the rules or regulations were adopted or amended. However, BARCT continually evolves as feasible and cost-effective new technology becomes available or becomes more efficient. Through this proposed control measure, the SCAQMD would commit to the adoption and implementation of the new retrofit control technology standards. Finally, staff would review actions taken by other air districts for applicability in the district.

MCS-02 – Further Emission Reductions from Green Waste Processing (Chipping and Grinding Not Associated with Composting) [VOC]: Chipped or ground greenwaste and/or woodwaste have the potential to emit VOCs when being stockpiled or land-applied for various purposes. Chipping and grinding is a process to mechanically reduce the size of greenwaste and woodwaste pieces. SCAQMD rules have established best management practices (BMPs) for greenwaste composting and related operations under Rule 1133.1 – Chipping and Grinding Activities, and Rule 1133.3 – Greenwaste Composting Operations. During rule development, stakeholders raised the need to develop a holistic approach to identifying and accounting for emissions from all greenwaste streams and reducing potential emissions from greenwaste material handling operations at chipping and grinding facilities and other related facilities, not just the ones associated with composting operations. This control measure would seek to establish additional BMPs for handling processed or unprocessed greenwaste material by greenwaste processors, haulers, and operators who inappropriately stockpile material or directly apply the material to land. The implementation of the control measure would be in two phases. First, the existing database would be reviewed to refine greenwaste material inventory, and second, a rule would potentially be developed to incorporate technically feasible and cost-effective BMPs or controls.

MCS-03 – Improved Start-up, Shutdown and Turnaround Procedures [All Pollutants] (formerly MCS-06 in the 2007 AQMP): This proposed control measure seeks to reduce emissions during equipment startup, shutdown, and turnaround. Opportunities for further reducing emissions from start-up, shut-down and turnaround activities potentially exist at refineries as well as other industries. Examples of possible areas for improvement may include implementing BMPs, promoting better engineering and equipment design, diverting or eliminating process streams that are vented to flares, and installing redundant equipment to increase operational reliability. This measure will be implemented through a two-phase effort to first collect/refine emissions and related data and then, based on the data collected, assess viable controls, if appropriate.

IND-01 - Backstop Measures for Indirect Sources of Emissions from Ports and Port-Related Sources [NO_x, SO_x, PM_{2.5}] (formerly MOB-03 in the 2007 AQMP): This measure would be designed to ensure NO_x, SO_x and PM_{2.5} emissions reductions from port-related sources are sufficient to attain the 24-hour federal PM_{2.5} ambient air quality standard. If emission levels projected to result from the current regulatory requirements and voluntary reduction strategies specified by the Ports are not realized, the 24-hr federal PM_{2.5} ambient air quality standard may not be achieved. This control measure is designed to ensure that the necessary emission reductions from port-related sources projected in the 2012 AQMP milestone years are achieved or if it is later determined through a SIP amendment that additional region-wide reductions are needed due to the change in Basin-

wide carrying capacity for PM_{2.5} attainment. In this case, the ports will be required to further reduce their emissions on a “fair-share” basis.

INC-01: Economic Incentive Programs to Adopt Zero and Near-Zero Technologies [NO_x]: The primary objective of this measure is to develop a program that promotes and encourages adoption and installation of cleaner, more efficient combustion equipment, such as boilers, water heaters and commercial space heating, through economic incentive programs subject to the availability of public funding. Incentives may include grants for new purchases of equipment as well as loan programs in areas where long-term cost savings from increased efficiency are achieved.

INC-02: Expedited Permitting and CEQA Preparation Facilitating the Manufacturing of Zero and Near-Zero Technologies [All Pollutants]: This proposed measure is aimed at providing incentives for companies to manufacture zero and near-zero emission technologies locally, thus, populating the market, potentially lowering the purchase cost, and increasing demand. With availability and usage of such technologies, air quality benefits would be achieved. This proposed measure focuses on two elements: 1) processing the required air permit(s) in an expedited procedure; and 2) prioritizing the preparation, circulation and certification of any applicable CEQA document where the SCAQMD is the lead agency. A stakeholder process will be initiated to design the program and collaborate with other existing AQMD or local programs.

EDU-01: Further Criteria Pollutant Reductions from Education Outreach and Incentives [All Pollutants] (formerly MCS-02, MCS-03): This proposed control measure would provide educational outreach and incentives for consumers to contribute to clean air efforts. Examples include the usage of energy efficient products, new lighting technology, “super compliant” coatings, tree planting, and the use of lighter colored roofing and paving materials which reduce VOC or NO_x by lowering the ambient temperature. In addition, this proposed measure intends to increase the effectiveness of energy conservation programs through public education and awareness as to the environmental effects and benefits from conservation. Finally, educational and incentive tools to be used include social comparison applications (e.g., lifestyle comparisons of personal energy use and efficiency), social media, and public/private partnerships.

1.8.2 Mobile Source Control Measures (Federal, State and/or District)

This subsection describes SCAQMD staff’s proposed control measures to be included in the 2012 AQMP to reduce mobile source emissions to provide progress in attaining the eight-hour ozone and one-hour ozone ambient air quality standards by 2022-2023. The §182(e)(5) proposed implementation measures presented in this subsection are based upon a variety of control technologies that are commercially available and/or technologically feasible to implement in the next several years. The focus of these measures includes accelerated retrofits or replacement of legacy fleets of vehicles or equipment, acceleration of vehicle turnover through voluntary vehicle retirement programs, and greater use of cleaner fuels in the near-term. In the longer-term, in order to attain the federal ozone ambient air quality standard, there is a need to increase the penetration and deployment of near-zero and zero-emissions vehicles such as plug-in hybrids, battery-electric, and fuel cell vehicles;

accelerate the penetration and use of cleaner fuels (either alternative fuels or new formulations of gasoline and diesel fuels); and obtain additional emission reductions from aircraft engines. As set forth in the descriptions of individual control measures in Table 2-4, some of the measures will likely require action by CARB, while some control measures recognize actions being taken by other agencies.

**TABLE 1-4
Mobile Source Control Measures Categorized by Source Type**

§182(e) Proposed Implementation 8-Hour Ozone Measures – On-Road Mobile Sources				
CM Number	Title	Adoption	Implementation Period	Reduction (tpd)
ONRD-01	Accelerated Penetration of Partial Zero-Emission and Zero Emission Vehicles [VOC, NOx, PM]	N/A	Ongoing	TBD ^a
ONRD-02	Accelerated Retirement of Older Light-Duty and Medium-Duty Vehicles [VOC, NOx, PM]	N/A	Ongoing	TBD ^a
ONRD-03	Accelerated Penetration of Partial Zero-Emission and Zero Emission Light Heavy-Duty Vehicles [NOx, PM]	N/A	Ongoing	TBD ^a
ONRD-04	Accelerated Retirement of Older Heavy-Duty Vehicles [NOx, PM]	N/A	Ongoing	TBD ^{a,b}
ONRD-05	Further Emission Reductions from Heavy-Duty Vehicles Serving Near-Dock Railyards [NOx, PM]	2014	2015-2020	0.75 [NOx] 0.025 [PM2.5]
§182(e) Proposed Implementation 8-Hour Ozone Measures – Off-Road Mobile Sources				
OFFRD-01	Extension of the SOON Provision for Construction/Industrial Equipment [NOx]	N/A	Ongoing	7.5
OFFRD-02	Further Emission Reductions from Freight Locomotives [NOx, PM]	Ongoing	2015 -2023	12.7 [NOx] 0.32 [PM2.5]
OFFRD-03	Further Emission Reductions from Passenger Locomotives [NOx, PM]	Ongoing	Beginning 2014	3.0 [NOx] ^c 0.06 [PM2.5] ^c
OFFRD-04	Further Emission Reductions from Ocean-Going Marine Vessels While at Berth [NOx, PM]	N/A	Ongoing	TBD ^a
OFFRD-05	Emission Reductions from Ocean-Going marine Vessels [NOx]	N/A	Ongoing	TBD ^a

**TABLE 1-4 (Concluded)
Mobile Source Control Measures Categorized by Source Type**

§182(e) Proposed Implementation Measures to Deploy Advanced Control Technologies				
ADV-01	§182(e) Proposed Implementation Measures for the Deployment of Zero- and Near-Zero Emission On-Road Heavy-Duty Vehicles [NOx]	N/A	2012 and on	TBD ^d
ADV-02	§182(e) Proposed Implementation Measures for the Deployment of Zero- and Near-Zero Emission Locomotives [NOx]	N/A	2012 and on	TBD ^d
ADV-03	§182(e) Proposed Implementation Measures for the Deployment of Zero- and Near-Zero Emission Cargo Handling Equipment [NOx]	N/A	2012 and on	TBD ^d
ADV-04	§182(e) Proposed Implementation Measures for the Deployment of Cleaner Commercial Harborcraft [NOx]	N/A	2012 and on	TBD ^d
ADV-05	§182(e) Proposed Implementation Measures for the Deployment of Cleaner Ocean-Going Marine Vessels [NOx]	N/A	2012 and on	TBD ^d
ADV-06	§182(e) Proposed Implementation Measures for the Deployment of Cleaner Off-Road Equipment [NOx]	N/A	2012 and on	TBD ^d
ADV-07	§182(e) Proposed Implementation Measures for the Deployment of Cleaner Aircraft Engines [NOx]	N/A	2012 and on	TBD ^d

- a. Emission reductions will be determined after projects are identified and implemented
- b. Reductions achieved locally in Mira Loma region
- c. Submitted into the SIP once technically feasible and cost effective options are confirmed
- d. Emission reductions will be quantified after the projects are demonstrated.

Summaries of §182(e)(5) Implementation 8-Hour Ozone Measures – On-Road Mobile Sources

By 2023, it is estimated that about 12 million vehicles will be operating in the Basin. To address emissions from these vehicles, SCAQMD staff is proposing five on-road mobile source control measures. The first two measures focus on on-road light- and medium-duty vehicles operating in the South Coast Air Basin, while the remaining three measures focus on heavy-duty vehicles. Summaries of each of the five on-road mobile source control measures are provided in the following paragraphs.

ONRD-01 – Accelerated Penetration of Partial Zero-Emission and Zero Emission Vehicles [NOx]: This measure proposes to continue incentives for the purchase of zero-emission vehicles and hybrid vehicles with a portion of their operation in an “all electric range” mode. The state Clean Vehicle Rebate Pilot (CVRP) program is proposed to continue from 2015 to 2023 with a proposed funding for up to \$5,000 per vehicle. The

proposed measure seeks to provide funding assistance for up to 1,000 zero-emission or partial-zero emission vehicles per year.

ONRD-02 – Accelerated Retirement of Older Light-Duty and Medium-Duty Vehicles [NO_x]: This proposed measure calls for promoting the permanent retirement of older eligible vehicles through financial incentives currently offered through local funding incentive programs and the AB 118 Enhanced Fleet Modernization Program (EFMP). The proposed measure seeks to retire up to 2,000 older light- and medium-duty vehicles (up to 8,500 lbs gross vehicle weight) per year. Funding incentives of up to \$2,500 per vehicle are proposed for the scrapping of the vehicle, which may include a replacement voucher for a newer or new vehicle.

ONRD-03 – Accelerated Penetration of Partial Zero-Emission and Zero Emission Medium Heavy-Duty Vehicles [NO_x]: The objective of the proposed action is to accelerate the introduction of advanced hybrid and zero-emission technologies for Class 4 through 6 heavy-duty vehicles. The state is currently implementing a Hybrid Vehicle Incentives Project (HVIP) program to promote zero-emission and hybrid heavy-duty vehicles. The proposed measure seeks to continue the program from 2015 to 2023 to deploy up to 1,000 zero- and partial-zero emission vehicles per year with up to \$25,000 funding assistance per vehicle. Zero-emission vehicles and hybrid vehicles with a portion of their operation in an “all electric range” mode would be given the highest priority.

ONRD-04 – Accelerated Retirement of Older Heavy-Duty Vehicles [NO_x]: This proposed measure seeks to replace up to 1,000 heavy-duty vehicles per year with newer or new vehicles that at a minimum, meet the 2010 on-road heavy-duty NO_x exhaust emissions standard of 0.2 g/bhp-hr. Given that exceedances of the 24-hour PM_{2.5} air quality standard occur in the Mira Loma region, priority will be placed on replacing older diesel trucks that operate primarily at the warehouse and distribution centers located in the Mira Loma area. Funding assistance of up to \$35,000 per vehicle is proposed and the level of funding will depend upon the NO_x emissions certification level of the replacement vehicle. In addition, a provision similar to the Surplus Off-Road Option for NO_x (SOON) provision of the statewide In-Use Off-Road Fleet Vehicle Regulation will be sought to ensure that additional NO_x emission reduction benefits are achieved.

ONRD-05 – Further Emission Reductions from Heavy-Duty Vehicles Serving Near-Dock Railyards [NO_x, PM]: This proposed control measure calls for a requirement that any cargo container moved between the Ports of Los Angeles and Long Beach to the nearby railyards (the Intermodal Container Transfer Facility and the proposed Southern California International Gateway) be with zero-emission technologies. The measure would be fully implemented by 2020 through the deployment of zero-emission trucks or any alternative zero-emission container movement system such as a fixed guideway system. The measure calls for CARB to either adopt a new regulation or amend an existing regulation to require such deployment by 2020. To the extent the measure can feasibly be extended beyond near-dock railyards, this would be considered for adoption by CARB.

§182(e)(5) Implementation 8-Hour Ozone Measures – Off-Road Mobile Sources: SCAQMD staff is proposing five control measures that seek further emission reductions from off-road mobile sources and industrial equipment. Off-road mobile sources such as aircraft, locomotives, and marine vessels are principally regulated by federal and state agencies. In addition, several of the off-road mobile source control measures include certain local actions that can result in emission reductions beyond the emissions standard setting authority of the state and EPA. Summaries of each of the five off-road mobile source control measures are provided in the following paragraphs.

OFFRD-01 – Extension of the SOON Provision for Construction/Industrial Equipment [NOx]: This measure seeks to continue the Surplus Off-Road Option for NOx (SOON) provision of the statewide In-Use Off-Road Fleet Vehicle Regulation beyond 2014 through the 2023 timeframe. In order to implement the SOON program in this timeframe, funding of up to \$30 million per year would be sought to help fund the repower or replacement of older Tier 0 and Tier 1 equipment, with reductions that are considered surplus to the statewide regulation with Tier 4 or cleaner engines.

OFFRD-02 – Further Emission Reductions from Freight Locomotives [NOx]: The proposed control measure is to meet the commitment in the 2007 SIP for the accelerated use of Tier 4 locomotives in the South Coast Air Basin. The measure calls for CARB to seek further emission reductions from freight locomotives through enforceable mechanisms within its authority to achieve 95 percent or greater introduction of Tier 4 locomotives by 2023.

OFFRD-03 – Further Emission Reductions from Passenger Locomotives [NOx]: This measure recognizes the recent actions by the Southern California Regional Rail Authority (SCRRA or Metrolink) to consider replacement of their existing Tier 0 passenger locomotives with Tier 4 locomotives. The SCRRA adopted a plan that contains a schedule to replace their older existing passenger locomotives with Tier 4 locomotives by 2017. More recently, SCRRA released a Request for Quotes on the cost of new or newly manufactured passenger locomotives with locomotive engines that meet Tier 4 emission levels.

OFFRD-04 – Further Emission Reductions from Ocean-Going Marine Vessels While at Berth [NOx]: This measure seeks additional emission reductions from ocean-going marine vessels while at berth. The actions would affect ocean-going vessels that are not subject to the statewide Shorepower Regulation or vessel calls that are considered surplus to the statewide regulation. The measure seeks at a minimum to have an additional 25 percent of vessel calls beyond the statewide regulation to deploy shorepower technologies or alternative forms of emissions reduction as early as possible. Such actions could be implemented through additional incentives programs or through the San Pedro Bay Ports as part of the implementation of the Ports Clean Air Action Plan.

OFFRD-05 – Emission Reductions from Ocean-Going Marine Vessels [NOx]: This measure recognizes the recent actions at the Ports of Los Angeles and Long Beach to initiate an incentives program for cleaner ocean-going vessels to call at the ports. The program has been initiated as part of the San Pedro Bay Ports Clean Air Action Plan. The program will

provide financial incentives for cleaner Tier 2 and Tier 3 ocean-going vessels to call at the ports. This measure also recognizes the need to monitor progress under such programs and augment them as necessary to ensure sufficient results. The program will be monitored on annual basis and, if necessary, any adjustments to the program will be made.

