SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Addendum: Revisions to the PM2.5 and Ozone State Implementation Plan for the South Coast Air Basin and Coachella Valley

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A D D E N D U M

Introduction

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INTRODUCTION

The California Legislature created the South Coast Air Quality Management District (SCAQMD) in 1977[1] as the agency responsible for developing and enforcing air pollution control rules and 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. By statute, the SCAQMD is required to adopt an air quality management plan (AQMP) demonstrating compliance with all federal and state ambient air quality standards for the district[2]. Furthermore, the SCAQMD must adopt rules and regulations that carry out the AQMP[3]. The 2007 AQMP concluded that major reductions in emissions of oxides of sulfur (SOx), particulate matter (PM) 2.5 and oxides of nitrogen (NOx) are necessary to attain the air quality standards for ozone and particulate matter. Less emphasis is placed on emission reductions from volatile organic compounds (VOCs) because of the greater emphasis on NOx emission reductions, which is a precursor to both ozone and PM. Ozone, a criteria pollutant, is formed when VOCs react with NOx in the atmosphere and has been shown to adversely affect human health. NOx also contributes to the formation of PM10 and PM2.5.

At a June 1, 2007 public hearing, the SCAQMD Governing Board approved the 2007 AQMP and certified the Final Program Environmental Impact Report (PEIR) for the 2007 AQMP. On September 27, 2007, the CARB Board 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.

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 relies 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 specifying the need for measures that are either fully adopted or otherwise ready for quick implementation and a trigger mechanism that achieves emissions reductions equivalent to one year of Reasonable Further Progress (RFP). Finally, U.S. EPA affirmed that it would not accept the SIP's assignment of 10 tons per day (tpd) of NOx emissions reductions to U.S. EPA as a contributing factor to its decision.

In response to U.S. EPA's partial disapproval of the 2007 SIP, the SCAQMD is proposing to submit: revisions to the PM2.5 and Ozone SIP to update the implementation status of SCAQMD control measures necessary to meet the 2015 PM2.5 attainment date; revisions to the control measure adoption schedule; and reflect changes made to the inventory resulting from California Air Resources Board's (CARB's) December 2010 revisions to the on-road truck and off-road equipment rules. Also, the SCAQMD commits to its "fair share" of additional NOx emission reductions, if needed, in the event U.S. EPA does not voluntarily accept the "federal assignment."

[1] The Lewis-Presley Air Quality Management Act, 1976 Cal. Stats., ch 324 (codified at Health & Safety Code, §§40400-40540).
[2] Health & Safety Code, §40460 (a).
[3] Health & Safety Code, §40440 (a).

The 2007 SIP was considered to be a project as defined by California Environmental Quality Act (CEQA Guidelines §15378), so a PEIR was prepared because the 2007 AQMP had the potential to generated significant adverse environmental impacts. Further, because the 2007 SIP is considered to be a plan that governs the conduct of a continuing program, a program EIR was prepared pursuant to CEQA Guidelines §15168. The proposed revisions to the 2007 are also considered to be a project as defined by CEQA and are, therefore, subject to an appropriate CEQA analysis. As explained in the following section, an Addendum prepared pursuant to CEQA Guidelines §15164 is the appropriate CEQA document and has been prepared to address potential environmental impacts from the proposed 2007 PM2.5 and ozone Revisions.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

Revisions to the 2007 SIP which include: revising the PM2.5 and Ozone SIP to update the implementation status of SCAQMD control measures necessary to meet the 2015 PM2.5 attainment date; revising the control measure adoption schedule; and reflecting changes made to the inventory resulting from CARB's December 2010 revisions to the on-road truck and off-road equipment rules are considered to be a discretionary approval by a public agency and, therefore, are considered to be a "project" as defined by CEQA) (CEQA Guidelines §15387). Staff has evaluated the proposed revisions to the 2007 PM2.5 and Ozone SIP and concluded that none of the revisions meet the conditions described in §15162 calling for preparation of a subsequent EIR have occurred and only minor technical changes or additions are necessary. Based on these conclusions, staff has determined that an Addendum prepared pursuant to CEQA Guidelines §15164 is the appropriate CEQA document for the proposed revisions to the 2007 PM2.5 and Ozone SIP.

When a lead agency has determined that a proposed project qualifies for an Addendum, CEQA Guidelines §15164(e) requires the lead agency to prepare a brief explanation of the decision not to prepare a subsequent EIR pursuant to §15162, which should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence. Substantial evidence supporting the determination to prepare an Addendum to the proposed 2007 PM2.5 and Ozone SIP revisions is provided in the section below entitled "Environmental Checklist and Discussion."

SCAQMD staff's review of the proposed project shows that the project would not have any significant adverse effects on the environment. Therefore, no alternatives or mitigation measures are required to be included in this Addendum. The analysis in subsequent sections supports the conclusion of no significant adverse environmental impacts. Finally, pursuant to CEQA Guidelines §15164(c) an addendum need not be circulated for public review.

PROJECT LOCATION

The SCAQMD has jurisdiction over an area of 10,473 square miles, consisting of the four-county South Coast Air Basin (Basin) and the Riverside County portions of the Salton Sea Air Basin (SSAB) and the Mojave Desert Air Basin (MDAB), hereinafter referred to as district. The Basin, which is a subarea of the district, is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The 6,745 square-

mile Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The Riverside County portion of the SSAB and MDAB is bounded by the San Jacinto Mountains in the west and spans eastward up to the Palo Verde Valley. The federal non-attainment area (known as the Coachella Valley Planning Area) is a subregion of both Riverside County and the SSAB and is bounded by the San Jacinto Mountains to the west and the eastern boundary of the Coachella Valley to the east (Figure 1). The 2007 SIP and the currently proposed revisions to the 2007 PM2.5 and Ozone SIP apply to the entire district.

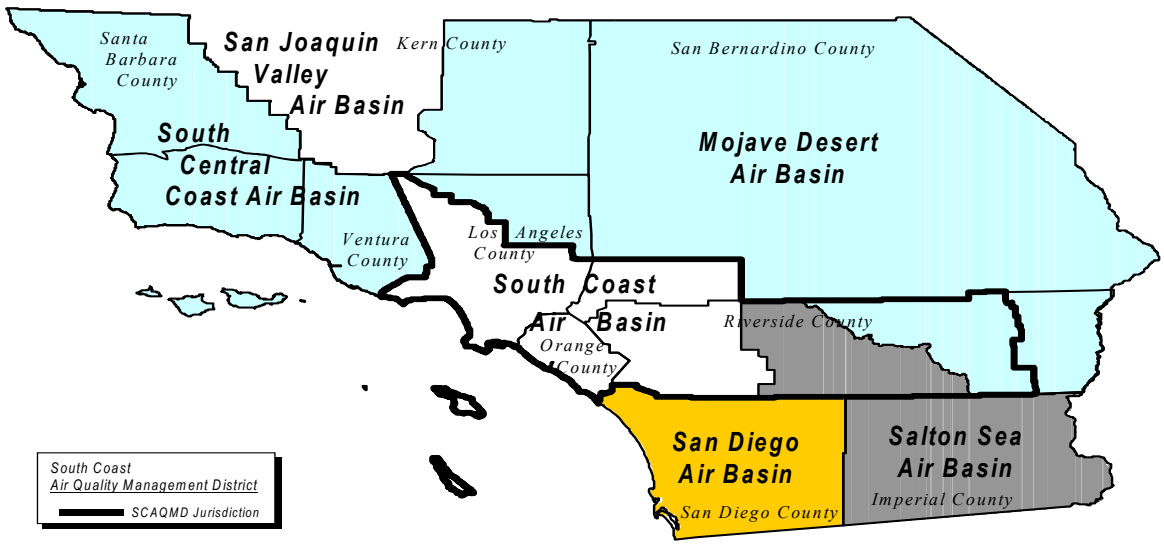

Figure 1
Boundaries of the South Coast Air Quality Management District

PROJECT OBJECTIVES

The general project objectives of the proposed revisions to the 2007 PM2.5 and Ozone SIP are summarized in the following bullet points:

- Provide revisions to the 2007 PM2.5 and Ozone SIP that would allow U.S. EPA to expeditiously approve the portion of the 2007 PM2.5 SIP that it is currently proposing to disapprove;
- Revise the PM2.5 and Ozone SIPs to update the implementation status of SCAQMD control measures necessary to meet the 2015 PM2.5 attainment date;
- Revise the control measure adoption schedule; and
- Reflect changes made to the inventory resulting from CARB's December 2010 revisions to the on-road truck and off-road equipment rules.

PROJECT BACKGROUND

The 2007 Air Quality Management Plan was adopted by the SCAQMD Governing Board at its June 22, 2007 meeting and forwarded to CARB for inclusion in the SIP. The California Air Resources Board adopted the SIP, and the State Strategy for emissions reductions to meet the 2015 PM2.5 standard at its September 27, 2007 meeting. The two components of the SIP were submitted to U.S. EPA on November 16, 2007 for approval. As part of its share, the 2007 AQMP committed the SCAQMD to reduce emissions to demonstrate attainment by 2014 in the following amounts: 19.8 tpd of NOx, 10.4 tpd of VOCs, 2.9 tpd of SOx and 2.9 tpd of PM2.5.

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. U.S. EPA proposed to approve the plan's inventory and regional modeling analyses; however it proposed to disapprove the attainment demonstration because it relies too extensively on commitments to emissions reductions in lieu of fully adopted, submitted, and SIP approved rules. The notice also cited deficiencies in the SIP's contingency measures specifying the need for measures that are either fully adopted or otherwise ready for quick implementation and a trigger mechanism that achieves emissions reduction equivalent to one year of Reasonable Further Progress (RFP). In addition, U.S. EPA affirmed that it would not accept the Plan's assignment of 10 tons per day (TPD) NOx emissions reductions to U.S. EPA as a contributing factor to its decision.

At the January 7, 2011 Governing Board meeting, the Board approved a proposal to send a letter to U.S. EPA in response to the partial disapproval of the 2007 SIP. The letter provided a detailed legal discussion of why the SCAQMD considers the proposed disapproval based on enforceable commitments of more than 10 percent of the needed reductions is "arbitrary and capricious." The letter noted further, that extension of the attainment date to 2015 is essential for the success of the SIP. Implementation of the adopted control measures listed in the AQMP/SIP has been structured to provide adequate lead time for a wide number of affected industries and mobile sources with the rules and regulations. For additional information on the content of SCAQMD's letter to U.S. EPA, please refer to the January 7, 2011 Board meeting, agenda item #19 at: http://www.aqmd.gov/hb/attachments/2011-2015/2011Jan/2011-Jan7-019.pdf.

Update of the 2007 AQMP Implementation Status

The SCAQMD has fulfilled the majority of its emissions reductions commitments specified in the 2007 SIP. Table 1 summarizes the progress achieved toward fulfilling SCAQMD's emissions reductions commitments to attain the 1997 PM2.5 annual and federal 8-hour ozone standards by the required dates. 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. 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. Overall, there are no proposed changes to the emissions reduction commitment for either 2014 or 2023.

Table 1
SCAQMD PM2.5 SIP Implementation Status
for the 2007 AQMP (TPD)

	SIP Commitment by 2014		
Pollutant	**Commitment**	**Achieved**	**Balance***
VOC	10.40	14.40	+4.00
NOx	10.80	7.60	-3.20
PM2.5	2.90	1.00	-1.90
SOx	2.90	4.01	+1.11

* If the balance for each pollutant were converted to NOx-equivalent values, the remaining tons required to be obtained would be 3.53 TPD NOx, which are still scheduled to be obtained by 2014 in NOx-equivalent reductions. Or, they can be met by 0.36 TPD of PM2.5 or 0.24 TPD of SOx, based on each pollutant's effectiveness in PM2.5 formation. The District will continue to pursue further reductions of each of these pollutants.