§182(e)(5) Implementation to Deploy Advanced Control Technologies

SCAQMD staff is also proposing the following seven additional §182(e) proposed implementation measures to deploy the cleanest control technologies as early as possible and the development, demonstration, and deployment of near-zero and zero-emission technologies. Many of these actions have already begun. However, additional research and development will be needed that will lead to commercial development of control technologies that achieve emission levels below current adopted emission standards. Other near-zero and zero-emission technologies that are commercially available will require infrastructure development to facilitate their deployment.

ADV-01 – §182(e)(5) Proposed Implementation Measures for the Deployment of Zero- and Near-Zero Emission On-Road Heavy-Duty Vehicles [NOx] This measure would continue the efforts underway to develop zero-emission and near-zero emission technologies for on-road heavy-duty vehicle applications. Such technologies include, but not limited to, fuel cell, battery-electric, hybrid-electric with all electric range, and overhead catenary systems. Hybrid-electric systems incorporate an engine powered by conventional fuels or alternative fuels such as natural gas. The actions provided in the proposed measure are based on the SCAG 2012 Regional Transportation Plan.

ADV-02 – §182(e)(5) Proposed Implementation Measures for the Deployment of Zero- and Near-Zero Emission Locomotives [NOx] This measure calls for the development and deployment of zero-emission and near-zero emission technologies for locomotives. Such technologies include overhead catenary systems, hybrid locomotives that have some portion of their operation in an “all electric range” mode, and alternative forms of external power such as a battery tender car. The actions provided in the proposed measure are based on the SCAG 2012 Regional Transportation Plan. The zero-emission technologies could apply to freight and passenger locomotives.

ADV-03 – §182(e)(5) Proposed Implementation Measures for the Deployment of Zero- and Near-Zero Emission Cargo Handling Equipment [NOx] This measure recognizes the actions underway to develop and deploy zero- and near-zero emission technologies for various cargo handling equipment. The San Pedro Bay Ports are currently demonstrating battery-electric yard tractors. In addition, battery-electric, fuel cell, and hybridized systems could be deployed on smaller cargo handling equipment. In addition, the use of alternative fuels for conventional combustion engines could potentially result in greater emissions benefits.

ADV-04 – §182(e)(5) Proposed Implementation Measures for the Deployment of Cleaner Commercial Harborcraft [NOx] Several commercial harbor craft operators have begun deployment of hybrid systems in their harbor craft to further reduce criteria pollutant emissions and improve fuel efficiency. Other cleaner technologies include the use of alternative fuels, retrofit of existing older marine engines with selective catalytic converters,

and diesel particulate filters. This measure recognizes several efforts between the District and the Ports of Los Angeles and Long Beach to further demonstrate control technologies that could be deployed on commercial harbor craft that could go beyond the statewide Harbor Craft Regulation.

ADV-05 – §182(e)(5) Proposed Implementation Measures for the Deployment of Cleaner Ocean-Going Marine Vessels [NO_x] The Ports of Los Angeles and Long Beach, CARB, and the District have sponsored research and demonstration of various control technologies to further reduce emissions from ocean-going vessels. In addition, the San Pedro Bay Ports Clean Air Action Plan contains a measure to further demonstrate such technologies on ocean-going vessels. This measure recognizes many of these efforts and the need to further demonstrate retrofit technologies on existing ocean-going vessels.

ADV-06 – §182(e)(5) Proposed Implementation Measures for the Deployment of Cleaner Off-Road Equipment [NO_x] The District, Mobile Source Air Pollution Reduction Review Committee (MSRC), and CARB have been conducting an off-road “showcase” program for retrofit technologies to further reduce emissions from older off-road equipment. In addition, several major off-road engine manufacturers are investigating the potential use of hybrid systems to further reduce criteria pollutant and greenhouse gas emissions. Potential advanced technologies include hybrid systems that utilize batteries, fuel cells, or plug-in capabilities, which could result in lower emissions compared to Tier 4 emission levels when combined with future Tier 4 compliant engines. The measure is implemented by the District, CARB and U.S. EPA.

ADV-07 – §182(e)(5) Proposed Implementation Measures for the Deployment of Cleaner Aircraft Engines [NO_x] This measure recognizes the efforts of the Federal Aviation Administration’s Continuous Lower Energy, Emissions and Noise (CLEEN) Program. The goal of the CLEEN Program is the development of new aircraft engines that potentially can be up to 60 percent cleaner in NO_x emissions than current aircraft engines. The actions under this measure are to continue the development of cleaner aircraft engines and work with the airlines and local airport authorities to develop mechanisms to route the cleanest aircraft to serve the South Coast Air Basin.

1.8.3 Transportation Control Measures from the Southern California Association of Governments 2012 Regional Transportation Plan and Sustainable Communities Strategy

The Southern California Association of Governments (SCAG), the Metropolitan Planning Organization (MPO) for Southern California, is mandated to comply with federal and state transportation and air quality regulations. Further, pursuant to California Health and Safety Code (HSC) §40460, SCAG has the responsibility of preparing and approving the portions of the AQMP related to regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. The SCAQMD combines its portion of the AQMP with those portions prepared by SCAG and required by HSC §40460.

The transportation strategy and transportation control measures (TCMs) to be included as part of the 2012 PM2.5 AQMP and SIP for the South Coast Air Basin, as defined in the Health and Safety Code, are based on SCAG's adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2011 Federal Transportation Improvement Program (FTIP), which were developed in consultation with federal, state and local transportation and air quality planning agencies and other stakeholders. A list of the TCMs from the 2012-2035 RTP/SCS can be found in Appendix B of this recirculated NOP/IS.

The Regional Transportation Strategy and Transportation Control Measures portion of the 2012 AQMP/SIP consists of the following three related sections.

- Section I. Linking Regional Transportation Planning to Air Quality Planning: As required by federal and state laws, SCAG is responsible for ensuring that the regional transportation plan, program, and projects are supportive of the goals and objectives of AQMPs/SIPs. SCAG is also required by state law to develop demographic projections and regional transportation strategy and control measures for the AQMPs/SIPs. SCAG prepares the RTP/SCS, which is updated every four years, and the Federal Transportation Improvement Plan biennially.
- Section II. Regional Transportation Strategy and Transportation Control Measures: The 2012-2035 RTP/SCS was formally adopted by the SCAG Regional Council on April 4, 2012. The 2012-2035 RTP/SCS contains a host of improvements to every component of the regional multimodal transportation system including:
 - Active transportation (non-motorized transportation, such as biking and walking)
 - Transportation demand management (TDM)
 - Transportation system management (TSM)
 - Transit
 - Passenger and high-speed rail
 - Goods movement
 - Aviation and airport ground access
 - Highways
 - Arterials
 - Operations and maintenance

Included within these transportation system improvements are projects that reduce vehicle use or change traffic flow or congestion conditions ("TCMs"). TCMs include the following three main categories of transportation improvement projects and programs:

- High occupancy vehicle (HOV) measures,
- Transit and systems management measures, and
- Information-based transportation strategies.

- Section III. Reasonably Available Control Measure Analysis: As required by the CAA, a RACM analysis must be included as part of the overall control strategy in the AQMP/SIP to ensure that all potential control measures are evaluated for implementation and that justification is provided for those measures that are not implemented. Based on this comprehensive review, it is determined that the TCMs being implemented in the South Coast Air Basin are inclusive of all TCM RACM. None of the candidate measures reviewed and determined to be infeasible meets the criteria for RACM implementation.

The 2012-2035 RTP/SCS was formally adopted by the SCAG Regional Council on April 4, 2012. In conjunction with preparing the 2012-2035 RTP/SCS, SCAG also prepared a 2012 Final Program EIR (State Clearinghouse # 2011051018) for the 2012-2035 RTP/SCS to evaluate potential impacts from the project at the program level. Potential adverse impacts from implementing the TCMs were also evaluated in the 2012 Final Program EIR. The Program EIR for the 2012 AQMP will rely on the environmental analyses in SCAG's 2012 Final Program EIR for the 2012-2035 RTP/SCS for the evaluation of the environmental impacts of implementing the TCMs. Environmental impacts from implementing the TCMs will be addressed in the Draft Program EIR for the 2012 AQMP under cumulative impacts.

1.8.3 Coordination with the State's Greenhouse Gas Reduction Efforts

The Basin faces several ozone and PM attainment challenges, as strategies for significant emission reductions become harder to identify and the federal standards continue to become more stringent. California's Greenhouse Gas reductions targets under AB32 add new challenges and timelines that affect many of the same sources that emit criteria pollutants. In finding the most cost-effective and efficient path to meet multiple deadlines for multiple air quality and climate objectives, it is essential that an integrated planning approach is developed. Responsibilities for achieving these goals span all levels of government, and coordinated and consistent planning efforts among multiple government agencies are a key component of an integrated approach.

To this end, and concurrent with the development of the 2012 AQMP, the District, the Air Resources Board, and San Joaquin Valley Air Pollution Control District engaged in a joint effort to take a coordinated and integrated look at strategies needed to meet California's multiple air quality and climate goals, as well as its energy policies. California's success in reducing smog has largely relied on technology and fuel advances, and as health-based air quality standards are tightened, the introduction of cleaner technologies must keep pace. More broadly, a transition to zero- and near-zero emission technologies is necessary to meet 2023 and 2032 air quality standards and 2050 climate goals. Many of the same technologies will address air quality, climate and energy goals. As such, strategies developed for air quality and climate change planning should be coordinated to make the most efficient use of limited resources and the time needed to develop cleaner technologies. The product of this collaborative effort, the draft *Vision for Clean Air: A Framework for Air Quality and Climate Planning*, examines how those technologies can meet both air quality and climate goals over time. A public review draft of this document is now available at <http://www.aqmd.gov/aqmp/2012aqmp/> and serves as context and a resource for the 2012 AQMP.

1.8.4 Ultrafine Particles

The Draft 2012 AQMP also includes a discussion of the emerging issues of ultrafine particle and near-roadway exposures. There is growing concern about the potential health effects as caused by exposure for people living near major roadways to criteria pollutants and air toxics emitted from both gasoline and diesel vehicles (HEI, 2010). Recent toxicological and epidemiological studies have identified living near major roadways as a risk factor for respiratory and cardiovascular problems and other health related issues. These very minute particles (consisting primarily of organic material, soot, and trace elements) have a different chemical composition than the larger PM fractions (PM_{2.5} and PM₁₀). Due to their small size, UFPs can penetrate deeply into the human respiratory tract, into the blood stream, and be transported to other critical organs such as the heart and brain. Furthermore, their large surface area may provide a mechanism for delivering potentially toxic adsorbed material into the lung and other organs.

UFPs are emitted from almost every fuel combustion process, including diesel, gasoline, and jet engines, as well as external combustion processes such as wood burning. Consequently, there is growing concern that people living in close proximity to highly trafficked roadways and other sources of combustion-related pollutants (e.g. airports and rail yards) may be exposed to significant levels of UFPs and other air toxics.

Over the last decade, substantial efforts have been made to better characterize the physical and chemical properties of UFPs and their potential impact on people living in close proximity to roadways and other emissions sources. Two areas of research have received particular attention:

- On-roadways, near-roadways, and in-vehicle measurements
- Effect of UFP reduction technologies

From a regulatory perspective, the U.S. focus has been on reducing the mass of PM emitted in the ambient air. However, UFPs contribute a very small portion of the overall atmospheric particle mass concentration. Thus, there has been growing interest over the last two decades to study, understand, and regulate the size and number of particles found in PM generated from diesel and other combustion engines. Partly because light-duty diesel vehicles are very common in European countries, the European Union has already adopted standards that phase in particle number limits for passenger car and light-duty vehicle emissions. However, there are still concerns related to the health impacts of non-solid organic UFP components that are not addressed by the European solid particle number standard.

Recently, CARB staff prepared a preliminary discussion paper on proposed amendments to California's Low-Emission Vehicle (LEV III) Regulations, to address UFP emissions from light-duty motor vehicles by promoting a solid particle number based PM compliance strategy (CARB, 2010)². CARB staff ultimately decided that the complexity of the issues warranted further study and understanding before proceeding. Although the District has limited authority to regulate mobile source pollution in the near-roadway environment,

² http://www.arb.ca.gov/msprog/levprog/leviii/meetings/051810/pm_disc_paper-v6.pdf

District staff has implemented a variety of measures to assess and reduce the health impacts of near-roadway emissions on local communities. The District continues to demonstrate and incentivize the deployment of zero/near-zero emission technology, has implemented numerous installations of high-efficiency air filtration in schools, and conducts outreach and education on near-roadway health impacts. Furthermore, on July 1, 2012 the District began the next Multiple Air Toxics Exposure Study (MATES IV) to characterize the carcinogenic risk from exposure to air toxics in the Basin. A new focus of MATES IV will be the inclusion of measurements of UFP and BC concentrations across the Basin, and near specific combustion sources (e.g. airports, freeways, rail yards, busy intersections, and warehouse operations) to evaluate the long- and short-term exposures to these pollutants.

Environmental impacts from implementing potential control, mitigation, and policy strategies for limiting exposures to ultrafine particles will be addressed in the Draft Program EIR for the 2012 AQMP under cumulative impacts.

1.9 Project Objectives

CEQA Guidelines §15124(b) requires an EIR to include a statement of objectives, which describes the underlying purpose of the proposed project. The purpose of the statement of objectives is to aid the lead agency in identifying alternatives and the decision-makers in preparing a statement of findings and a statement of overriding considerations, if necessary. The objectives of the proposed 2012 AQMP are summarized in the following bullet points. These objectives may be refined or modified as part of the Program EIR preparation process.

- Reduce PM_{2.5} nonattainment pollutants and their precursors on an expeditious implementation schedule;
- Demonstrate attainment of the 24-hour PM_{2.5} national ambient air quality standard by 2014;
- Continue making expeditious progress towards attaining the federal eight-hour standard and demonstrate attainment of the federal one-hour ozone standard (revoked) by 2022 – 2023 timeframe;
- Reduce population exposure to nonattainment pollutants (i.e., ozone and PM_{2.5} for the Basin) according to a prescribed schedule;
- Rank control measures by cost-effectiveness and implementation priority;
- Update planning assumptions and the best available information such as CARB's latest EMFAC2011 for the on-road mobile source emissions inventory, CARB's OFF-ROAD 2011 model;
- Update emission inventories using 2008 as the base year, which also incorporate measures adopted since adopting the 2007 AQMP; and
- Update any remaining control measures from the 2007 AQMP.

1.10 Project Alternatives

The Program EIR will discuss and compare alternatives to the proposed project as required by CEQA where there are potential significant adverse environmental impacts. Alternatives must include realistic measures for attaining the basic objectives of the proposed project and provide a means for evaluating the comparative merits of each alternative. In addition, the range of alternatives must be sufficient to permit a reasoned choice and it need not include every conceivable project alternative. The key issue is whether the selection and discussion of alternatives fosters informed decision making and public participation. A CEQA document need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative.

Alternatives in SCAQMD CEQA documents are typically developed based in part on the major components of the proposed project or different pollutant control strategies. The rationale for selecting alternatives rests on CEQA's requirement to present "realistic" alternatives; that is alternatives that can actually be implemented. CEQA also requires an evaluation of a "No Project Alternative." SCAQMD's policy document Environmental Justice Program Enhancements for fiscal year (FY) 2002-03, Enhancement II-1 recommends that all SCAQMD CEQA assessments include a feasible project alternative with the lowest air toxics emissions. In other words, for any major equipment or process type under the scope of the proposed project that creates a significant environmental impact, at least one alternative, where feasible, shall be considered from a "least harmful" perspective with regard to hazardous air emissions.

Alternatives to the 2012 AQMP are relatively limited because the AQMP currently identifies all feasible control measures. Further, the 2012 AQMP is required to demonstrate attainment of the PM_{2.5} national ambient air quality standard. Project alternatives to the 2012 AQMP currently being developed include the following:

- No Project, continued implementation of the 2007 AQMP);
- Localized PM control in the Mira Loma area (the project described in the June 27, 2012 NOP/IS);
- Greater NO_x control, e.g., accelerated penetration of: heavy-duty on-road vehicles to 2010 engine model or ZEV standards; off-road construction vehicles to Tier 4 standards; and
- A PM_{2.5} only AQMP.

The Governing Board may choose to adopt any portion or all of any alternative presented in the EA with appropriate findings as required by CEQA. The Governing Board is able to adopt any portion or all of any of the alternatives presented because the impacts of each alternative will be fully disclosed to the public and the public will have the opportunity to comment on the alternatives and impacts generated by each alternative.

Written suggestions on potential project alternatives received during the comment period for the Initial Study will be considered when preparing the Program EIR.

CHAPTER 2 - ENVIRONMENTAL CHECKLIST

Introduction

General Information

Potentially Significant Impact Areas

Determination

Environmental Checklist and Discussion

INTRODUCTION

The environmental checklist provides a standard evaluation tool to identify a project's adverse environmental impacts. This checklist identifies and evaluates potential adverse environmental impacts that may be created by the proposed project. Responses to checklist questions provide a sampling of control measures that may create significant adverse impacts to that environmental topic area and do not necessarily represent a comprehensive list of all control measures that could create impacts to that environmental topic area. Table A-1 in Appendix A provides a list of all 2012 AQMP stationary and on-road and off-road mobile source control measures and identifies each environmental topic area that could be adversely affected by those measures.

GENERAL INFORMATION

Project Title:	Proposed 2012 Air Quality Management Plan
Lead Agency Name:	South Coast Air Quality Management District
Lead Agency Address:	21865 Copley Drive, Diamond Bar, CA 91765
CEQA Contact Person:	Jeffrey J. Inabinet, (909) 396-2453
2012 AQMP Contact Person:	Mike Krause (909) 396-2706
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 2012 AQMP identifies control measures to demonstrate that the region will attain the 24-hour federal standard for particulate matter less than 2.5 microns in diameter (PM2.5) by the applicable target dates and provides Clean Air Act §182(e)(5) proposed implementation measures to assist in achieving the 8-hour ozone standard. The Draft 2012 AQMP control measures consist of three components: 1) the SCAQMD's Stationary and Mobile Source Control Measures; 2) State and Federal Control Measures; and 3) Regional Transportation Strategy and Control Measures provided by SCAG. Overall, the Draft 2012 AQMP includes stationary and mobile source measures. The AQMP also includes the most current air quality setting, updated emissions inventories of stationary and mobile sources, updated growth projections, new modeling techniques, compliance with contingency requirements, and an implementation schedule for adoption of the proposed control measures.
Surrounding Land Uses and Setting:	Industrial, commercial, and potentially residential
Other Public Agencies Whose Approval is Required:	Not applicable

POTENTIALLY SIGNIFICANT IMPACT AREAS

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 a "✓" may be adversely affected by the proposed project. An explanation relative to the determination of impacts can be found following the checklist for each area.

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

DETERMINATION

On the basis of this initial evaluation:

- 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. A NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will NOT be significant effects in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect(s) on the environment, and a PROGRAM ENVIRONMENTAL IMPACT REPORT 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 IMPACT REPORT 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: (a) have been analyzed adequately in an earlier NEGATIVE DECLARATION or ENVIRONMENTAL IMPACT REPORT pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier NEGATIVE DECLARATION or ENVIRONMENTAL IMPACT REPORT, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Date: August 1, 2012

Signature: _____

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rules, and Area Sources

ENVIRONMENTAL CHECKLIST AND DISCUSSION

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

Introduction

All control measures in the 2012 AQMP were evaluated to identify those control measures with potential aesthetics resources impacts. Review of the 2012 AQMP control measures identified several control measures that have the potential to generate significant adverse aesthetics resources impacts. Table A-1 in Appendix A lists all 2012 AQMP control measures and shows those control measures that have the potential to generate significant adverse aesthetics resources impacts.

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

I. a), b), & c): Most of the proposed control measures in the 2012 AQMP are not expected to adversely affect scenic vistas in the district; damage scenic resources, including but not limited to trees, rock outcroppings, or historic buildings within a scenic highway; or substantially degrade the visual character of a site or its surroundings. As described below, some control measures have the potential to create significant adverse aesthetics impacts, especially to scenic highways.

The reasons that most of the AQMP control measures would not generate significant adverse aesthetics impacts are explained as follows. Most AQMP control measures to be implemented by the SCAQMD typically affect industrial, institutional, or commercial facilities located in appropriately zoned areas (e.g., industrial and commercial areas) that are not usually associated with scenic resources. Construction activities are expected to be limited to industrial and commercial areas. Further, modifications typically occur inside the buildings at the affected facilities, or because of the nature of the business (e.g., commercial or industrial) can easily blend with the facilities with little or no noticeable effect on adjacent areas. Finally, because the purpose of implementing 2012 AQMP control measures is to reduce emissions and improve air quality to attain state and federal ambient air quality standards, improved air quality would provide benefits to scenic vistas and resources in the district.

Generally, control measures that are under the jurisdiction of CARB or the U.S. EPA would accelerate replacement of high emitting on-road and off-road mobile source vehicles with low emitting mobile source vehicles. Accelerating the penetration of low emitting mobile sources would also not be expected to adversely affect scenic resources because these strategies do not require construction or disturbance of any sort to such resources. Although IND-01 [formerly MOB-03 (Backstop Measures for Indirect Sources of Emissions from Ports and Port-Related Sources)] and some of the mobile control measures could result in control devices at port facilities to control ship emissions from ships at berth, these activities would be consistent with activities already being undertaken as part of the San Pedro Bay Ports Clean Air Action Plan 2010 update. Control devices may include hoods or bonnets on ship exhaust stacks to capture emissions and are expected to be as high as 80 feet (PLB, 2006). While these control devices would be visible to surrounding areas, they would be similar to other structures used within the heavily industrialized portions of the ports, which contain terminals, tanks, shiploading structures (including conveyors and cranes), and other similar structures.

Control measures ONRD-05, ADV-01, ADV-02, and ADV-03 have the potential to create significant adverse aesthetics impacts, especially to scenic highways for the following reasons. These control measures promote the use of zero emissions trucks powered by electricity. In addition to electricity stored in batteries or produced onboard through a fuel cell, these control measures contemplate as a source of electricity “wayside” electricity from outside sources such as overhead catenary power lines, as is currently used for transit buses and heavy mining trucks. Catenary lines would need to be constructed on major roadways where such lines do not currently exist, which has the potential to adversely affect scenic highways and vistas, resulting in the degradation of the visual character of affected areas.

I. d): The proposed 2012 AQMP is not expected to create additional demand for new lighting or exposed combustion sources (e.g., flares) that could create glare that could adversely affect day or nighttime views in any areas. Compliance with 2012 AQMP control measures may affect operations at industrial or commercial facilities, but they are not expected to affect hours of operation, that is, complying with 2012 AQMP control measures would not be expected to require changing operations from day time to night time. Further, many types of industrial or commercial facilities are already lighted at night for safety and security reasons. As noted in item I. a) – c) above, facilities affected by AQMP control measures typically make modifications in the interior of an affected facility so any new light sources would typically be inside a building or not noticeable because of the presence of existing outdoor light sources. Further, operators of commercial or industrial facilities who would make physical modifications to facilities and may

require additional lighting would be located in appropriately zoned areas that are not usually located next to residential areas, so new light sources, if any, in addition to existing light sources would not likely be noticeable to residents.

Conclusion

Based upon the above considerations, potentially significant adverse project-specific aesthetic impacts may occur due to implementation of 2012 AQMP control measures and, therefore, will be evaluated in the Draft Program EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES. 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 §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §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"/>

Introduction

All control measures in the 2012 AQMP were evaluated to identify those control measures with potential agricultural and forest resources impacts. Evaluation of the 2012 AQMP control measures did not result in identifying any control measures that have the potential to generate significant adverse agricultural and forest resources impacts as explained in the following discussions.

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 §12220(g)), timberland (as defined in Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code § 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

II. a), b), c) & d) AQMP control measures typically affect existing commercial or industrial facilities, establish specifications for fuels or mobile source exhaust emissions, or accelerate the replacement of high-emitting mobile sources with low emitting mobile sources so they are not expected to generate any new construction of buildings or other structures that would require conversion of farmland to non-agricultural use or conflict with zoning for agricultural uses or a Williamson Act contract. Further, AQMP control measures typically affect existing facilities that are located in appropriately zoned areas. Any new facilities that may be affected by AQMP control measures would be constructed and operated for reasons other than complying with AQMP control measures. For these same reasons, it is not expected that implementing AQMP control measures will conflict with any forest land zoning codes or convert forest land to non-forest uses. No control measures were identified in the proposed 2012 AQMP that would affect or conflict with existing land use plans, policies, or regulations or require conversion of farmland to non-agricultural uses or forest land to non-forest uses.

One sub-control measure, MCS-04C – Further Ammonia Reductions from Livestock Waste in Mira Loma Region (formerly MCS-05) was identified that could affect agricultural operations. This control measure would call for applying an acidifier, sodium bisulfate, to control ammonia emissions from fresh manure at livestock operations. While this sub-control measure could increase costs, it is not expected that the sub-control measure would be designed in a way that would cause costs high enough to result in conversion of farmland to other uses. Further, this sub-control measure is one of three sub-control measures that would be implemented only in the Mira Loma area (approximately within a 10-mile radial) and would only be implemented if the 24-hour PM2.5 standard is exceeded in the Mira Loma area in 2014 (single year, 98th percentile).

Regardless, land use, including agriculture- and forest-related uses, and other planning considerations are determined by local governments and no agricultural land use or planning requirements will be altered by the proposed project, except as noted above. AQMP control measures, including control measures related to mobile sources, would have no direct or indirect effects on agricultural or forest land resources because these types of control measures typically involve reduction in combustion and fugitive VOC emissions, as well as establishing emission

exhaust requirements or increasing the penetration of low-emitting mobile sources. The 2012 AQMP could provide benefits to agricultural and forest land resources by improving air quality in the region, thus, reducing the adverse oxidation impacts of ozone on plants and animals.

Conclusion

Based upon the above considerations, significant adverse project-specific impacts to agricultural resources or forest land resources are not expected to occur due to implementation of the 2012 AQMP and, therefore, will not be further analyzed in the Draft Program EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
III. AIR QUALITY AND GREENHOUSE GAS EMISSIONS.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
g) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) 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"/>

Introduction

All control measures in the 2012 AQMP were evaluated to identify those control measures with potential air quality impacts. Review of the 2012 AQMP control measures identified several control measures that have the potential to generate significant adverse air quality impacts. Table A-1 in Appendix A lists all 2012 AQMP control measures and shows those control measures that have the potential to generate significant adverse air quality impacts.

Significance Criteria

To determine whether or not air quality impacts from the proposed project may be significant, impacts were evaluated and compared to the criteria in Table 2-1. If impacts exceed any of the criteria in Table 2-1, they will be considered further in the Draft EA. As necessary, all feasible mitigation measures will be identified in the Draft EA and implemented to reduce significant impacts to the maximum extent feasible.

**Table 2-1
SCAQMD 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
PM₁₀	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) Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 MT/yr CO ₂ eq for industrial facilities	
NO₂ 1-hour average annual arithmetic mean	SCAQMD 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)	
PM₁₀ 24-hour average annual average	10.4 $\mu\text{g}/\text{m}^3$ (construction) ^e & 2.5 $\mu\text{g}/\text{m}^3$ (operation) 1.0 $\mu\text{g}/\text{m}^3$	
PM_{2.5} 24-hour average	10.4 $\mu\text{g}/\text{m}^3$ (construction) ^e & 2.5 $\mu\text{g}/\text{m}^3$ (operation)	
Sulfate 1-hour average	0.075 ppm (federal – 98 th percentile)	

**TABLE 2-1 (Concluded)
SCAQMD Air Quality Significance Thresholds**

Toxic Air Contaminants (TACs), Odor, and GHG Thresholds	
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) 9.0 ppm (state/federal)
Lead Rolling 3-month average	0.15 µg/m ³ (federal)

^a Source: SCAQMD CEQA Handbook (SCAQMD, 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 SCAQMD Rule 1303, Table A-2 unless otherwise stated.

^e Ambient air quality threshold based on SCAQMD Rule 403.

KEY: lbs/day = pounds per day ppm = parts per million µg/m³ = microgram per cubic meter ≥ = greater than or equal to
MT/yr CO₂eq = metric tons per year of CO₂ equivalents

To determine whether or not greenhouse gas emissions from the proposed project may be significant, impacts will be evaluated and compared to the 10,000 metric tons of CO₂ equivalent per year (MT CO₂e/year) threshold for industrial sources.

Discussion

III. a) The SCAQMD 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, to ensure that new sources of emissions are planned and operated to be consistent with the SCAQMD’s air quality goals, and to protect sensitive receptors and the public in general from the adverse effects of criteria pollutants which are known to have adverse human health effects. The AQMP’s air pollution reduction strategies include control measures that target stationary, 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 SCAQMD is required to attain the state and federal ambient air quality standards for all criteria pollutants.

The proposed project would update the SCAQMD’s 2007 AQMP, as required pursuant to state law. By revising and updating emission inventories and control strategies, the SCAQMD is complying with state law, and furthering development of new AQMP control measures, which along with remaining 2007 AQMP control measures would be expected to reduce emissions and make progress towards attaining and maintaining all state and federal ambient air quality standards in the district. Updating the AQMP, as required by law is not considered to be an obstruction to the implementation of the local air quality plan. Therefore, this topic will not be further evaluated in the Draft Program EIR.

III. b) & d): The anticipated direct air quality effect of implementing the 2012 AQMP is obtaining further emissions reductions from existing emission sources or promoting the lowest achievable emission rates from new emissions sources, both stationary and mobile sources. Implementing some control measures has the potential of generating secondary air quality impacts in several ways as explained in the following paragraphs.

AQMP control measures that may involve retrofitting, replacing, or installing new air pollution control equipment, would likely require physical modifications at affected facilities. Physical modifications may involve the use of construction equipment for demolition, site preparation, site grading, and construction. Exhaust emissions from on-road and off-road equipment during construction phases may be substantial depending on the number, types, and activity levels of the construction equipment used. Similarly, if large areas need to be graded to install equipment foundations or construct buildings, fugitive dust emissions could be substantial. Consequently, construction air quality impacts will be analyzed in the Program EIR for the proposed project.

Implementing AQMP control measures often requires installing air pollution control equipment. Although the primary effect of installing air pollution control equipment is to reduce emissions of a particular pollutant, e.g., VOCs or NO_x, some types of control equipment have the potential to create secondary adverse air quality impacts. For example, combustion equipment, e.g., thermal oxidizers, could be used to control VOC emissions, but they have the potential to generate secondary NO_x emissions.

AQMP control measures that are intended to reduce NO_x emissions from stationary or mobile sources, e.g., CMB-01 – Further NO_x Reductions for RECLAIM; etc., may use ammonia as part of the control process (e.g., selective catalytic reduction). Ammonia use could result in increased ammonia emissions and, since ammonia is a precursor to particulate formation, increased particulate emissions. Similarly, in the event of an accidental release of ammonia, sensitive receptors in the vicinity of the release could be exposed to harmful concentrations of ammonia vapor.

Some control measures are expected to improve air quality overall, but there may be trade-offs. The increase in electrification of sources (e.g., ONRD-01, Accelerated Penetration of Partial Zero-Emission and Zero Emission Vehicles, ONRD-03, Accelerated Penetration of Partial Zero-Emission and Zero Emission Medium-Heavy-Duty Vehicles), etc., would result in the need for additional electricity and potentially result in the construction and operation of new electrical power plants and increased emissions from power plants.

Emissions of one or more pollutants may increase slightly in order to effectively reduce overall emissions and protect public health. Potentially significant air toxics impacts could occur due to reformulation of consumer products, including coatings, use of new fuel or alternative fuel additives, and use of new low VOC replacements for diesel engine lubricating oil additives. As a result, these potential air quality impacts will be evaluated in the Draft Program EIR.

Implementing other types of AQMP control measures, especially the CTS category of control measures, e.g., CTS-01 – Further VOC Reduction from Architectural Coatings; and CTS-02 – Further Emission Reduction from Miscellaneous Coatings, Adhesives, Solvents and Lubricants; etc., may result in facility operators electing to reduce VOC emissions by replacing high-VOC solvent or coating materials with exempt solvents or other formulations that may contain toxic compounds, such as formaldehyde or glycol ethers, or compounds that have a higher flammability rating. As a result, material replacement or reformulation to reduce the use of high-VOC materials has the potential to result in health risks associated with exposure to both carcinogenic and non-carcinogenic toxic air contaminants. Both secondary air quality impacts

and health impacts from exposure to substantial pollutant concentrations will be analyzed in the Program EIR for the proposed project.