The 96 percent achievement rate of the SCAQMD's SIP commitment outlined in the 2007 AQMP represents the balance of emissions reductions achieved by calculating the relative contributions of VOC, NOx, PM2.5, and SOx emissions based on PM2.5 formation potential. As indicated in CARB's staff report *Proposed 2007 State Implementation Plan for the South Coast Air Basin – PM2.5 Annual and 8-Hour Average Ozone National Ambient Air Quality Standards (Appendix C)* and summarized in Tables 2 and 3, the relative contribution of the PM2.5 precursor emissions can be normalized to provide equivalent formation potential on a ton per day (TPD) basis. The common methodology chosen to express the formation potential is as equivalent NOx emissions reductions whereby one tpd VOC emission reduction is equivalent to 0.43 tpd of NOx mission reductions, one tpd of directly emitted PM2.5 emissions is equivalent to 9.86 tpd of NOx emissions, and one tpd of SOx emissions is equivalent to 15.03 tpd of NOx emissions. By applying these factors to the 2007 AQMP PM2.5 SIP the SCAQMD committed to 87.43 tpd of equivalent NOx emission reductions and through January, 2011, and has achieved 83.89 tpd equivalent NOx emission reductions. If the balance were to be met by NOx alone, they would be equivalent to 3.53 tpd of NOx emissions. Similarly, the remaining emission reduction commitment can be met by reducing 0.36 tpd of PM2.5 emissions or 0.24 tpd of SOx, emissions based on each pollutant's effectiveness in PM2.5 formation. The SCAQMD is committed to pursuing further reductions of each of these pollutants. For all measures in the 2007 AQMP, their environmental impacts have already been analyzed as part of the Final PEIR for the 2007 AQMP. As each control measure has been promulgated into a rule or regulation, individual Environmental Assessments[4] have been prepared during each rulemaking that tier off of the Final PEIR for the 2007 AQMP.

[4] Under its Certified Regulatory Program (Public Resources Code §21080.5), CEQA documents for SCAQMD regulatory projects are call environmental assessments rather than EIRs or mitigated/negative declarations.

Table 2
2007 AQMP Emission Reduction Commitment by Measure/Adoption Date (VOC)[1]

Control Measure #	Control Measure Title	Adoption Date		Implementation Date		2014 Reductions (TPD)		2023 Reductions (TPD)	
		Commitment	Achieved	Commitment	Achieved	Commitment	Achieved	Commitment	Achieved
MOB-05	AB923 Light-Duty Vehicle High-Emitter Identification Program [NOx, VOC][(a)(b)]	On-going	On-going	2007-2020	On-going	0.8	0	0.7	0
2007 Total						0.8	0	0.7	0
FLX-02	Petroleum Refinery Pilot Program [VOC and PM2.5]	2008	[(a)]	2010		0.7	0	1.6	0
CTS-01	Emission Reductions from Lubricants [VOC][R1144]	2008	2009	2010	2011	1.9	3.9	2.0	4.2
MOB-06	AB923 Medium-Duty Vehicle High-Emitter Identification Program [NOx, VOC][(a)(b)]	2008	On-going	2010-2020	On-going	0.5	0	0.6	0
FUG-04	Pipeline and Storage Tank Degassing[VOC]- R1149	2007	2008	2008-2009	2008	NA	0.04	NA	0.04
BCM-03	Emission Reductions from Wood Burning Fireplaces and Wood Stoves [All]	2007-2008	2008	2008-2014	2008-2014	NA	0.44	NA	0.70
MCS-07	All Feasible Measures (R1125)	On-going	2008	2010-2020	2008	NA	0	NA	0
2008 Total						3.1	4.4	4.2	4.9
FUG-02	Emission Reductions from Gasoline Transfer and Dispensing Facilities [VOC]	2009	[(c)]	2010-2012		3.7	0	4.0	0
MCS-05	Emission Reductions from Livestock Waste [VOC]	2009	[(a)]	2011		0.8	0	0.6	00
EGM-01	Emission Reductions from New or Redevelopment Projects [NOx, VOC, PM2.5][(d)]	2012		Beginning 2014		N/A	0	0.5	0
2009 Total						4.5	0.0	5.1	0.0

Table 2 Concluded
2007 AQMP Emission Reduction Commitment by Measure/Adoption Date (VOC) continued

Control Measure #	Control Measure Title	Adoption Date		Implementation Date		2014 Reductions (TPD)		2023 Reductions (TPD)	
		Commitment	Achieved	Commitment	Achieved	Commitment	Achieved	Commitment	Achieved
MCS-01*	Facility Modernization [NOx, VOC, PM]-R1110.2[(a) (e)]	On-going	2008+	Beginning 2012	2011+	2.0	0.3	9.2	0.3
CTS-03	Consumer Products Certification and Emissions Reductions from Use of Consumer Products at Institutional and Commercial Facilities [VOC] [(f)]	2007-2010		2010-2020		NA	0	NA	0
CTS-04	Emission Reductions from the Reduction of VOC Content of Consumer Products not Regulated by the State Board [VOC[R1143] [(f)]	2008-2010	2009	2010-2020	2011	NA	9.7	NA	10.1
2010 Total						2.0	10.0	9.2	10.4
Total SIP Commitment						10.4	14.4	17.9	15.3

[1] 2014 reductions estiimated in average annual day, 2023 in planning inventory.
[(a)] SIP commitment for the PM2.5 Plan was met via excess reductions achieved from CTS-04 (R1143).
[(b)] The SOON and AB923 incentive programs are on track to achieve the targeted reductions by 2014.
[(c)] AQMD lacks legal authority to adopt the control concept in the measure. SIP reduction commitment was met via excess reductions achieved from the CTS-04 (R1143).
[(d)] No SIP emission reduction commitment for the PM2.5 Plan. Rulemaking is delayed due to potential co-benefits of SB375 reduction targets.
[(e)] AQMD will continue to implement this measure to meet the overall SIP reduction commitment for 2023.
[(f)] CTS-03 was adopted by CARB in November 2010. Emission Reductions from CTS-04 are not included in AQMD's SIP commitments and there is no double counting in emission reductions relative to CARB regulations.
* NOx emission reductions taken in 2008; PM emission reductions taken in 2009; VOC emission reductions taken in 2010.
NA: Not applicable, no SIP Reductions quantified in the 2007 AQMP.