III. c): The intent of implementing AQMP control measures is to reduce criteria pollutants emissions to attain and maintain state and national ambient air quality standards and reduce toxic contaminants and greenhouse gases. However, secondary air quality impacts of some control measures may generate increased emissions. Because the proposed amendments may result in significant adverse secondary air quality effects, the project's incremental contribution to a cumulative effect may be cumulatively considerable. Cumulative air quality impacts from implementing the 2012 AQMP will be evaluated in the Draft Program EIR.

III. e) Implementing some AQMP control measures may require construction activities at affected facilities. Odors are sometimes associated with the exhaust from diesel-fueled equipment. However, odor impacts from construction equipment are not expected to be significant because most diesel-fueled equipment are mobile and do not remain in one location that could continuously affect offsite receptors. In addition, diesel exhaust is generally hot and, therefore, buoyant, which results in dilution of potential odor impacts as the exhaust rises into the atmosphere. As a result, odor impacts from construction activities to implement AQMP control measures are not expected to be significant and will not be further discussed in the Program EIR.

Past projects evaluating promulgation of AQMP control measures into rules or regulations, especially control measures that involve reformulated coatings or solvents, have included assessments of potential odor impacts. Although in some cases reformulated products have noticeable odors, it is typically the case that reformulated products have less noticeable odors than the products they are replacing. Reformulated products tend to have reduced VOC content and reduced emissions and, therefore, lower potential for creating odor impacts. As a result, significant adverse odor impacts have not been associated with reformulated products, especially those relying on water-based formulations, compared to conventional high VOC products. Modifications to industrial facilities to produce reformulated products (e.g., refineries) also have the potential to create odor impacts. However, owners/operators of industries affected by control measures in the proposed 2012 AQMP would still be subject to existing air quality rules and regulations, including SCAQMD's Rule 402 - Nuisance, which prohibits creating odor nuisances. For these reasons, implementing the 2012 AQMP is not expected to create significant adverse odor impacts and, therefore, will not be further addressed in the Draft Program EIR.

III. f): Promulgating AQMP control measures, such as control requirements for stationary sources, mobile sources, market incentive programs, etc., into rules or regulations typically serves to strengthen an existing rule or regulation, not weaken it. Similarly, an AQMP control measure may be promulgated as a new rule or regulation, which typically controls emissions from an unregulated or minimally regulated source. As a result, the proposed project would not diminish an existing air quality rule. This topic will not be further analyzed in the Draft Program EIR.

III. g): Although the 2007 AQMP did not contain control measures that specifically targeted greenhouse gas (GHG) emissions, it was estimated that by 2014 CO₂ emission reductions of 427,849 metric tons per year would be generated and by 2020 CO₂ emission reductions of 1,523,445 metric tons per year by 2020 would occur, primarily as a result of co-benefits from control measures that reduce criteria pollutant combustion emissions.

To specifically address GHG emissions the 2012 AQMP includes two new categories of control measures, incentive (INC) and education (EDU) programs. In addition to GHG reductions generated as co-benefits of implementing other AQMP control measures, INC and EDU measures are expected to reduce GHG primarily through increasing energy efficiency and conservation (INC-01, EDU-01). Improving energy efficiency can be accomplished layering smart grid systems onto the existing electricity distribution system. A smart grid is a digitally enabled electrical grid that gathers, distributes, and acts on information about the behavior of all participants (suppliers and consumers) in order to improve the efficiency, importance, reliability, economics, and sustainability of electricity services³. Establishing a smart grid system does not necessarily require constructing a new grid system; use of smart technologies allows the existing grid system to be used more efficiently.

Some 2012 control measures, however, have the potential to generate combustion emissions that could increase GHG emissions. For example, implementing BCM-01 – Emission Reductions from Under-fired Charbroilers, may result in increased combustion emissions through installation of afterburner technologies. Other control measures, e.g., ONRD-01 – Accelerated Penetration of Partial Zero-Emission and Zero Emission Vehicles, ONRD-03 – Accelerated Penetration of Partial Zero-Emission and Zero Emission Medium-Heavy-Duty Vehicles, etc., have the potential to increase demand for electricity resulting in increased combustion emissions, GHG emissions in particular, from increased electricity generation. Therefore, potential GHG emission impacts will be analyzed in the Program EIR.

III. h): The only GHG plans that may be affected by the 2012 AQMP are CARB’s Climate Change Scoping Plan and the Regional Transportation Plan and Sustainable Community Strategy (RTP/SCS), which was formally adopted by the Southern California Association of Governments (SCAG) on April 4, 2012. As noted in discussion III. g) above, new INC and EDU control measures in the 2012 AQMP rely primarily on energy efficiency and conservation, which is consistent with the Scoping Plan’s energy efficiency GHG reduction measures. Examples of energy efficiency measures in the Scoping Plan include: zero net energy buildings where a building produces more power over the course of year than it needs; more stringent building codes and appliance efficiency standards; going beyond green building targets mandated by existing codes; whole building retrofits for existing buildings; etc. Similarly, 2012 AQMP control measures that accelerate the penetration of hybrid and/or alternative-fueled vehicles also have the potential to provide GHG emission reduction impacts.

SCAG’s Draft 2012 RTP/SCS was released to the public in December 2011. The SCS in particular focuses GHG reduction efforts through modifying traditional land use development patterns to include more mixed use projects, which eliminates or substantially shortens commute trip lengths compared to traditional land use planning where residential land uses are separate from and potentially long distances from jobs and other commercial land uses. In general, neither SCAQMD nor CARB has authority over land use decisions, so implementing AQMP control measures would not affect land use decisions envisioned in the SCS. Further, because the transportation control measures (TCMs) SCAG provides to the SCAQMD for incorporation into the 2012 AQMP will likely be a subset of the TCMs in the 2012 RTP/SCS, it is not expected

³ http://en.wikipedia.org/wiki/Smart_grid, accessed December 16, 2011.

that the 2012 AQMP would conflict with the RTP/SCS. For these reasons it is not expected that the 2012 AQMP would conflict with the 2012 RTP/SCS.

As indicated in the above discussion, some types of control measures may increase the use of combustion technologies, such as thermal oxidizers, which could also generate GHG emissions. Depending on the magnitude of any GHG emissions generated from combustion devices, some 2012 AQMP control measures may have the potential to create conflicts with the Scoping Plan or the SCS. This topic will be analyzed further in the Program EIR.

Conclusion

The goal of the AQMP is to protect public health by achieving the state and federal ambient air quality standards. However, secondary adverse air quality impacts may occur from implementing the proposed revisions to the AQMP due to increases in criteria pollutant emissions from certain types of air pollution control equipment. Similarly, the 2012 AQMP has the potential to generate significant adverse cumulative air quality impacts, including GHG emission impacts. Therefore, potential adverse air quality impacts resulting from implementing the 2012 AQMP will be evaluated in the Draft Program EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES.				
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"/>

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by §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) Conflicting 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"/>

Introduction

All control measures in the 2012 AQMP were evaluated to identify those control measures with potential biological resources impacts. Evaluation of the 2012 AQMP control measures did not result in identifying any control measures that have the potential to generate significant adverse biological resources impacts as explained in the following discussions.

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

IV. a), b), & d) The effects of implementing AQMP control measures typically include reducing mobile source exhaust emissions; modifying fuel specifications; or modifications at existing commercial or industrial facilities to control or further control emissions, which may require some type of construction equipment and activities. Any affected existing commercial or industrial facilities are generally located in appropriately zoned commercial or industrial areas, which typically do not support 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. Typically, existing industrial or commercial facilities are already devoid of plant life or plant life supporting wildlife species for fire safety reasons. Any new industrial or commercial facilities that may be affected by AQMP control measures and that have the potential to adversely affect biological resources would be constructed and operated for reasons unrelated to complying with AQMP control measures.

Similarly, modifications at existing facilities would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with native or resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites because implementing AQMP control measures typically occurs within the boundaries of the affected facilities and, therefore, would not require disturbing wildlife habitat. For these same reasons, since the proposed 2012 AQMP primarily regulates stationary emission sources at existing commercial or industrial facilities, it does not directly or indirectly affect land use policy that may adversely affect riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations, or identified by the California Department of Fish and Game or U.S. Fish and Wildlife Service. It is expected that industrial or commercial facilities that may be affected by 2012 AQMP control measures are already located in appropriately zoned areas or would be located in appropriately zoned areas. AQMP control measures do not include any provisions that would allow affected facility operators to violate existing zoning ordinances or regional plans, policies, or regulations. Improving air quality is expected to provide health benefits to plant and animal species in the district. Similarly, the 2012 AQMP contains control measures that establish emission standards for mobile sources or accelerated penetration of low emission vehicles, which could result in additional control of emissions from mobile sources or revision to existing fuel specifications. As a result, the proposed project would not affect land use policies or designations. There are no control measures contained in the 2012 AQMP that would alter this determination.

IV. c): Implementing some AQMP control measures, e.g., coatings and solvent control measures could change or increase a facility's potential to generate waste water. Past SCAQMD staff experience with analyzing modifications at industrial or commercial facilities is that they are considered "point sources" and must release wastewater into publicly owned treatment works (POTWs), i.e., local sewer systems, and, therefore, are subject to National Pollutant Discharge Elimination System (NPDES) permit program administered by the Regional Water Quality Control Board (RWQCB). Direct discharge into federally protected wetlands as defined by §404 of the Clean Water Act would be prohibited under federal law (Clean Water Act) and state law (Porter-Cologne Act) and, therefore, is not expected to occur.

Some 2012 AQMP control measures have the potential to require air pollution controls at port facilities, which are located on the coast. Port facilities are considered to be heavy industrial facilities (point sources) and the installation of additional controls would be consistent with this

land use. Further, any facilities that release wastewater into California's ocean waters are subject to water quality standards established in the California Ocean Plan and are also subject to NPDES requirements, enforced by the local RWQCBs. For all of the above reasons the proposed project will not adversely affect protected wetlands as defined by §404 of the Clean Water Act, including, but not limited to marshes, vernal pools, coastal wetlands, etc., through direct removal, filling, hydrological interruption or other means.

IV. e) & f) Implementing the proposed 2012 AQMP is not expected to affect land use plans, local policies or ordinances, or regulations protecting biological resources such as a tree preservation policy or ordinance for the reasons given in discussions above, i.e. control measures promulgated as rules or regulations primarily affect existing commercial and industrial facilities through installation of air pollution control equipment, which are typically located in appropriately zoned areas accelerating the penetration of low emission vehicles into the regional vehicle fleet. Land use and other planning considerations are determined by local governments and no land use or planning requirements will be altered by the proposed project. Neither SCAQMD nor CARB has legal authority over land use decisions except to impose certain air pollution control requirements, which do not drive the land use approval process, and, therefore, cannot alter or interfere with land use zoning ordinance or designations and cannot approve new land use projects or modifications to existing land use projects. Similarly, the proposed 2012 AQMP is not expected to affect in any way habitat conservation or natural community conservation plans, agricultural resources or operations, and would not create divisions in any existing communities for the reasons given in discussion IV. a), b) and d).

Conclusion

Based upon the above considerations, significant adverse project-specific biological resources impacts are not expect to occur due to implementation of the 2012 AQMP and, therefore, will not be further evaluated in the Draft Program EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §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 as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource, site, or feature?	<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
d) Disturb any human remains, including those interred outside formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Introduction

All control measures in the 2012 AQMP were evaluated to identify those control measures with potential cultural resources impacts. Evaluation of the 2012 AQMP control measures did not result in identifying any control measures that have the potential to generate significant adverse cultural resources impacts as explained in the following discussions.

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 to a community or ethnic or social group.
- Unique paleontological resources are present that could be disturbed by construction of the proposed project.
- The project would disturb human remains.

Discussion

V. a), b), c), & d) All control measures in the 2012 AQMP were evaluated to identify those control measures with potential cultural resources impacts. No control measures were identified that could generate significant adverse cultural resources impacts. CEQA Guidelines §15064.5(a)(3) states in part, “Generally, a resource shall be considered ‘historically significant’ if the resource meets the criteria for listing in the California Register of Historical Resources including the following:

- A) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- B) Is associated with the lives of persons important in our past;
- C) Embodies 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;
- D) Has yielded or may be likely to yield information important in prehistory or history.”

The California Register eligibility criteria are modeled on those of the eligibility criteria of the National Register of Historic Places. Resources (buildings, structures, equipment) that are less than 50 years old are excluded from listing in the National Register of Historic Places unless they can be shown to be exceptionally important). Even resources that are 50 years or older, are not necessarily considered to be historically significant if they do not represent any of the above four criteria.

Implementing the proposed 2012 AQMP control measures is primarily expected to result in controlling stationary source emissions at existing commercial or industrial facilities or accelerate the penetration of low emission vehicles into the regional vehicle fleet. Affected facilities where physical modifications may occur are typically located in appropriately zoned commercial or industrial areas that have previously been disturbed and are not typically considered to be historically significant. It is unlikely that construction activities, including heavy construction activities, such as cut-and-fill activities or excavation, at potentially affected existing facilities would uncover cultural resources as these existing facilities are located in previously disturbed areas. Some affected facilities, e.g., refineries, may have equipment older than 50 years that may need to be modified to comply with 2012 AQMP control measures. However, such equipment does not typically meet the criteria identified in CEQA Guidelines §15064.5(3). Based these considerations, it is unlikely that implementing control measures in the proposed 2012 AQMP would: adversely affect historical or archaeological resources as defined in CEQA Guidelines §15064.5, destroy unique paleontological resources or unique geologic features, or disturb human remains interred outside formal cemeteries.

In spite of the fact that most facilities that would be affected by 2012 AQMP control measures are located on previously disturbed sites where there is little likelihood of any remaining identifiable artifacts, it is possible, that implementing control measures could result in construction activities to install pollution control equipment at affected existing facilities that uncover cultural or archaeological resources. Even if this circumstance were to occur, significant adverse cultural resources impacts are not anticipated because there are existing laws in place that are designed to protect and mitigate potential adverse impacts to cultural resources. As with any construction activity, should archaeological resources be found during construction that results from implementing the proposed AQMP control measures, the activity would cease until a thorough archaeological assessment is conducted as required by state or federal law.

Conclusion

Based upon the above considerations, significant adverse cultural resources impacts are not expect to occur due to implementation of the 2012 AQMP and, therefore, will not be further evaluated in the Draft Program EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VI. ENERGY. Would the project:				
a) Conflict with adopted energy conservation plans?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Create any significant effects on local or regional energy supplies and on requirements for additional energy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create any significant effects on peak and base period demands for electricity and other forms of energy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Comply with existing energy standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Introduction

All control measures in the 2012 AQMP were evaluated to identify those control measures with potential energy resources impacts. Review of the 2012 AQMP control measures identified several control measures that have the potential to generate significant adverse energy resources impacts. Table A-1 in Appendix A lists all 2012 AQMP control measures and shows those control measures that have the potential to generate significant adverse energy resources impacts.

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 non-renewable resources in a wasteful and/or inefficient manner.

Discussion

VI. a) & e) To address energy and climate change issues, the 2012 AQMP includes a number of control measures that promote energy efficiency and conservation (INC-01, Economic Incentive Programs to Adopt Cleaner, More Efficient Combustion Equipment; and EDU-01, Further Criteria Pollutant Reductions from Education, Outreach and Incentives: Energy and Environmental Benefits), thereby providing potential energy conservation benefits. In general, implementing the proposed INC and EDU control measures, as well as other 2012 AQMP control measures is not anticipated to result in any conflicts with adopted energy conservation plans or violations of any energy conservation standards by affected facilities. It is expected that owners/operators of affected facilities would comply with any applicable energy conservation standards in effect at the time of installation. Based upon these considerations, however, the net effect of implementing the proposed 2012 AQMP is that it is not expected to conflict with any adopted energy conservation plans or energy efficiency standards. These topics, therefore, will not be further evaluated in the Draft Program EIR

VI. b), c), & d) Implementing a number of the proposed 2012 AQMP control measures could increase energy demand in the region at affected facilities that install control equipment powered

by electricity or natural gas. For example, CMB-01, Further NO_x Reductions from RECLAIM, CMB-03, Reductions from Commercial Space Heating, FUG-01, Further VOC Reductions from Vacuum Trucks etc., have the potential to increase demand for electricity to operate control equipment, such as thermal oxidizers; electricity to operate chillers refrigerated condensers, liquid scrubbers; water from liquid scrubbers.

Many of the mobile source control measures rely on accelerated penetration of electric vehicles, which have the potential to increase demand for electrical power, and alternative fuel vehicles, which have the potential to increase demand for natural gas. Although, increased use of alternative fuels would likely reduce demand for petroleum fuels, increased energy demand impacts could occur as described in the following sentences. Mobile source control measures that have the potential to increase energy demand in the region include: ONRD-01, Accelerated Penetration of Partial Zero-Emission and Zero Emission Vehicles; ONRD-03, Accelerated Penetration of Partial Zero-Emission and Zero Emission Medium-Heavy-Duty Vehicles; OFFRD-04, Further Emission Reductions from Ocean-Going Marine Vessels While at Berth; ADV-01, Actions for the Development of Zero- and Near-Zero Emission On-Road Heavy-Duty Vehicles; ADV-02, Actions for the Development of Zero- and Near-Zero Emission Locomotives; ADV-03, Actions for the Development of Zero- and Near-Zero Emission Cargo Handling Equipment, ADV-04, Actions for the Development of Cleaner Commercial Harborcraft; ADV-05, Actions for the Development of Cleaner Ocean-Going Marine Vessels; ADV-06, and Actions for the Development of Cleaner Off-Road Equipment). Similarly, some mobile source control measures may result in potentially significant adverse energy demand impacts from reduced fuel economy due to some engine designs or post combustion control equipment (OFFRD-02, Further Emission Reductions from Freight Locomotives; and OFFRD-03, Further Emission Reductions from Passenger Locomotives).

If the net effect of implementing AQMP control measures is an increase in regional energy demand in spite of implementing energy efficiency and energy conservation measures, the proposed 2012 AQMP has the potential to: result in the need for new or substantially altered power or natural gas utility systems; create significant effects on peak and base period demands for electricity and other forms of energy; and create significant effects on peak and base period demands for electricity and other forms of energy.

Conclusion

Based upon the above considerations, the potentially significant adverse impacts of the 2012 AQMP on energy resources will be further evaluated in the Draft Program EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. 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 California Building Code (1994) (formerly referred to as the Uniform Building Code), creating substantial 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"/>

Introduction

All control measures in the 2012 AQMP were evaluated to identify those control measures with potential adverse geology and soils impacts. Evaluation of the 2012 AQMP control measures did not result in identifying any control measures that have the potential to generate significant adverse geology and soils impacts as explained in the following discussions.

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.

Discussion

VII. a), c) & d) The proposed 2012 AQMP control measures would not directly or indirectly expose people or structures to earthquake faults, seismic shaking, seismic-related ground failure including liquefaction, landslides, mudslides or substantial soil erosion for the following reasons. In general, AQMP control measures affecting mobile sources, such as those that would accelerate the penetration of zero or low emission vehicles into district fleets, would not affect geology or soils because for on-road vehicles, they would continue to operate on existing roadways (ONRD-1, Accelerated Penetration of Partial Zero-Emission and Zero Emission Vehicles; ONRD-03, Accelerated Penetration of Partial Zero-Emission and Zero Emission Medium-Heavy-Duty Vehicles; etc.). Although some AQMP control measures would accelerate the penetration of zero or low emission off-road equipment, replacing one type of off-road engine with a lower emitting off-road engine would not be expected to affect construction activities. Further, construction activities occur for reasons other than complying with AQMP control measures.

When implemented as rules or regulations, AQMP control measures regulating stationary sources do not directly or indirectly promote new land use projects that could be located on earthquake faults, seismic zones, etc. Any seismic-related activities in areas where facilities that may be subject to AQMP control are located would be part of the existing setting. Some minor structural modifications, however, at existing affected facilities may occur as a result of installing control equipment or making process modifications. Such modifications would not likely require large heavy-duty construction equipment or substantial site modifications. In any event, existing affected facilities or modifications to existing facilities would be required to comply with relevant California Building Code (formerly referred to as the Uniform Building Code) requirements in effect at the time of initial construction or modification of a structure.

Southern California is an area of known seismic activity. Structures must be designed to comply with the California Building Code Zone 4 requirements if they are located in a seismically active area. The local city or county is responsible for ensuring that a proposed project complies with current California Building Code requirements as part of the issuance of the building permits and can conduct inspections to ensure compliance. The California Building Code is considered to be a standard safeguard against major structural failures and loss of life. The goal of the code is to provide structures that will: 1) resist minor earthquakes without damage; 2) resist moderate earthquakes without structural damage but with some non-structural damage; and 3) resist major earthquakes without collapse but with some structural and non-structural damage.

The California Building Code bases seismic design on minimum lateral seismic forces (“ground shaking”). The California Building Code requirements operate on the principle that providing appropriate foundations, among other aspects, helps to protect buildings from failure during earthquakes. The basic formulas used for the California Building Code seismic design require determination of the seismic zone and site coefficient, which represent the foundation conditions at the site. Accordingly, buildings and equipment at existing affected facilities are likely to conform to the California Building Code and all other applicable state codes in effect at the time they were constructed.

Any potentially affected facilities that are located in areas where there has been historic occurrence of liquefaction, e.g., coastal zones, or existing conditions indicate a potential for liquefaction, including expansive or unconsolidated granular soils and a high water table, may have the potential for liquefaction-induced impacts at the project sites. The California Building Code requirements consider liquefaction potential and establish more stringent requirements for building foundations in areas potentially subject to liquefaction. Compliance with the California Building Code requirements is expected to minimize the potential impacts associated with liquefaction. The issuance of building permits from the local cities or counties will assure compliance with the California Building Code requirements. Finally, no AQMP control measures require the location of new, or relocation of existing facilities in areas prone to liquefaction. Land use decisions are under the authority of the local jurisdictions, typically cities or counties. Neither the SCAQMD nor CARB has authority over land use decisions except to impose specific air pollution control requirements, which do not drive the land use approval process, and CEQA does not grant an agency new powers independent of the powers granted to the agency by other laws (CEQA Guidelines §15040(b)). Therefore, no significant impacts from liquefaction are expected and this potential impact will not be considered further.

Because facilities affected by any AQMP control measures are typically located in appropriately zoned areas such as industrial or commercial areas, which are not typically located near known geological hazards (e.g., landslide, mudflow, seiche, tsunami or volcanic hazards), no significant adverse geological impacts are expected. Even if potentially affected facilities are located near such geological hazards, the hazards are part of the existing setting and are not made worse by installing control equipment or other activities to comply with emission control rules and regulations. For example, tsunamis at the ports, i.e., Port of Los Angeles and Port of Long Beach, are not expected because the ports are surrounded by breakwaters that protect the area from wave action. In any event, AQMP control measures would not increase potential exposures to tsunamis. As a result, these topics will not be further evaluated in the Draft Program EIR.

VII. b) Although the proposed 2012 AQMP control measures may require minor modifications at existing industrial or commercial facilities, such modifications are not expected to require substantial grading or construction activities. Typically, existing facilities have already been graded and soil stabilization is already in place, e.g., through the placement of buildings, paving, or other soil stabilization measures currently required pursuant to SCAQMD Rule 403 – Fugitive Dust. In other cases, potentially affected areas may have already been graded or displaced in some way for other reasons, e.g., leveling the site, stabilization of slopes, etc. Accelerating the penetration of low emission vehicles into the regional vehicle fleet, (ONRD-1, Accelerated Penetration of Partial Zero-Emission and Zero Emission Vehicles; ONRD-03, Accelerated Penetration of Partial Zero-Emission and Zero Emission Medium-Heavy-Duty Vehicles; etc.), does not require modifications requiring construction activities at existing facilities, as explained in discussion VII. a), c), and d). Therefore, significant adverse soil erosion impacts are not anticipated from implementing the 2012 AQMP and will not be further analyzed in the Draft Program EIR.

VII. e) Septic tanks or other similar alternative waste water disposal systems are typically associated with small residential projects in remote areas. The proposed 2012 AQMP does not contain any control measures that generate construction of residential or other types of land use projects in remote areas. As explained in discussion VII. a), c), and d), neither the SCAQMD nor CARB has land use approval authority. Consequently, construction of small residential land uses with septic systems would occur for reasons other than complying with AQMP control measures. Further, AQMP control measures typically affect existing industrial or commercial facilities that are already hooked up to appropriate sewerage facilities and are subject to wastewater control requirements, typically through NPDES permits. Based on these considerations, the use of septic tanks or other alternative waste water disposal systems will not be further evaluated in the Draft Program EIR.

Conclusion

Based upon the above considerations, significant adverse project-specific impacts to geology and soils are not expect to occur due to implementation of the 2012 AQMP and, therefore, will not be further evaluated in the Draft Program EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 §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 use airport or a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Significantly increased fire hazard in areas with flammable materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Introduction

All control measures in the 2012 AQMP were evaluated to identify those control measures that have the potential to generate significant adverse hazards or hazardous materials impacts. Review of the 2012 AQMP control measures identified several control measures that have the

potential to generate significant adverse hazards or hazardous materials impacts. Table A-1 in Appendix A lists all 2012 AQMP control measures and shows those control measures that have the potential to generate significant adverse hazards or hazardous materials impacts.

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

VIII. a), b), & c) The proposed 2012 AQMP has the potential to create direct or indirect hazard impacts in several ways. Some control measures that would regulate VOC emissions by establishing VOC content requirements for products such as coatings, solvents, consumer products, etc., may result in reformulating these products with materials that are low or exempt VOC materials. It is possible that such reformulated products could have hazardous physical or chemical properties (e.g., highly flammable or acutely hazardous), which could create hazard impacts through the routine transport or disposal of these materials or through upset conditions involving the accidental release of these materials into the environment. Some control measures may increase the use of SCR control equipment (CMB-01, Further NO_x Reductions from RECLAIM; OFFRD-02, Further Emission Reductions from Freight Locomotives; OFFRD-03, Further Emission Reductions from Passenger Locomotives; OFFRD-04, Further Emission Reductions from Ocean-Going Marine Vessels While at Berth; etc.), which could result in the increased use of ammonia in SCR units. Greater use of alternative clean fuels (ONRD-1, Accelerated Penetration of Partial Zero-Emission and Zero Emission Vehicles; ONRD-03, Accelerated Penetration of Partial Zero-Emission and Zero Emission Medium-Heavy-Duty Vehicles; ADV-01, Actions for the Development of Zero- and Near-Zero Emission On-Road Heavy-Duty Vehicles; ADV-02, Actions for the Development of Zero- and Near-Zero Emission Locomotives; ADV-03, Actions for the Development of Zero- and Near-Zero Emission Cargo Handling Equipment; ADV-04, Actions for the Development of Cleaner Commercial Harborcraft; ADV-05, Actions for the Development of Cleaner Ocean-Going Marine Vessels; ADV-06, Actions for the Development of Cleaner Off-Road Equipment; and ADV-07, Actions for the Development of Cleaner Aircraft Engines) could also create hazard impacts in the event of an accidental release of these materials into the environment. These potential hazard impacts will be further evaluated in the Draft Program EIR.

VIII. d) Government Code §65962.5 typically refers to a list of facilities that may be subject to Resource Conservation and Recovery Act (RCRA) permits or site cleanup activities. For any facilities affected by control measures that are on the list, it is anticipated that they would be required to continue to manage any and all hazardous materials in accordance with federal, state and local regulations. Implementing AQMP control measures is not expected to interfere with site cleanup activities or create additional site contamination. Therefore, this topic will not be further evaluated in the Draft Program EIR.

VIII. e) The proposed project is not expected to adversely affect any airport land use plan or result in any safety hazards for people residing or working in the district. Federal Aviation Administration, 14 CFR Part 77 – Safe, Efficient Use and Preservation of the Navigable Airspace⁴, provides information regarding the types of projects that may affect navigable airspace. Projects that involve construction or alteration of structures greater than 200 feet above ground level within a specified distance from the nearest runway; 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); etc., may adversely affect navigable airspace. Control measure ADV-03, Actions for the Deployment of Zero- and Near-Zero Emission Cargo Handling Equipment, could result in installation electric gantry cranes at the Ports of Los Angeles and Long Beach, which can be as tall as 230 feet. However, control measure ADV-03 would likely result in replacing existing gantry cranes that are also as tall as 230 feet. Further, there are no airports within 20,000 feet (3.8 miles) of the San Pedro Bay Ports complex. The nearest airport, Zamperini Field Airport, is approximately nine miles (47,520 feet) from the Ports complex. Similarly, Long Beach Airport is approximately 13 miles (68,640 feet) and Los Angeles International Airport is approximately 20 miles (105,600 feet) from the Ports complex. As a result, all local airports well outside the maximum 20,000-foot navigable space boundaries. Another control measure (ADV-07, Action for the Development of Cleaner Aircraft Engines) would establish lower emission standards for airplane fleets serving the district, but are not expected to require construction of tall structures that could interfere with airport activities. No other control measures in the proposed 2012 AQMP were identified that could result in construction of tall structures, especially structures 200 feet tall, near airports so potential impacts to airport land use plans or safety hazards to people residing or working in the vicinity of local airports are not anticipated. This topic will not be further addressed in the Draft Program EIR.

VIII. d) Even if some affected facilities are designated pursuant to Government Code §65962.5 as a large quantity generator of hazardous waste, it is not anticipated that complying with AQMP control measures would alter in any way how operators of affected facilities manage their hazardous wastes and that they will continue to be managed in accordance with all applicable federal, state, and local rules and regulations. This topic will not be further addressed in the Draft Program EIR.

VIII. f) The proposed project will not impair implementation of, or physically interfere with any adopted emergency response plan or emergency evacuation plan. Operators of any existing commercial or industrial facilities affected by proposed 2012 AQMP control measures are already required to have approved emergency response plans for their facilities already in place. Emergency response plans are typically prepared in coordination with the local city or county emergency plans to ensure the safety of not only the public, but the facility employees as well.

Health and Safety Code §25506 specifically requires all businesses handling hazardous materials to submit a business emergency response plan to assist local administering agencies in the

⁴ DEPARTMENT OF TRANSPORTATION. Federal Aviation Administration, 14 CFR Part 77 [Docket No. FAA–2006–25002; Amendment No. 77–13] RIN 2120–AH31. *Safe, Efficient Use and Preservation of the Navigable Airspace*. 42296 Federal Register / Vol. 75, No. 139 / Wednesday, July 21, 2010 / Rules and Regulations. <http://www.gpo.gov/fdsys/pkg/FR-2010-07-21/pdf/2010-17767.pdf>.

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:
 - The safe handling of hazardous materials used by the business;
 - Methods of working with the local public emergency response agencies;
 - The use of emergency response resources under control of the handler;
 - 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.

Implementing certain control measures could result in the need for additional storage of hazardous materials (e.g., ammonia). Such modifications may require revisions to emergency response plans if new hazardous are introduced to a facility. However, these modifications would not be expected to interfere with emergency response procedures. Adopting the proposed 2012 AQMP is not expected to interfere with any emergency response procedures or evacuation plans and, therefore, will not be further evaluated in the Draft Program EIR.

VIII. g) The proposed 2012 AQMP would typically affect existing commercial or industrial facilities in appropriately zoned areas. Since commercial and industrial areas are not typically located near wildland or forested areas, implementing AQMP control measures has no potential to increase the risk of wildland fires. Further, for many industrial facilities, site preparation often includes removal of vegetation for fire safety reasons, so many affected industrial facilities

would be devoid of any plant life, especially undisturbed wildland areas. This topic will not be further evaluated in the Draft Program EIR.

In general, AQMP control measures affecting mobile sources, such as those that would accelerate the penetration zero or low emission vehicles into district fleets, would not promote wildfires because for on-road vehicles, they would continue to operate on existing roadways (e.g., ONRD-1, Accelerated Penetration of Partial Zero-Emission and Zero Emission Vehicles; ONRD-03, Accelerated Penetration of Partial Zero-Emission and Zero Emission Medium-Heavy-Duty Vehicles; etc.). Although some AQMP control measures would accelerate the penetration of zero or low emission off-road equipment, replacing one type of off-road engine with a lower emitting off-road engine would not be expected to affect the location of construction activities. Construction activities occur for reasons other than complying with AQMP control measures. This topic will not be further evaluated in the Draft Program EIR.