Table 3
2007 AQMP Emission Reduction Commitment by Measure/Adoption Date (NOx)[1]

Control Measure #	Control Measure Title	Adoption Date		Implementation Date		2014 Reductions (TPD)		2023 Reductions (TPD)	
		Commitment	Achieved	Commitment	Achieved	Commitment	Achieved	Commitment	Achieved
MOB-05	AB923 Light-Duty Vehicle High-Emitter Identification Program [NOx, VOC][(a)]	On-going	On-going	2007-2020	On-going	0.4	0	0.4	0
2007 Total						0.4	0	0.4	0
CMB-01	NOx Reduction from Non-RECLAIM Ovens, Dryers ad Furnaces [NOx][R1147]	2008	2008	Beginning 2010	2010	3.5	3.5	4.1	4.1
MOB-06	AB923 Medium-Duty Vehicle High-Emitter Identification Program [NOx, VOC][(a)]	2008	On-going	2010-2020	On-going	0.5	0	0.6	0
MCS-01*	Facility Modernization [NOx, VOC, PM]-R1110.2, PR1146, PR1146.1	2008-2010	2008+	Beginning 2012	2011	1.6	2.17	2.2	3.15
BCM-03	Emission Reductions from Wood Burning Fireplaces and Wood Stoves [All][R445]	2007-2008	2008	2008-2014	2008-2014	NA	0.06	NA	0.10
	SOON Program[(a)(b)]	2008	2008	2014	2008-2014	4-8	1.8	NA	NA
2008 Total						9.6	7.5	6.9	7.3
CMB-03	Further NOx Reductions from Space Heaters [NOx])	2009	2009	Beginning 2012	2012-2043	0.8	0.1	1.1	3.0
EGM-01	Emission Reductions from New or Redevelopment Projects [NOx, VOC, PM2.5] [(c)]	2012		Beginning 2014		0		0.8	
2009 Total						0.8	0.1	1.9	3.0
Total SIP Commitment[(d)(e)]						10.8	7.6	9.2	10.3

[1] 2014 reductions estiimated in average annual day, 2023 in planning inventory.
[(a)] The SOON and AB923 incentive programs are on track to achieve the targeted reductions by 2014.
[(b)] A revised SIP commitment of 4 tpd reflects ARB's update on the off-road emissions inventory in December 2010 and maintains the same control efficiency. The upper range of 8 tpd excludes the impact of recession.
[(c)] No SIP emission reduction commitment for the PM2.5 Plan. Rulemaking is delayed due to potential co-benefits of SB375 reduction targets.
[(d)] The SIP shortfall for the 2014 reduction commitment was met via excess reductions achieved from the SOx RECLAIM amendments (CMB-02).
[(e)] AQMD will commit an additional 1 TPD of NOx, if necessary, as a backstop measure should U.S. EPA not voluntarily accept responsibility for federal sources in the 2007 SIP.
* NOx emission reductions taken in 2008; PM emission reductions taken in 2009; VOC emission reductions taken in 2010.
NA: Not applicable, no SIP Reductions quantified in the 2007 AQMP.

PROJECT DESCRIPTION

The proposed project consists of revisions to the PM2.5 and Ozone SIP to update the implementation status of the SCAQMD control measures to meet the 2015 PM2.5 attainment deadline, revisions to the control measure adoption schedule and modifications to the emissions reduction tonnage to reflect changes made to the inventory resulting from CARB's December 2010 revisions to the on-road truck and off road equipment rules.

The proposed project also consists of a commitment to adopt SCAQMD's "fair share" of NOx emission reductions if needed to replace the federal assignment. The SIP revision will retain the SCAQMD's proposal for contingency measures and also reference and rely on CARB's proposed contingency measures that rely on reductions achieved through adopted rules that go beyond the RFP requirement. The following sections summarize the modifications to the 2007 PM2.5 and Ozone SIP that the SCAQMD is proposing to submit to CARB, which is expected to be forwarded to U.S. EPA.

Revisions to the Emissions Reduction Commitment

Table 3 shows that the 2014 emissions reduction commitment for the Surplus Off-Road Opt-In for NOx (SOON) Program (SCAQMD Rule 2449 – Control of Oxides of Nitrogen Emissions from Off-Road Diesel Vehicles) has been revised from 12 tpd NOx reduction to four tpd to reflect CARB's update of the off-road emissions inventory adopted in December 2010. Due to better information on equipment population, load factors, and expected activity levels, the off-road mobile sources inventory has been revised to reflect lower baseline emissions. Although SCAQMD's funding commitment and percent control efficiency for the SOON program remain the same, the expected reductions are lowered from 12 tpd to 4 tpd. This change does not result in higher emissions in the air. Should the economy recover to the levels projected in the 2007 SIP by 2014, the expected reductions can reach 8 tpd.

Revisions to the 2007 AQMP Control Measures Adoption Schedule

SCAQMD is proposing to revise rule adoption dates for two AQMP control measures. These proposed revisions are shown in Tables 2 through 5. For example, the SCAQMD is proposing to modify the adoption date for control measure EGM-01 from 2010 to 2012 with full implementation by 2023. Similarly, the SCAQMD is proposing to modify the adoption date for control measure BCM-05 from 2010 to the 2011 – 2012 timeframe.

Requirements for Contingency Measures

The federal Clean Air Act (CAA) requires that non-attainment area SIPs contain sufficient contingency measures such that upon implementation of those measures additional emissions reduction of up to three percent of the emissions in the adjusted base year would be achieved in the year following the year where the failure to meet milestone emission reduction targets or attain the National Ambient Air Quality Standards (NAAQS) was observed.

Table-4
2007 AQMP Emission Reduction Commitment by Measure/Adoption Date (PM2.5)

Control Measure #	Control Measure Title	Adoption Date		Implementation Date		2014 Reductions (TPD)		2023 Reductions (TPD)	
		Commitment	Achieved	Commitment	Achieved	Commitment	Achieved	Commitment	Achieved
BCM-03	Emission Reductions from Wood Burning Fireplaces and Wood Stoves [PM2.5]	2007-2008	2008	2008-2014	2008-2014	1.0	1.0	1.6	1.6
FLX-02	Petroleum Refinery Pilot Program [VOC and PM2.5][(a)]	2008		2010		0.4		0.4	
2008 Total						1.4	1.0	2	1.6
EGM-01	Emission Reductions from New or Redevelopment Projects [NOx, VOC, PM2.5][(b)]	2012		Beginning 2014				0.5	
MCS-01*	Facility Modernization [NOx, VOC, PM][(a)(c)]	On-going		Beginning 2012		0.4		1.7	
2009 Total						0.4		2.2	
BCM-05	PM Emission Reductions from Under-fired Charbroilers [PM2.5][(d)]	2011-2012		2014		1.1		1.2	
2010 Total						1.1		1.2	
Total SIP						2.9	1	5.4	1.6