VIII. h) The 2012 AQMP may contain some control measures that could result in increased transport, handling, or use of flammable materials, such as alternative clean fuels (ONRD-1, Accelerated Penetration of Partial Zero-Emission and Zero Emission Vehicles; ONRD-03, Accelerated Penetration of Partial Zero-Emission and Zero Emission Medium-Heavy-Duty Vehicles; ADV-01, Actions for the Development of Zero- and Near-Zero Emission On-Road Heavy-Duty Vehicles; ADV-02, Actions for the Development of Zero- and Near-Zero Emission Locomotives; and ADV-03, Actions for the Development of Zero- and Near-Zero Emission Cargo Handling Equipment) or coatings reformulated with potentially flammable materials that may increase potential fire hazards in areas with flammable materials (e.g., CTS-01, Further VOC Reductions from Architectural Coatings; CTS-02, Further Emission Reduction from Miscellaneous Coatings, Adhesives, Solvents and Lubricants; CTS-03, Further VOC Reductions from Mold Release Products; and CTS-04, Further VOC Reductions from Consumer Products). The potential for increased probability of explosion, fire, or other hazards will be addressed in the Draft Program EIR. Impacts related to public exposure to toxic air contaminants will be addressed in the “Air Quality” section of the Draft Program EIR.

Conclusion

Based upon the above considerations, the potentially adverse significant hazard impacts due to the increased probability of explosion, fire, or other risk of upset occurrences associated with the 2012 AQMP will be addressed in the Draft Program EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards, waste discharge requirements, exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, or otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion or siltation on- or off-site or flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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"/>
e) Place housing or other structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, or inundation by seiche, tsunami, or mudflow?	<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
g) Require or result in the construction of new water or wastewater treatment facilities or new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Introduction

All control measures in the 2012 AQMP were evaluated to identify those control measures with potential hydrology and water quality impacts. Review of the 2012 AQMP control measures identified several control measures that have the potential to generate significant adverse hydrology and water quality impacts. Table A-1 in Appendix A lists all 2012 AQMP control measures and shows those control measures that have the potential to generate significant adverse hydrology and water quality impacts.

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

IX. a), g) & i) The proposed 2012 AQMP control measures may require modifications at existing industrial or commercial facilities that could result in increased or altered wastewater streams. Control measures that may result in installing control technologies that generate wastewater, e.g., wet gas scrubbers or other types of liquid scrubbers (BCM-01, Emission Reductions from Under-Fired Charbroilers; FUG-01, Further VOC Reductions from Vacuum Trucks) could create water quality impacts.

Some proposed AQMP coatings and solvents control measures may involve reformulating coatings and solvents with low VOC or exempt solvents (e.g., CTS-01, Further VOC Reductions from Architectural Coatings; CTS-02, Further Emission Reduction from Miscellaneous Coatings, Adhesives, Solvents and Lubricants; and CTS-03, Further VOC Reductions from Mold Release Products). It is not expected that there will be a substantial increase in the volume of wastewater generated by facilities affected by the coatings control measures, but there could be a slight change in the nature and toxicity of wastewater effluent. The stationary source measures may generate potentially significant adverse water quality impacts from add-on air pollution control equipment such as wet scrubbers, alternative transportation fuels and reformulated low-VOC consumer products, etc.

Mobile source control measures that require increasing the manufacture and use of alternative fuels (ONRD-1, Accelerated Penetration of Partial Zero-Emission and Zero Emission Vehicles; ONRD-03, Accelerated Penetration of Partial Zero-Emission and Zero Emission Medium-Heavy-Duty Vehicles; ADV-01, Actions for the Development of Zero- and Near-Zero Emission On-Road Heavy-Duty Vehicles; ADV-02, Actions for the Development of Zero- and Near-Zero Emission Locomotives; ADV-03, Actions for the Development of Zero- and Near-Zero Emission Cargo Handling Equipment; ADV-04, Actions for the Development of Cleaner Commercial Harborcraft; ADV-05, Actions for the Development of Cleaner Ocean-Going Marine Vessels; and ADV-06, Actions for the Development of Cleaner Off-Road Equipment may have the potential to create water quality or groundwater quality impacts in the event of accidental releases of alternative fuels during transport, storage, or handling.

Implementing 2012 AQMP control measures may result in the generation of increased volumes of wastewater that could adversely affect water quality standards or waste discharge requirements resulting in the need for new or increased wastewater treatment capacity. Therefore, these topics will be evaluated further in the Draft Program EIR.

IX. b) & h) Implementing some 2012 AQMP control measures also has the potential to increase demand for water used if wet scrubber technologies are installed at affected facilities (BCM-01, Emission Reductions from Under-Fired Charbroilers; FUG-01, Further VOC Reductions from

Vacuum Trucks). Thus, implementing the proposed project would require additional water, some of which could come from ground water supplies or require new or expansion of existing water supply facilities. This topic is potentially significant and will be evaluated further in the Draft Program EIR.

IX. c) & d) AQMP control measures would not be expected to generate construction of new structures that could alter existing drainage patterns by altering the course of a river or stream that would result in substantial erosion, siltation, or flooding on or offsite, increase the rate or amount of surface runoff that would exceed the capacity of existing or planned stormwater drainage systems, etc. Construction of new structures would occur for reasons other than complying with AQMP control. Although minor modifications might occur at commercial or industrial facilities affected by the proposed 2012 AQMP control measures, these facilities have, typically, already been graded and the areas surrounding them have likely already been paved over or landscaped. As a result, further minor modifications at affected facilities that may occur as a result of implementing the 2012 AQMP are not expected to alter in any way existing drainage patterns or stormwater runoff. Since this potential adverse impact is not considered to be significant, it will not be further evaluated in the Draft Program EIR.

In general, AQMP control measures affecting mobile sources, such as those that would accelerate the penetration of zero or low emission vehicles into district fleets, would not promote wildfires because for on-road vehicles, they would continue to operate on existing roadways (e.g., ONRD-1, Accelerated Penetration of Partial Zero-Emission and Zero Emission Vehicles; ONRD-03, Accelerated Penetration of Partial Zero-Emission and Zero Emission Medium-Heavy-Duty Vehicles; etc.). Although some AQMP control measures would accelerate the penetration of zero or low emission off-road equipment, replacing one type of off-road engine with a lower emitting off-road engine would not be expected to affect the location of construction activities. Construction activities occur for reasons other than complying with AQMP control measures. Therefore, this topic will not be further evaluated in the Draft Program EIR.

IX. e) & f) The proposed project does not directly or indirectly include the construction of new or relocation of existing housing or other types of facilities and, as such, would not require the placement of housing or other structures within a 100-year flood hazard area. Construction of new structures would occur for reasons other than complying with AQMP control. (See also XIII “Population and Housing”). As a result, the proposed project would not be expected to create or substantially increase risks from flooding; expose people or structures to significant risk of loss, injury or death involving flooding; or increase existing risks, if any, of inundation by seiche, tsunami, or mudflow. Consequently, this topic will not be evaluated further in the Draft Program EIR.

Conclusion

Based upon the above considerations, implementing several of the proposed 2012 AQMP control measures could result in increased water demand and wastewater generation that could result in potentially significant adverse hydrology and water quality impacts. Consequently, these impacts will be addressed in the Draft Program EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING.				
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"/>

Introduction

All control measures in the 2012 AQMP were evaluated to identify those control measures with potential land use and planning impacts. Evaluation of the 2012 AQMP control measures did not result in identifying any control measures that have the potential to generate significant adverse land use and planning impacts as explained in the following discussions.

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

X. a) The proposed 2012 AQMP contains control measures that may result in installing control equipment on stationary sources at existing commercial or institutional facilities and establishing emission exhaust specifications for mobile sources. Construction of new structures affecting land use planning would occur for reasons other than complying with AQMP control. Further, neither the SCAQMD nor CARB has land use approval authority except to impose air pollution control requirements, which do not drive the land use approval process; this authority lies within the jurisdiction of public agencies with general government authority such as cities or counties. As a result, the proposed 2012 AQMP does not require construction of structures or new land use developments in any areas of the district and, therefore, is not expected to physically divide any established communities within the district.

In general, AQMP control measures affecting mobile sources, such as those that would accelerate the penetration of zero or low emission vehicles into district fleets, would not create land use impacts because for on-road vehicles, they would continue to operate on existing roadways (e.g., ONRD-1, Accelerated Penetration of Partial Zero-Emission and Zero Emission Vehicles; ONRD-03, Accelerated Penetration of Partial Zero-Emission and Zero Emission Medium-Heavy-Duty Vehicles; etc.) and, therefore, would not require construction of new

roadways that could physically divide communities. Although some AQMP control measures would accelerate the penetration of zero or low emission off-road equipment, replacing one type of off-road engine with a lower emitting off-road engine would not be expected to affect the location of construction activities. Construction activities that could result in physically dividing existing communities would occur for reasons other than complying with AQMP control measures. Therefore, this topic will not be further evaluated in the Draft Program EIR.

X. b) Any facilities affected by the proposed 2012 AQMP would still be expected to comply with, and not interfere with, any applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plans, specific plans, local coastal programs or zoning ordinances). There are no provisions of the proposed project that would directly affect these plans, policies, or regulations. The SCAQMD is specifically excluded from infringing on existing city or county land use authority (California Health & Safety Code §40414). Land use and other planning considerations are determined by local governments and no present or planned land uses in the region or planning requirements will be altered by the proposed project in any way. There are existing links between population growth, land development, housing, traffic and air quality. SCAG’s 2012 RTP/SCS accounts for these links when designing ways to improve air quality, transportation systems, land use, compatibility and housing opportunities in the region. Land use planning is handled at the local level and contributes to development of the AQMP growth projections, for example. The AQMP does not affect local government land use planning decisions; instead it is revised to accommodate local land use planning decisions and population growth. The proposed 2012 AQMP complements SCAG’s Regional Comprehensive Plan.

Conclusion

Based upon the above considerations, significant adverse project-specific land use and planning impacts are not expect to occur due to implementation of the 2012 AQMP and, therefore, will not be further evaluated in the Draft Program EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES. 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"/>

Introduction

All control measures in the 2012 AQMP were evaluated to identify those control measures with potential mineral resources impacts. Evaluation of the 2012 AQMP control measures did not result in identifying any control measures that have the potential to generate significant adverse mineral resources impacts as explained in the following discussions.

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

XI. a) & b) There are no provisions of the proposed 2012 AQMP that would directly result in the loss of availability of a known mineral resource of value to the region and the residents of the state, such as aggregate, coal, clay, shale, etc., or of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Moreover, the 2012 AQMP is not expected to deplete non-renewable mineral resources in a wasteful manner. Therefore, significant adverse impacts to mineral resources are not anticipated.

Conclusion

Based upon the above considerations, significant adverse project-specific impacts to mineral resources are not expect to occur due to implementation of the 2012 AQMP and, therefore, will not be further evaluated in the Draft Program EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XII. NOISE. Would the project result in:				
a) Exposure of persons to or generation of permanent noise levels 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) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d) 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 use airport or private airstrip, 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"/>

Introduction

All control measures in the 2012 AQMP were evaluated to identify those control measures with potential noise impacts. Evaluation of the 2012 AQMP control measures did not result in identifying any control measures that have the potential to generate significant adverse noise impacts as explained in the following discussions.

Significance Criteria

Impacts on noise 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

XII. a), & b): The proposed project may require existing commercial or industrial owners/operators of affected facilities to install air pollution control equipment or modify their operations to reduce stationary source emissions. Potential modifications would occur at facilities typically located in appropriately zoned industrial or commercial areas. Installing air pollution control equipment could generate noise impacts, but virtually all of the control equipment would be installed within the industrial and commercial facilities. Similarly, it is assumed that operations in these areas near airports are subject to and in compliance with existing community noise ordinances and applicable OSHA or Cal/OSHA workplace noise reduction requirements.

Ambient noise levels in commercial and industrial areas are typically driven primarily by freeway and/or highway traffic in the area and any heavy-duty equipment used for materials manufacturing or processing at nearby facilities. It is not expected that any modifications to install air pollution control equipment would substantially increase ambient [operational] noise levels in the area, either permanently or intermittently, or expose people to excessive noise levels that would be noticeable above and beyond existing ambient levels because of high levels of

local ambient noise, the noise dampening effects of building walls, and attenuation of noise over distance. It is not expected that affected facilities would exceed noise standards established in local general plans, noise elements, or noise ordinances currently in effect. Affected facilities would be required to comply with local noise ordinances and elements, which may require construction of noise barriers or other noise control devices.

Some control measures would provide an incentive for the early retirement of older mobile sources and replacing them with zero emission electric vehicle technologies. With respect to electric vehicles, they generate much less noise than older engines, especially diesel engines, because the electric engines have substantially fewer moving parts than diesel or gasoline vehicles. Similarly, there are documented comments of reduced noise from alternative fuel vehicle customers, in particular for alternative fuel refuse trucks. Therefore, mobile source control measures that accelerated the penetration of electric vehicles into the regional fleet (e.g., ONRD-1, Accelerated Penetration of Partial Zero-Emission and Zero Emission Vehicles; ONRD-03, Accelerated Penetration of Partial Zero-Emission and Zero Emission Medium-Heavy-Duty Vehicles; OFFRD-02, Further Emission Reductions from Freight Locomotives; OFFRD-04, Further Emission Reductions from Ocean-Going Marine Vessels While at Berth; OFFRD-05, Emission Reductions from Ocean-Going Marine Vessels; ADV-01, Actions for the Development of Zero- and Near-Zero Emission On-Road Heavy-Duty Vehicles; ADV-02, Actions for the Development of Zero- and Near-Zero Emission Locomotives; ADV-03, Actions for the Development of Zero- and Near-Zero Emission Cargo Handling Equipment; ADV-04, Actions for the Development of Cleaner Commercial Harborcraft; ADV-05, Actions for the Development of Cleaner Ocean-Going Marine Vessels; ADV-06, and Actions for the Development of Cleaner Off-Road Equipment) could result in noise reductions in high vehicle miles traveled areas such as industrial/commercial facilities or along freeways/highways/streets or from marine vessels traveling into and out of the San Pedro Bay Ports complex.

It is also not anticipated that the proposed project would cause an increase in groundborne vibration levels because air pollution control equipment is not typically vibration intensive equipment. Further, as noted above, early penetration of zero emission electric vehicles would not generate groundborne vibration impacts because they have fewer moving parts that could generate vibrations compared to gasoline or diesel vehicles. Consequently, the 2012 AQMP will not directly or indirectly cause substantial noise or excessive groundborne vibration impacts. These topics, therefore, will not be further evaluated in the Draft Program EIR.

XII. c): Construction activities at industrial/commercial facilities could generate temporary or periodic noise impacts. However, most construction activities to comply with AQMP control measures are not expected to require heavy-duty construction equipment that would be necessary for site preparation as existing affected facilities have already been graded, paved and landscaped. Further, any affected facilities would also be required to comply with local noise ordinances, which establish acceptable noise levels during the day and generally prohibit construction during the nighttime, in order to minimize noise impacts. Compliance with the local noise ordinances is expected to minimize noise impacts associated with construction activities to less than significant.

XII. d): It is not expected that affected facilities located within an airport land use plan or, if airport land use plan has been adopted, within two miles of a public use airport or private airstrip for the same reasons identified in discussion items VII. a) and b) and VII. c).

Conclusion

Based upon the above considerations, significant adverse project-specific noise impacts are not expected to occur due to implementation of the 2012 AQMP and, therefore, will not be further evaluated in the Draft Program EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING.				
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"/>

Introduction

All control measures in the 2012 AQMP were evaluated to identify those control measures with potential population or housing impacts. Evaluation of the 2012 AQMP control measures did not result in identifying any control measures that have the potential to generate significant adverse population or housing impacts as explained in the following discussions.