[(a)] Reduction commitment for the PM2.5 SIP was met via excess reductions achieved from the 2010 SOx RECLAIM amendments.
[(b)] No SIP emission reduction commitment for the PM2.5 Plan. Rulemaking is delayed due to potential co-benefits of SB375 reduction targets.
[(c)] R1155 was adopted as part of MCS-01 implementation in 2010, but PM2.5 reduction potential cannot be quantified. AQMD will continue to seek opportunities to further implement this measure.
[(d)] Reduction commitment for the PM2.5 SIP was met via excess reductions achieved from the 2010 SOx RECLAIM amendments (CMB-02) and VOC reductions from CTS-03. The rulemaking will entail two phases with control equipment testing, certification, and deployment in 2011 and development of regulatory requirements in 2012.
* NOx emission reductions taken in 2008; PM emission reductions taken in 2009; VOC emission reductions taken in 2010.
NA: Not applicable, no SIP Reductions quantified in the 2007 AQMP.

Table-5
2007 AQMP Emission Reduction Commitment by Measure/Adoption Date (SOx)

Control Measure #	Control Measure Title	Adoption Date		Implementation Date		2014 Reductions (TPD)		2023 Reductions (TPD)	
		Commitment	Achieved	Commitment	Achieved	Commitment	Achieved	Commitment	Achieved
CMB-02	Further SOx Reductions for RECLAIM (BARCT) [SOx]	2008	2010	2011-2014	2013-2019	2.9	4.0	2.9	5.7
BCM-03	Emission Reductions from Wood Burning Fireplaces and Wood Stoves [All]	2007-2008	2008	2008-2014	2008-2014	NA	0.01	NA	0.02
2008 Total						2.9	4.01	2.9	5.7
2009 Total						---		---	
2010 Total						---		---	
Total SIP						2.9	4.01	2.9	5.7

NA: Not applicable, no SIP Reductions quantified in the 2007 AQMP.

The CAA requires that the contingency measures be fully adopted or otherwise ready for quick implementation, with a trigger mechanism and implementation schedule that quantifies emissions reductions. The Final 2007 AQMP contained four contingency control measures (2007 AQMP, Table 9-1) to address the requirements of the CAA. The contingency control measures will be retained with a trigger for their implementation based on non-attainment of the PM2.5 standard by 2015. To address U.S. EPA's comments, the SCAQMD would also rely on implementation of CARB's contingency measures for the 2007 SIP as a whole.

Federal Assignment

A final key element in the notice of disapproval of the 2007 SIP was the assignment to the U.S. EPA a 10 tpd NOx emissions reduction commitment. U.S. EPA rejected this commitment citing the CAA, stating it does not authorize a state to assign responsibility to the federal government for meeting SIP requirements. U.S. EPA did however recognize that the authority and responsibility to regulate certain nationwide sources resides within its jurisdiction. The control measure in question requested federal funding to mitigate locomotive emissions in 2014 pending implementation of the proposed new federal locomotive standard to meet the PM2.5 attainment deadline. The sources in question would be those that are less well-controlled than California regulated sources and the measure would be implemented to acquire equivalent emissions reduction to those estimated if Tier 4 NOx locomotive engine standards were enforceable in 2014.

SCAQMD understands that U.S. EPA's position is that a state may not, under the current CAA structure, unilaterally assign any portion of the SIP responsibility to U.S. EPA. However, SCAQMD staff does not find in the CAA any prohibition against U.S. EPA voluntarily accepting such a responsibility. In this case it is only fair to do so, given the large percentage of remaining PM2.5 precursor emissions, after implementation of SCAQMD and CARB measures that is attributable to federally-regulated sources.

Should U.S. EPA continue to not accept assignment for this measure, SCAQMD will work with CARB to modify or develop control measures that commit equivalent emissions reductions to assure PM2.5 attainment to the extent needed. As part of its "fair share" the SCAQMD commits to an additional one tpd of NOx emission reductions in 2014 with CARB assuming the remaining nine tpd reductions of the federal assignment.

ENVIRONMENTAL ANALYSIS

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.

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?	☐	☐	☐	☑
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☑
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☑
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☑

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) – c): Overall, it was concluded in the Initial Study (IS) for the 2007 AQMP that AQMP control measures 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. The reason for this conclusion is that most of the AQMP control measures that would 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. Some control measures that are under the jurisdiction of CARB or the U.S. EPA would establish exhaust emission standards. Establishing exhaust emission standards for mobile sources would also not be expected to adversely affect scenic resources.

Further, emission growth management control measures may require emission reductions from new or redevelopment land use projects. These control measures, however, do not initiate or promote land use projects, they may simply require emission reductions after the decision has already been made to pursue new or redevelopment projects. As a result, emission growth management control measures are not expected to adversely affect local land use policies or create aesthetic impacts.

It was concluded in the IS for the 2007 AQMP that it may have a beneficial effect on scenic resources by improving visibility as well as improving air quality, preventing smoke (BCM-03 and BCM-04, limit opening burning and wood burning), and minimizing dust (BCM-02 and EGM-01, dust control).

I. d): The 2007 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. 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, would not be noticeable to residents.

Conclusion
Based upon the above considerations, it was concluded in the 2007 AQMP IS that significant adverse project-specific aesthetic impacts would not be expected to occur due to implementation of the 2007 AQMP control measures.

The proposed revisions to the 2007 PM2.5 and Ozone SIP are not expected to create any new aesthetics impacts or make substantially worse impacts identified in the 2007 AQMP IS for the following reasons. The proposed revisions would not change any of the above conclusions because they do not include incorporating any new types of control measures into the SIP that could create new adverse aesthetics impacts. Further, the proposed project does not contain any revisions to the substantive requirements of any 2007 AQMP control measures. As of January 2011, the SCAQMD has achieved 96 percent of its emissions reductions commitment. Although the adoption dates for some of the remaining control measures have been delayed, the implementation dates have not; therefore, the SCAQMD is expected to achieve its remaining emission reduction commitments by both 2014 and 2023, in part, through reliance on greater than anticipated emission reductions from previously implemented control measures. The SCAQMD would also commit to retaining the contingency control measures, including triggers for implementation in the event that the PM2.5 standard is not achieved by 2015. Finally, if U.S. EPA fails to voluntarily accept the 10 tpd emission reduction in the 2007 SIP, the SCAQMD would commit to an additional one tpd of NOx emission reductions in 2014 with CARB assuming the remaining nine tpd reductions of the federal assignment in order to continue to demonstrate attainment of all applicable standards. This additional one tpd commitment would not foreseeably have any different impacts than existing 2007 AQMP control measures. These emission reductions would most likely occur as a result of greater reductions obtained from adopted regulations or early implementation of control measures in the 2007 AQMP. There are

no provisions in the proposed project that would create new adverse impacts or make existing aesthetics impacts worse.