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

XIII. a) According to SCAG⁵ (2012), current population in the SCAG region (which includes all of the district, the non-district portions of Los Angeles and San Bernardino counties, and all of Ventura and Imperial counties) is approximately 18 million people and is expected to increase by another four million people by 2035. The proposed 2012 AQMP generally affects existing commercial or industrial facilities located in predominantly industrial or commercial urbanized areas throughout the district and, as such, is not anticipated to generate any significant effects,

⁵ Southern California Association of Governments. 2012. Final 2012 Regional Transportation Plan. April. <http://rtpsc.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf>.

either directly or indirectly, on the district's population or population distribution as explained in the following paragraphs.

Consistent with past experience, it is expected that the existing labor pool within the southern California area would accommodate the labor requirements for any modifications requiring construction at affected facilities. This is especially true in the current recession. For example, California has a seasonally adjusted unemployment rate of 10.9 percent⁶. Unemployment rates (not seasonally adjusted) in each of the four district counties are as follows: Los Angeles County, 11.5 percent; Orange County, 8.1; Riverside County, 12.8 percent, and San Bernardino County, 12.1 percent⁷.

It is expected that few or no new employees would need to be hired at affected facilities to operate and maintain new control equipment on site because air pollution control equipment is typically not labor intensive equipment. In the event that new employees are hired, it is expected that the existing local labor pool in the district can accommodate any increase in demand for workers that might occur as a result of adopting the proposed 2012 AQMP. Based on the above, it is not expected that the 2012 AQMP would induce population growth resulting in the need for new housing, roads or other infrastructure. As such, adopting the proposed 2012 AQMP is not expected to result in changes in population densities or induce significant growth in population.

In general, AQMP control measures affecting mobile sources, such as those that would accelerate the penetration of zero or low emission vehicles into district fleets (e.g., ONRD-1, Accelerated Penetration of Partial Zero-Emission and Zero Emission Vehicles; ONRD-03, Accelerated Penetration of Partial Zero-Emission and Zero Emission Medium-Heavy-Duty Vehicles; etc.), would not induce population growth because there is a finite number of drivers in the region at any one time, so drivers who purchase low or zero emission vehicles would not be driving the old high emitting vehicles at the same time they are driving the new low emitting vehicles. Although projected increases in population in the region may result in the continued use of the replaced high emitting vehicles, as already noted, future population growth in the region would occur for reasons other than complying with AQMP control measures.

XIII. b) There are no provisions in any AQMP control measures that would cause displacement of substantial numbers of people or housing necessitating construction of replacement housing elsewhere. As noted in the discussions under "Land Use and Planning, the proposed 2012 AQMP contains control measures that may result in installing control equipment on stationary sources at existing commercial or institutional facilities and establishing emission exhaust specifications for mobile sources. Construction of new structures affecting land use planning would occur for reasons other than complying with AQMP control. As a result, the proposed 2012 AQMP would not be expected to affect the location of people or housing in any areas of the district.

Conclusion

Based upon the above considerations, significant adverse project-specific population and housing impacts are not expected to occur due to implementation of the 2012 AQMP and, therefore, will not be further evaluated in the Draft Program EIR.

⁶ California Employment Development Department. 2011. California Profile. November. <http://www.labormarketinfo.edd.ca.gov/Content.asp?pageid=1006>.

⁷ Ibid.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES. Would the proposal result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 times or other performance objectives for any of the following public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Introduction

All control measures in the 2012 AQMP were evaluated to identify those control measures with potential public services impacts. Evaluation of the 2012 AQMP control measures did not result in identifying any control measures that have the potential to generate significant adverse public services impacts as explained in the following discussions.

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

XIV. a), & b): There is little potential for significant adverse public service impacts as a result of adopting the proposed 2012 AQMP. The 2003 AQMP EIR analyzed potential adverse impacts to public services as a result of implementing AQMP control measures and concluded that existing resources at services such as fire departments, police departments and local governments would not be significantly adversely affected as a result of implementing AQMP control measures even if there are slight increases in potential flammability impacts from implementing AQMP control measures. Similarly, the 2007 NOP/IS concluded that implementing AQMP control measures would not significantly adversely affect fire departments,

police departments and local governments for the same reasons as identified in the 2003 Program EIR, which include the following considerations. Although implementing 2012 AQMP control measures may increase the use of alternative clean fuels, for example, there would be a commensurate reduction in currently used petroleum fuels. As first responders to emergency situations, police and fire departments may assist local hazmat teams with containing hazardous materials, putting out fires, and crowd control to reduce public exposures to hazardous materials releases. In many situations, implementing AQMP control measures may reduce hazardous materials use, e.g., formulating coatings with less hazardous aqueous formulations. Some AQMP control measures may increase the use of air pollution control equipment that uses hazardous materials. In spite of this, there are no components of any control measures that would result in the need for new or physically altered government facilities in order to maintain acceptable service ratios, response times or other performance objectives. Further, most large industrial facilities have on-site security that controls public access to facilities so no increase in the need for police services are expected. Many large industrial facilities also have on-site fire protection personnel and/or have agreements for fire protection services with local fire departments. Even in the absence of onsite police or fire protection services, implementing AQMP control measures in no way hinders service ratios or response times and is not expected to require physical modifications to existing government facilities to a greater extent than is currently the case. Finally, pursuant to the Health and Safety Code, emergency or rescue vehicles operated by local, state, and federal law enforcement agencies, police and sheriff departments, fire department, hospital, medical or paramedic facility, and used for responding to situations where potential threats to life or property exist, including, but not limited to fire, ambulance calls, or life-saving calls are specifically exempt from regulations requiring alternative clean fueled vehicles. For these reasons, implementing the 2012 AQMP is not expected to require additional fire protection services to an extent that it would cause a need for construction of new facilities, which could cause potentially significant environmental impacts.

XIV. c) As noted in the discussions under topic “XIII. Population and Housing,” adopting the proposed 2012 AQMP is not expected to induce population growth. Thus, implementing the proposed control measures would not increase or otherwise alter the demand for schools in the district. No significant adverse impacts to schools, such as the need for new or physically altered facilities, are foreseen as a result of adopting the proposed 2012 AQMP.

XIV. d): As indicated in the discussions under item “XIII. Population and Housing,” the 2012 AQMP is not anticipated to affect population growth in the district, which would not be expected to adversely affect existing public services or facilities or physically alter or require new public service facilities. Anticipated development to accommodate future population growth would occur for reasons other than complying with AQMP control measures. To address future growth it is the responsibility of local land public agencies with general land use authority, typically cities or counties, over fire departments, police departments and other public services to address potential impacts to public services that may require new or physically altered facilities or affect service ratios, response times, or other performance objectives. Consequently, no significant adverse impacts to schools or parks are foreseen as a result of adopting the proposed 2012 AQMP.

Conclusion

Based upon the above considerations, significant adverse project-specific public services impacts are not expected to occur due to implementation of the 2012 AQMP and, therefore, will not be further evaluated in the Draft Program EIR.

	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"/>

Introduction

All control measures in the 2012 AQMP were evaluated to identify those control measures with potential impacts to recreation resources. Evaluation of the 2012 AQMP control measures did not result in identifying any control measures that have the potential to generate significant adverse impacts recreation resources as explained in the following discussions.

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

XV. a) & b) As discussed under “Land Use and Planning” and “Population and Housing” above, there are no provisions in the proposed 2012 AQMP that would affect land use plans, policies, ordinances, or regulations. Land use and other planning considerations are determined by local governments. No land use or planning requirements, including those related to recreational facilities, will be altered by the proposal. The proposed project does not have the potential to directly or indirectly induce population growth or redistribution that could adversely affect recreational resources. As a result, the proposed project would not increase the use of, or demand for existing neighborhood and/or regional parks or other recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

Conclusion

Based upon the above considerations, no significant adverse project-specific impacts to population and housing are expected to occur due to implementation of the 2012 AQMP and, therefore, will not be further evaluated in the Draft Program EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVI. SOLID/HAZARDOUS WASTE.				
Would the project:				
a) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

Introduction

All control measures in the 2012 AQMP were evaluated to identify those control measures with potential solid or hazardous waste impacts. Review of the 2012 AQMP control measures identified several control measures that have the potential to generate significant adverse solid or hazard waste impacts. Table A-1 in Appendix A lists all 2012 AQMP control measures and shows those control measures that have the potential to generate significant adverse solid or hazardous waste impacts.

Significance Criteria

The proposed project impacts on solid/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

XVI. a) The proposed 2012 AQMP could require affected facility operators to install air pollution control equipment on stationary sources, such as carbon adsorption devices, particulate filters, catalytic incineration, selective catalytic reduction or other types of control equipment that could increase the amount of solid/hazardous wastes generated in the district (e.g., FUG-01, Further VOC Reductions from Vacuum Trucks; CMB-01, Further NOx Reductions from RECLAIM – Phase I and Phase II) due to the disposal of spent catalyst, filters or other mechanisms used in the control equipment. Solid waste impacts would be considered significant if the impacts resulted in a violation of local, state or federal solid waste standards. Also, solid waste impacts would be significant if the additional potential waste volume exceeded the existing capacity of district landfills.

Some mobile source control measures may result in potentially significant adverse solid and hazardous waste impacts from the use of particulate filters or SCR units (e.g., OFFRD-02, Further Emission Reductions from Freight Locomotives; OFFRD-03, Further Emission Reductions from Passenger Locomotives; OFFRD-04, Further Emission Reductions from Ocean-Going Marine Vessels While at Berth ADV-04, Actions for the Deployment of Cleaner Commercial Harborcraft; and ADV-05, Actions for the Deployment of Cleaner Ocean-Going Marine Vessels), early retirement of inefficient, older equipment (ONRD-02, Accelerated Retirement of Older Light- and Medium-Duty Vehicles), etc. The potential solid/hazardous waste impacts from implementing the proposed 2012 AQMP will be analyzed in the Draft Program EIR.

XVI. b): Adopting the proposed 2012 AQMP is not expected to interfere with affected facilities' abilities to comply with federal, state, or local statutes and regulations related to solid and hazardous waste handling or disposal. Health and Safety Code Section 40727 requires that prior to adopting or amending AQMP control measures into rules or regulations or when repealing rules, the AQMD Governing Board shall make certain findings. One of these findings is consistency, which requires that SCAQMD rules are in harmony with, and not in conflict with or contradictory to, existing statutes, court decisions, or federal or state regulations. This specific topic will not be further evaluated in the Draft Program EIR.

Conclusion

Based upon the above considerations, the potential adverse solid/hazardous waste impacts from implementing the proposed 2012 AQMP will be analyzed in the Draft Program EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION/TRAFFIC.				
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<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
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a 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"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Introduction

All control measures in the 2012 AQMP were evaluated to identify those control measures with potential transportation or traffic impacts. Evaluation of the 2012 AQMP control measures identified one control measure (ADV-01) that has the potential to generate significant adverse transportation or traffic impacts as explained in the following discussions.

Significance Criteria

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

- Peak period levels on major arterials are disrupted to a point where level of service (LOS) is reduced to D, E or F for more than one month.
- An intersection’s volume to capacity ratio increase by 0.02 (two percent) or more when the LOS is already D, E or F.
- 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

XVII. a): Adopting the proposed 2012 AQMP is not expected to substantially increase vehicle trips or vehicle miles traveled in the district. The 2012 AQMP relies on transportation and related control measures developed by SCAG (SCAG, 2012) (see Appendix B). These transportation control measures include strategies to enhance mobility by reducing congestion through transportation infrastructure improvements, mass transit improvements, increasing telecommunications products and services, enhanced bicycle and pedestrian facilities, etc. Specific strategies that serve to reduce vehicle trips and vehicle miles traveled, such as strategies resulting in greater reliance on mass transit, ridesharing, telecommunications, etc., are expected to result in reducing traffic congestion. Although population in the district will continue to increase, implementing the transportation control measures, in conjunction with the 2012 Regional Transportation Plan, would ultimately result in greater percentages of the population using transportation modes other than single occupancy vehicles. As a result, relative to population growth, existing traffic loads and the level of service designation for intersections district-wide would not be expected to decline at current rates, but could possibly improve to a certain extent. Even if congestion in the region increases compared to the baseline, this would occur for reasons other than complying with 2012 AQMP control measures. Therefore, it is expected implementing the AQMP, including the transportation control measures could ultimately provide transportation improvements and congestion reduction benefits.

In general, AQMP control measures affecting mobile sources, such as those that would accelerate the penetration of zero or low emission vehicles into district fleets (e.g., ONRD-1, Accelerated Penetration of Partial Zero-Emission and Zero Emission Vehicles; ONRD-03, Accelerated Penetration of Partial Zero-Emission and Zero Emission Medium-Heavy-Duty Vehicles; etc.), would not induce population growth because there is a finite number of drivers in the region at any one time, so drivers who purchase low or zero emission vehicles would not be driving the old high emitting vehicles at the same time they are driving the new low emitting vehicles. Although projected increases in population in the region may result in the continued use of the replaced high emitting vehicles, as already noted, future population growth in the region would occur for reasons other than complying with AQMP control measures.

The 2012 AQMP would revise the previous motor vehicle emissions budget with new emission calculations using the latest motor vehicle emission factors and planning assumptions. The U.S. EPA's Transportation Conformity Rule requires that transportation plans and projects must not exceed SIP motor vehicle emission budgets for attaining and maintaining health-based air quality standards or a conformity lapse would occur (preventing further funding of transportation projects). By avoiding a conformity lapse, the region would continue to receive federal funding

for future transportation projects, which would generally improve traffic flow, thus, providing a beneficial traffic impact.

XVII. b): Comments were received on the June 27, 2012 NOP/IS that potentially significant traffic impacts could occur as a result of implementing ADV-01 – §182(e) Proposed Implementation Measures for the Deployment of Zero- and Near-Zero Emission On-Road Heavy-Duty Vehicles. The comment suggested that constructing the overhead electrical catenary lines could adversely affect traffic. Therefore, this potential impact will be evaluated in the Program EIR.

XVII. c): Neither air traffic nor air traffic patterns are expected to be directly or indirectly affected by adopting the proposed 2012 AQMP. As discussed in item VIII. e), the proposed project is not expected to adversely affect any airport land use plan or result in any safety hazards for people residing or working in the district because no AQMP control measures would result in construction or alteration of structures greater than 200 feet above ground level within the maximum 20,000-foot navigable space boundaries. In addition, it is not expected that implementing 2012 control measures would require transporting goods and materials by plane. Finally, although the 2012 AQMP includes control measure ADV-07, Actions for the Deployment of Cleaner Aircraft Engines, it is expected that this measure establish lower airplane exhaust emission standards, such standards would not result in a change in air traffic patterns, including either increases in traffic levels or changes in locations that result in substantial safety risks

XVII. d): It is not expected that adopting the proposed 2012 AQMP will directly or indirectly increase roadway design hazards or incompatible risks. Most AQMP control measures do not involve roadway construction or modifications. However, to the extent that implementing components of some of the transportation control measures and related measures to further develop roadway infrastructure to improve traffic flow may implicate construction, it is expected that there would ultimately be reductions in roadway hazards or incompatible risks as part of any roadway infrastructure improvements and reduced congestion.

XVII. e): Controlling emissions at existing commercial or industrial facilities and promoting accelerated penetration of low or zero emission vehicles into the regional fleet are not expected to affect in any way emergency access routes at any affected commercial or industrial facilities. The reason for this conclusion is that controlling emissions (from stationary sources in particular) is not expected to require major construction of any structures that might obstruct emergency access routes at any affected facilities. Similarly, control measures accelerating penetration of low or zero emission vehicles into the regional fleet would likely result in similar travel patterns on regional roadways compared to the baseline. Although some mobile source control measures may result in installing battery charging stations (e.g., ONRD-01, Accelerated Penetration of Partial Zero-Emission and Zero Emission Vehicles; ONRD-03, Accelerated Penetration of Partial Zero-Emission and Zero Emission Medium-Heavy-Duty Vehicles; ADV-01, Actions for the Development of Zero- and Near-Zero Emission On-Road Heavy-Duty Vehicles; etc.), most jurisdictions have ordinances pertaining to maintaining at existing, or constructing adequate emergency access to many existing facilities and new land use projects.