		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?	☐	☐	☐	☑
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑
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))?	☐	☐	☐	☑
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑

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) - c): It was concluded in the 2007 AQMP IS that control measures, which typically affect existing commercial or industrial facilities or establish specifications for fuels or mobile source exhaust emissions, 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. There are no provisions in the 2007 AQMP that would affect or conflict with existing land use plans, policies, or regulations or require conversion of farmland to non-agricultural uses. Some control measures could affect agricultural facilities and farmers (e.g., BCM-04, prohibit agricultural burning, and on-road and off-road mobile source control measures and MCS-05, reduce emissions from livestock wastes), however, these control measures are not expected to convert agricultural land uses to non-agricultural land uses. Land use, including agriculture-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. AQMP control measures, including control measures related to mobile sources, would have no direct or indirect effects on agricultural resources. The 2007 AQMP could provide benefits to agricultural resources by reducing ozone emissions and, thus, reducing the adverse impacts of ozone on plants and animals.

Emission growth management control measures may require emission reductions from new or redevelopment land use projects. These control measures, however, do not initiate or promote land use projects, they may simply require emission reductions after the decision has already been made to pursue new or redevelopment projects. As a result, emission growth management control measures are not expected to adversely affect local land use policies or result in the conversion of agricultural lands to non-agricultural land uses.

II. d): In March 2010, amendments to the CEQA Guidelines were finalized that added forest resources as a new topic in the environmental checklist to be evaluated along with agricultural resources. Because the 2007 AQMP Program EIR was certified in June 2007, there was no explicit evaluation of potential forestry resources impacts. It is expected that the 2007 AQMP would not generated significant adverse forestry resources impacts for the same reasons it would not adversely affect agricultural resources, i.e., control measures would typically affect existing commercial or industrial facilities or establish specifications for fuels or mobile source exhaust emissions, so are not expected to generate any new construction of buildings or other structures that would require conversion of forest resources to non-forest use or conflict with zoning for forestry uses. Further, there are no provisions in the proposed 2007 AQMP that would affect or conflict with existing land use plans, policies, or regulations or require conversion of forests to non-forest uses.

Conclusion

Based upon the above considerations, it was concluded in the 2007 AQMP IS that significant adverse project-specific agricultural impacts would not be expected to occur due to implementation of the 2007 AQMP control measures. Impacts to forestry resources was added as an environmental topic for evaluation in 2010, after certification of the 2007 AQMP Final PEIR. However, it is not expected that the 2007 AQMP would create significant adverse forest

resources impacts for the same reasons it is not expected to create significant adverse agricultural resources impacts.

The proposed revisions to the 2007 PM2.5 and Ozone SIP are not expected to create any new agriculture and forestry impacts or make substantially worse impacts identified in the 2007 AQMP IS for the following reasons. The proposed revisions would not change any of the above conclusions because they do not include incorporating any new types of control measures into the SIP that could create new adverse agriculture and forestry impacts. Further, the proposed project does not contain any revisions to the substantive requirements of any 2007 AQMP control measures. As of January 2011, the SCAQMD has achieved 96 percent of its emissions reductions commitment. Although the adoption dates for some of the remaining control measures have been delayed, the implementation dates have not; therefore, the SCAQMD is expected to achieve its remaining emission reduction commitments by both 2014 and 2023, in part through reliance on greater than anticipated emission reductions from previously implemented control measures, and 2023. The SCAQMD would also commit to retaining the contingency control measures, including triggers for their implementation in the event that the PM2.5 standard is not achieved by 2015. Finally, if U.S. EPA fails to voluntarily accept the 10 tpd emission reduction in the 2007 SIP, the SCAQMD would commit to an additional one tpd of NOx emission reductions in 2014 with CARB assuming the remaining nine tpd reductions of the federal assignment in order to continue to demonstrate attainment of all applicable standards. This additional one tpd commitment would not foreseeably have any different impacts than existing 2007 AQMP control measures. These emission reductions would most likely occur as a result of greater reductions obtained from adopted regulations or early implementation of control measures in the 2007 AQMP. There are no provisions in the proposed project that would create new adverse impacts or make existing agricultural or forestry resources impacts worse.

	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?	☐	☐	☐	☑
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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)?	☐	☐	☐	☑
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☑
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☑
f) Diminish an existing air quality rule or future compliance requirement resulting in a significant increase in air pollutant(s)?	☐	☐	☐	☑
g) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☑
h) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☑

Discussion

III. a) The IS for the 2007 AQMP concluded that implementing AQMP control measures is, in effect, an update of the SCAQMD's 2003 AQMP, which is required pursuant to state law. By revising and updating emission inventories and control strategies, the SCAQMD is complying with state law, and furthering development and implementation of AQMP control measures, which are expected to reduce emissions and make progress towards attaining and maintaining all state and federal ambient air quality standards in the district. Consequently, it was concluded that implementing the 2007 AQMP would not create significant adverse impacts as a result of obstructing implementation of the applicable AQMP.

III. b) Potential adverse air quality impacts from adopting the proposed project are discussed in the following subsections.

Air Quality Significance Criteria

To determine whether or not air quality impacts from adopting and implementing the proposed project are significant, impacts will be evaluated and compared to the criteria in Table 6. The project will be considered to have significant adverse air quality impacts if any one of the thresholds in Table 6 are equaled or exceeded.