XVII. f): Adopting the proposed 2012 AQMP will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the

performance or safety of such facilities. Specifically the 2012 RTP/SCS states that the safety of people and goods is one of the most important considerations in developing, maintaining, and operating the region’s multimodal transportation system. While the RTP/SCS’s multimodal strategy aims to reduce per capita vehicle miles traveled (VMT) over the next 25 years, total demand to move people and goods will continue to grow due to the region’s population increase. A strategic expansion of the regional transportation system is needed in order to provide the region with the mobility it needs. The RTP/SCS targets this expansion around transportation systems that have room to grow, including transit, high-speed rail, active transportation, express/high occupancy transit lanes, and goods movement. The 2012 RTP/SCS calls for an impressive expansion of transit facilities and services over the next 25 years. The local county sales tax programs, most recently Measure R in Los Angeles County, are providing for most of this expansion in facilities and services. In fact, the transportation and related control measures would specifically encourage and provide incentives for implementing alternative transportation programs and strategies. See also response XVI. B) regarding consistency with other regulations.

Conclusion

Adopting the proposed 2012 AQMP is not expected to generate any significant adverse project-specific impacts to transportation or traffic systems, so this topic will not be further evaluated in the Draft Program EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)

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

Discussion

XVIII. a): Specifically with regard to the biological resources identified in this item, the proposed project is not expected to significantly adversely affect any biological resources including wildlife and the resources on which it relies (see the discussions under item “IV. Biological Resources). Overall improvements in air quality are, ultimately, expected to provide substantial benefits to local biological resources in the district. Therefore, this topic will not be evaluated further in the Draft Program EIR.

XVIII. b): Because the proposed project has the potential to generate significant adverse project-specific environmental impacts in several environmental areas, the proposed project also has the potential to create significant adverse cumulative impacts if project-specific impacts are also deemed to be cumulatively considerable. Significant adverse impacts will be further analyzed in the Draft Program EIR if impacts to any of the following project-specific environmental topic areas are deemed significant: aesthetics, air quality, energy, hazards and hazardous materials impacts, hydrology and water resources, and solid and hazardous waste.

The 2012 AQMP also includes TCMs from SCAG’s 2012 RTP/SCS. SCAG prepared the Final Program EIR for the 2012 RTP/SCS to analyze environmental impacts from the 2012 RTP/SCS. The Draft 2012 AQMP Program EIR will consider cumulative impacts from implementing the 2012 AQMP and the TCMs evaluated in SCAG’s Final Program EIR for the 2012 RTP/SCS for those project-specific topics analyzed in the Draft Program EIR.

XVIII. c): The proposed 2012 AQMP has the potential to create significant adverse impacts to human beings as a result of the possibility that it could create potentially significant adverse impacts in the following areas: air quality, energy, hazards and hazardous materials impacts, hydrology and water resources, and solid and hazardous waste. Significant adverse impacts to any of these areas have the potential to adversely affect public health. Potentially significant adverse environmental impacts that could cause substantial adverse effects on human beings, either directly or indirectly will be evaluated in the Draft Program EIR. If any impacts are concluded to be significant, any evaluation of feasible mitigation measures and alternatives to the project will be included in the Draft Program EIR.

APPENDIX A

2012 AQMP Control Measure Environmental Analysis

PROPOSED SHORT-TERM MEASURES – 24-HR PM 2.5 PLAN										
Control Measure Number	Title	Pollutant	Source of Impact		Potential Impact					
				Not Significant	Aesthetics	Air	Energy	Hazard	Water	Waste
PM SOURCES										
BCM-01 <i>(formerly MCS-04B)</i>	Further Reductions from Residential Wood Burning Devices	PM2.5	Control program would be to decrease the mandatory wood burning curtailment threshold from 35 µg/m ³ to 30 µg/m ³ , no impacts identified	1						
BCM-02	Further Reductions from Open Burning	PM2.5	Control program would be to decrease the mandatory wood burning curtailment threshold from 35 µg/m ³ to 30 µg/m ³ , no impacts identified	1						
BCM-03 <i>(formerly BCM-01 & BCM-05 in the 2007 AQMP)</i>	Emission Reductions from Under-Fired Charbroilers	PM2.5	Electricity to operate equipment; control options include ESPs, HEPA filters, wet scrubbers, and thermal oxidizers.			X	X		X	X
BCM-04 <i>(formerly MCS-04B)</i>	Further Ammonia Reductions from Livestock Waste in Mira Loma Region	Ammonia	Potential groundwater quality impacts from applying acidifier sodium bisulfate						X	

Control Measure Number	Title	Pollutant	Source of Impact	Not Significant	Potential Impact						
					Aesthetics	Air	Energy	Hazard	Water	Waste	
COMBUSTION SOURCES											
CMB-01	Further NOx Reductions from RECLAIM – <i>Phase I and Phase II</i>	NOx	Construction; emissions from electricity to operate control equipment; exposure to ammonia vapors; potential increases in solid waste due to burner replacement & SCR catalyst disposal			X	X	X			X
CMB-02	NOx Reductions from Biogas Flares	NOx, VOCs	Construction air quality impacts; solid waste from replacing old with new flares			X					X
CMB-03	Reductions from Commercial Space Heating	NOx	Potential increase in electricity and natural gas demand for ventilation and hood systems; potential increases in solid waste due to burner replacement				X				X

Control Measure Number	Title	Pollutant	Source of Impact	Not Significant	Potential Impact					
					Aesthetics	Air	Energy	Hazard	Water	Waste
COATINGS AND SOLVENTS										
CTS-01	Further VOC Reductions from Architectural Coatings (R1113)	VOCs	Reformulate coatings with more toxic or flammable sovents; potential increased use of water based formulations			X		X	X	
CTS-02	Further Emission Reduction from Miscellaneous Coatings, Adhesives, Solvents and Lubricants	VOCs	Reformulate coatings with more toxic or flammable sovents; potential increased use of water based formulations			X		X	X	
CTS-03	Further VOC Reductions from Mold Release Products	VOCs	Reformulate coatings with more toxic or flammable sovents; potential increased use of water based formulations			X		X	X	
CTS-04	Further VOC Reductions from Consumer Products	VOCs	Reformulate consumer products with more toxic or flammable sovents; potential increased use of water based formulations			X		X	X	
PETROLEUM OPERATIONS AND FUGITIVE VOC										
FUG-01	Further VOC Reductions from Vacuum Trucks	VOCs	Emissions from thermal oxidizers; electricity to operate chillers refrigerated condensers, liquid scrubbers; water from liquid scrubbers			X	X		X	
FUG-02	Emission Reduction from LPG Transfer and Dispensing – <i>Phase II</i>	VOCs	Construciton emissions			X				

Control Measure Number	Title	Pollutant	Source of Impact	Not Significant	Potential Impact					
					Aesthetics	Air	Energy	Hazard	Water	Waste
FUG-03	Further VOC Reductions from Fugitive VOC Emissions	VOCs	None identified	2, 3						
MULTIPLE COMPONENT SOURCES										
MCS-01	Application of All Feasible Measures Assessment	All Pollutants	None identified	4						
MCS-02	Further Emission Reductions from Green Waste Processing (Chipping and Grinding Operations not associated with composting)	VOC	Construction; electricity to operate enclosures, biofilters, in-vessel treatment equipment			X	X			
MCS-03 <i>(formerly MCS-06 in the 2007 AQMP)</i>	Improved Start-up, Shutdown and Turnaround Procedures	All Pollutants	None identified	1, 2						
INDIRECT SOURCES										
IND -01 <i>(formerly MOB-03)</i>	Backstop Measures for Indirect Sources of Emissions from Ports and Port-Related Sources	NOx, SOx, PM2.5	No control technologies identified, relies on future development of compliance plan in the event existing emission reduction are not met							

Control Measure Number	Title	Pollutant	Source of Impact		Potential Impact					
					Not Significant	Aesthetics	Air	Energy	Hazard	Water
INCENTIVE PROGRAMS										
INC-01	Economic Incentive Programs to Adopt Cleaner, More Efficient Combustion Equipment	All Pollutants	Control technologies for funding include fuel cells, diesel particulate filters (DPF), NOx reduction catalysts, alternative electricity generation, such as wind and solar, battery electric, hybrid electric, and usage of low NOx and alternative fuels such as natural gas				X	X		X
INC-02	Expedited Permitting and CEQA Preparation Facilitating the Manufacturing of Zero and Near-Zero Technologies	All Pollutants	None identified	5						
EDUCATIONAL PROGRAMS										
EDU-01 <i>(formerly MCS-02, MCS-03)</i>	Further Criteria Pollutant Reductions from Education, Outreach and Incentives	All Pollutants	None identified	5						

Control Measure Number	Title	Pollutant	Source of Impact	Not Significant	Potential Impact					
					Aesthetics	Air	Energy	Hazard	Water	Waste
8-HR OZONE MEASURES –ON-ROAD MOBILE SOURCES										
ONRD-01	Accelerated Penetration of Partial Zero-Emission and Zero Emission Vehicles	VOCs, NOx, PM	“Clean Vehicle Rebate Project” (CVRP) incentives program through 2023; to purchase low-emitting vehicles; potential increase in electricity and natural gas demand; use of alternative fuels and fuel additives can result in hazard & water quality impacts; waste impacts from EV battery disposal no requirements for replaced vehicles			X	X	X	X	X
ONRD-02	Accelerated Retirement of Older Light- and Medium-Duty Vehicles	VOCs, NOx, PM	Would continue Enhanced Fleet Modernization Program (EFMP) through 2023, no requirements for replaced vehicles, but implements the voluntary vehicle scrap provisions of AB 118; air quality and energy from scrapping; water quality from vehicle liquieds; solid waste from disposal of vehicle			X	X	X	X	X

Control Measure Number	Title	Pollutant	Source of Impact		Potential Impact					
					Not Significant	Aesthetics	Air	Energy	Hazard	Water
ONRD-03	Accelerated Penetration of Partial Zero Emission and Zero Emission Light-Heavy- and Medium-Heavy-Duty Vehicles	NOx, PM	Would continue the state hybrid truck and bus voucher incentive project (HVIP) through 2023; incentives to purchase low-emitting vehicles, no requirements for replaced vehicles; potential increase in electricity and natural gas demand; use of alternative fuels and fuel additives can result in hazard impacts; waste impacts from EV battery disposal			X	X	X	X	X
ONRD-04 <i>(includes former control measure MCS-04A)</i>	Accelerated Retirement of Older On-Road Heavy-Duty Vehicles	NOx, PM	Incentives to purchase low-emitting vehicles; potential increase in electricity and other alternative clean fuels demand; solid waste from EV battery disposal; no requirements for replaced vehicles			X	X	X	X	X

Control Measure Number	Title	Pollutant	Source of Impact	Not Significant	Potential Impact					
					Aesthetics	Air	Energy	Hazard	Water	Waste
ONRD-05	Further Emission Reductions from Heavy-Duty Vehicles Serving Near-Dock Railyards	NOx, PM	Accelerated use of hybrid electric or fuel cell trucks: aesthetics from overhead power lines; emissions from electricity generation; increased electricity demand; use of alternative fuels and fuel additives can result in hazard impacts; solid waste from EV battery disposal, etc.		X	X	X	X	X	X
8-HR OZONE MEASURES –OFF-ROAD MOBILE SOURCES										
OFFRD-01	Extension of the SOON Provision for Construction/Industrial Equipment	NOx	Extend SOON program from 2014 to 2023; increased energy demand; use of alternative fuels and fuel additives can result in hazard & water quality impacts; waste impacts from EV battery disposal				X	X	X	X

Control Measure Number	Title	Pollutant	Source of Impact	Not Significant	Potential Impact					
					Aesthetics	Air	Energy	Hazard	Water	Waste
OFFRD-02	Further Emission Reductions from Freight Locomotives	NOx, PM	Replace existing engines with tier 4 engines with control equipment, e.g., SCRs; potential increase in ammonia emissions/exposures; use of alternative fuels and fuel additives can result in hazard & water quality impacts; DPM filters and electric batteries producing solid waste; no requirements for replaced locomotives			X	X	X	X	X
OFFRD-03	Further Emission Reductions from Passenger Locomotives	NOx, PM	Repower existing engines with tier 4 engines with control equipment, e.g., SCRs; potential increase in ammonia emissions/exposures, DPM filters and electric batteries producing solid waste; alternative fuels creating hazard & water quality impacts; no requirements for replaced locomotives			X	X	X	X	X

Control Measure Number	Title	Pollutant	Source of Impact		Potential Impact					
					Aesthetics	Air	Energy	Hazard	Water	Waste
				Not Significant						
OFFRD-04	Further Emission Reductions from Ocean-Going Marine Vessels While at Berth	NOx, PM	Calls for increased percentage of ships at berth to cold iron; potential air quality impacts from energy generation; energy impacts; hazards, waste impacts from ships that dispose of catalysts at berth in the ports, etc.			X	X	X		X
OFFRD-05	Emission Reductions from Ocean-Going Marine Vessels	NOx	Would enhance Ports' existing financial incentive programs for early deployment of Tier 3 vessels calling at the Ports; no requirements for replaced vessels; hazards, waste impacts from ships that dispose of catalysts while in the ports, etc.	2				X		X

Control Measure Number	Title	Pollutant	Source of Impact	Not Significant	Potential Impact					
					Aesthetics	Air	Energy	Hazard	Water	Waste
EARLY ACTION TO DEPLOY ADVANCED CONTROL TECHNOLOGIES										
ADV-01	Actions for the Deployment of Zero- and Near-Zero Emission On-Road Heavy-Duty Vehicles	NOx	Aesthetic impacts from construction of "wayside" electric or magnetic infrastructure; air quality from construction of battery charging or fueling infrastructure; increased energy demand; use of alternative fuels and fuel additives can result in hazard & water quality impacts; waste impacts from EV battery disposal. Traffic impacts have been added because of construction of catenary electricity lines potentially affecting traffic routes.		X	X	X	X	X	
ADV -02	Actions for the Deployment of Zero- and Near-Zero Emission Locomotives	NOx	Aesthetic impacts from construction of "wayside" electric or magnetic infrastructure; air quality from construction of battery charging or fueling infrastructure; increased energy demand; use of alternative fuels and fuel additives can result in hazard & water quality impacts; waste impacts from EV battery disposal		X	X	X	X	X	X

Control Measure Number	Title	Pollutant	Source of Impact	Not Significant	Potential Impact					
					Aesthetics	Air	Energy	Hazard	Water	Waste
ADV -03	Actions for the Deployment of Zero- and Near-Zero Emission Cargo Handling Equipment	NOx	Aesthetic impacts from construction of electric gantry cranes; air quality from construction of battery charging or fueling infrastructure; increased energy demand; use of alternative fuels and fuel additives can result in hazard impacts; waste impacts from EV battery disposal.		X	X	X	X	X	X
ADV -04	Actions for the Deployment of Cleaner Commercial Harborcraft	NOx	Air quality from construction of battery charging or fueling infrastructure; ammonia emissions from SCR; increased energy demand; use of alternative fuels and fuel additives can result in hazard & water quality impacts; solid waste from SCR catalyst & EV battery disposal			X	X	X	X	X

Control Measure Number	Title	Pollutant	Source of Impact	Not Significant	Potential Impact					
					Aesthetics	Air	Energy	Hazard	Water	Waste
ADV -05	Actions for the Deployment of Cleaner Ocean-Going Marine Vessels	NOx	Increased use of aftertreatment control technologies: SCR, wet/dry scrubbers; air quality impacts from ammonia; energy & hazard impacts from alternative fuels; water impacts from wet scrubbers; solid waste from dry scrubbers catalyst disposal			X	X	X	X	X
ADV -06	Actions for the Deployment of Cleaner Off-Road Equipment	NOx	Air quality from construction of battery charging or fueling infrastructure; increased energy demand; use of alternative fuels and fuel additives can result in hazard & water quality impacts; waste impacts from EV battery disposal			X	X	X	X	X
ADV -07	Actions for the Deployment of Cleaner Aircraft Engines	NOx	Potential low emission aircraft technologies include alternative fuels, lean combustion burners, high rate turbo bypass, advanced turbo-compressor design, and engine weight reduction; increased energy demand; use of alternative fuels and fuel additives can result in hazard & water quality impacts			X	X	X	X	

- 1 Control strategies do not generate significant adverse impacts.
- 2 Changes in operating practices with no impact identified.
- 3 Changes in testing, inspection, or enforcement procedures with no impact identified.
- 4 Potential impacts are considered to be speculative because no control technologies identified or relies on development of future technologies.
- 5 No impacts identified for control measures promoting education & outreach, which do not require installation of control equipment.

APPENDIX B

2012 AQMP TCM PROJECTS (FROM 2012 RTP/SCS)

For a complete list of TCMs, please refer to Appendix E of this Program EIR.