Table 6
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds [a]		
Pollutant	**Construction [b]**	**Operation [c]**
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	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 Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 metric tons per year for industrial facilities	
Ambient Air Quality for Criteria Pollutants [d]		
NO2 1-hour average annual average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.25 ppm (state – peak hour); 0.10 ppm (federal – 98th percentile) 0.053 ppm (federal)	
PM10 24-hour average annual geometric average annual arithmetic mean	 10.4 μg/m^3 (construction)[e] & 2.5 μg/m^3 (operation) 1.0 μg/m^3 20 μg/m^3	
PM2.5 24-hour average	 10.4 μg/m^3 (construction)[e] & 2.5 μg/m^3 (operation)	
Sulfate 24-hour average	 25 μg/m^3	
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)	

[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/m^3 = microgram per cubic meter ≥ greater than or equal to

Construction Impacts

The analysis of air quality impacts in the PEIR for the 2007 AQMP concluded that for most air quality impact areas, e.g., operational secondary impacts from increased electricity demand, mobile sources, etc., would be less than applicable significance thresholds and, therefore, would not contribute to significant adverse cumulative impacts. Construction air quality impacts (PM10) were concluded to be significant. Nine mitigation measures were identified to reduce construction air quality impacts. However, the analysis concluded that implementing the nine mitigation measures would not reduce construction air quality impacts to less than significant.

The proposed revisions to the 2007 PM2.5 and Ozone SIP are not expected to create any new construction air quality impacts or make substantially worse impacts identified in the 2007 AQMP PEIR for the following reasons. Construction air quality impacts identified in the 2007 AQMP PEIR were primarily the result of installing control equipment to comply with the control requirements in the 2007 AQMP control measures. For some types of control equipment, it may be necessary to use heavy-duty diesel off-road equipment and perform substantial site preparation. The proposed revisions to the 2007 PM2.5 and Ozone SIP do not include incorporating any new control measures or modifying the substantive requirements of any 2007 AQMP control measures. Since the proposed project does include any new or modified control measures, no changes to the conclusions regarding construction air quality impacts from implementing the 2007 AQMP control measures are anticipated.

Operational Impacts

The analysis of operational air quality impacts in the 2007 AQMP PEIR concluded that, overall, implementing 2007 AQMP control measures would produce beneficial air quality benefits through reducing emissions from stationary and on-road and off-road sources.

As of January 2011, the SCAQMD has achieved 96 percent of its emissions reductions commitment. Although the adoption dates for some of the remaining control measures have been delayed, the implementation dates have not; therefore, the SCAQMD is expected to achieve its remaining emission reduction commitments by both 2014 and 2023, in part, through reliance on greater than anticipated emission reductions from previously implemented control measures. Further, if U.S. EPA fails to voluntarily accept the 10 tpd emission reduction in the 2007 SIP, the SCAQMD would commit to an additional one tpd of NOx emission reductions in 2014 with CARB assuming the remaining nine tpd reductions of the federal assignment in order to continue to demonstrate attainment of all applicable standards. This additional one tpd commitment would not foreseeably have any different impacts than existing 2007 AQMP control measures. These emission reductions would most likely occur as a result of greater reductions obtained from adopted regulations or early implementation of control measures in the 2007 AQMP. The proposed revisions would not change any of the above conclusions because they do not include incorporating any new types of control measures into the SIP that could create new adverse air quality impacts. Further, the proposed project does not contain any revisions to the substantive requirements of any 2007 AQMP control measures.

Consequently, the proposed project would not create significant adverse construction air quality impacts or substantially contribute to significant adverse project-specific or cumulative construction air quality impacts identified in the PEIR for the 2007 AQMP.

III. c) As noted in the discussions of construction and operational air quality impacts in item III. b) above, the proposed project would not create any construction or operational air quality impacts not already evaluated in the 2007 AQMP. Specifically, no new or additional construction activities to install control equipment to comply with the proposed project would be required because the proposed project does not include any new or modified control measures. As a result, construction air quality impacts from the proposed project are not considered to be cumulatively considerable and, therefore, are concluded to be cumulatively insignificant. The proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse cumulative air quality impacts. Further, the proposed project does not contain any revisions to the substantive requirements of any 2007 AQMP control measures.

The analysis of air quality impacts in the PEIR for the 2007 AQMP concluded that for most air quality impact areas, e.g., operational secondary impacts from increased electricity demand, mobile sources, etc., would be less than applicable significance thresholds and, therefore, would not contribute to significant adverse cumulative impacts. Implementing the currently proposed project is not expected to create significant adverse cumulative operational air quality impacts or to change the conclusion regarding cumulative impacts in the PEIR for the 2007 AQMP in any way.

III. d) Potential air quality impacts from exposing sensitive receptors to substantial criteria pollutant and air toxic concentrations were evaluated in the Program EIR for the 2007 AQMP. In general, the modeling performed for the 2007 AQMP showed improvements, i.e., declining concentrations, from the baseline year (2005) compared to future milestone years (2015 and 2024) for all criteria pollutants, VOC, and air toxics emissions.

As of January 2011, the SCAQMD has achieved 96 percent of its emissions reductions commitment. Although the adoption dates for some of the remaining control measures have been delayed, the implementation dates have not; therefore, the SCAQMD is expected to achieve its remaining emission reduction commitments by both 2014 and 2023, in part, through reliance on greater than anticipated emission reductions from previously implemented control measures. Further, if U.S. EPA fails to voluntarily accept the 10 tpd emission reduction in the 2007 SIP, the SCAQMD would commit to an additional one tpd of NOx emission reductions in 2014 with CARB assuming the remaining nine tpd reductions of the federal assignment in order to continue to demonstrate attainment of all applicable standards. The proposed revisions would not change any of the above conclusions because they do not include incorporating any new types of control measures into the SIP that could create new adverse air quality impacts that could expose sensitive receptors to substantial pollutant concentrations. Further, the proposed project does not contain any revisions to the substantive requirements of any 2007 AQMP control measures.

Consequently, the proposed project would not create significant adverse air quality impacts from exposing sensitive receptors to substantial criteria pollutant and air toxic concentrations or change any of the conclusions regarding potential impacts to sensitive receptors evaluated in the Program EIR for the 2007 AQMP.

III. e) The IS for the 2007 AQMP concluded that implementing AQMP control measures would not create significant adverse odor impacts for the following reasons. Promulgation of AQMP control measures into rules or regulations may involve reformulated coatings or solvents, which may have noticeable odors. It is typically the case, however, 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, fewer potential odors. As a result, significant adverse odor impacts have not been associated with reformulated products compared to conventional high VOC products. However, owners/operators of industries affected by control measures in the proposed 2007 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 2007 AQMP is not expected to create significant adverse odor impacts and, therefore, will not be further addressed in the Draft PEIR.

The proposed revisions would not change any of the above conclusions because they do not include incorporating any new types of control measures into the SIP that could create new adverse odor impacts. Further, the proposed project does not contain any revisions to the substantive requirements of any 2007 AQMP control measures that generate odor impacts.

II. f) The 2007 AQMP contains control measures that are expected to bring the district into compliance with all ambient air quality standards as required by the federal and California Clean Air Acts. For this reason the IS for the 2007 AQMP concluded that implementing AQMP control measures would not create significant adverse impacts by diminishing existing air quality rules or future compliance requirements. The currently proposed revisions do not include incorporating any new control measures into the SIP that could diminish existing rules or future compliance requirements. Although the adoption schedule for some control measures would be delayed, the implementation dates and associated emission reductions would not be delayed. Finally, The proposed project does not contain any revisions to the substantive requirements of any 2007 AQMP control measures.

III. g) & h) Global warming is the observed increase in average temperature of the earth's surface and atmosphere. The primary cause of global warming is an increase of GHG emissions in the atmosphere. The six major types of GHG emissions identified in the Kyoto Protocol and in CARB's RMP regulation are carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), sulfur hexafluoride (SF6), hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs). The GHG emissions absorb longwave radiant energy emitted by the earth, which warms the atmosphere. The GHGs also emit longwave radiation both upward to space and back down toward the surface of the earth. The downward part of this longwave radiation emitted by the atmosphere is known as the "greenhouse effect."

The current scientific consensus is that the majority of the observed warming over the last 50 years can be attributable to increased concentration of GHG emissions in the atmosphere due to human activities. Events and activities, such as the industrial revolution and the increased consumption of fossil fuels (e.g., combustion of gasoline, diesel, coal, etc.), have heavily contributed to the increase in atmospheric levels of GHG emissions. As reported by the California Energy Commission (CEC), California contributes 1.4 percent of the global and 6.2 percent of the national GHG emissions (CEC, 2004). Further, approximately 80 percent of GHG emissions in California are from fossil fuel combustion (e.g., gasoline, diesel, coal, etc.).

The 2007 AQMP did not include any control measures that specifically address controlling GHGs. However, reducing certain criteria pollutants, especially combustion pollutants, has the potential of generating substantial GHG emission reduction co-benefits. For example, SCAQMD staff evaluated the GHG emission reduction potential of four control measures and

concluded that by 2020, they have the potential of reducing over 1.5 million metric tons of CO2 emissions. This analysis did not include potential N2O or CH4 GHG emission reductions, nor did it include an evaluation of other 2007 AQMP control measures that may have GHG emission reduction co-benefits.

The proposed revisions to the 2007 AQMP do not include incorporating any new control measures into the SIP that could create new adverse GHG emission reduction impacts. Further, the proposed project does not contain any revisions to the substantive requirements of any 2007 AQMP control measures that could limit their effectiveness in reducing GHG emissions.

Conclusion

It was concluded in the PEIR for 2007 AQMP that implementing AQMP control measures could result in significant adverse construction air quality impacts (PM10), while operational air quality impacts were concluded to be less than significant.

The proposed revisions to the 2007 PM2.5 and Ozone SIP are not expected to create any new air impacts or make substantially worse impacts identified in the 2007 AQMP for the following reasons. The proposed revisions would not change any of the above conclusions because they do not include incorporating any new types of control measures into the SIP that could create new adverse air quality impacts. Further, the proposed project does not contain any revisions to the substantive requirements of any 2007 AQMP control measures. As of January 2011, the SCAQMD has achieved 96 percent of its emissions reductions commitment. Although the adoption dates for some of the remaining control measures have been delayed, the implementation dates have not; therefore, the SCAQMD is expected to achieve its remaining emission reduction commitments by both 2014 and 2023, in part, through reliance on greater than anticipated emission reductions from previously implemented control measures. The SCAQMD would also commit to retaining the contingency control measures, including triggers for their implementation in the event that the PM2.5 standard is not achieved by 2015. Finally, if U.S. EPA fails to voluntarily accept the 10 tpd emission reduction in the 2007 SIP, the SCAQMD would commit to an additional one tpd of NOx emission reductions in 2014 with CARB assuming the remaining nine tpd reductions of the federal assignment in order to continue to demonstrate attainment of all applicable standards. This additional one tpd commitment would not foreseeably have any different impacts than existing 2007 AQMP control measures. These emission reductions would most likely occur as a result of greater reductions obtained from adopted regulations or early implementation of control measures in the 2007 AQMP. There are no provisions in the proposed project that would create new adverse impacts or make existing air quality impacts worse.

		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?	☐	☐	☐	☑
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑
e)	Conflicting with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☑

		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☑

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) In the 2007 AQMP IS, no direct or indirect impacts from implementing AQMP control measures were identified that could adversely affect plant and/or animal species in the district. The effects of implementing AQMP control measures would typically result in reducing mobile source exhaust emissions, modifying fuel specifications, or modifications at existing commercial or industrial facilities to control or further control emissions. Such 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. 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. Further, since some control measures in the 2007 AQMP regulate stationary emission sources at existing commercial or industrial facilities, they do 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. Improving air quality is expected to provide health benefits to plant and animal species in the district. There are no control measures contained in the proposed project that would alter this determination.

The proposed revisions would not change any of the above conclusions because they do not include incorporating any new types of control measures into the SIP that could create new adverse biological resources impacts to plant and/or animal species in the district. Further, the proposed project does not contain any revisions to the substantive requirements of any 2007 AQMP control measures that could adversely affect biological resources.

IV. c) As noted in the previous item, promulgating control measures in the 2007 AQMP may require modifications at existing industrial or commercial facilities to control or further control emissions at these affected facilities. Similarly, the 2007 AQMP contains control measures that establish emission standards for mobile sources, result in additional control of emissions from mobile sources, or revise fuel specifications. As a result, the proposed project will not affect land use policies or designations. Some control measures could result in the installation of additional controls at port facilities, which are located on the coast. However, the port facilities are considered to be heavy industrial facilities and the installation of additional controls would be consistent with this land use. For these 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 2007 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 already given, i.e. control measures promulgated as rules or regulations primarily affect existing facilities located in appropriately zoned areas or establish emission standards for mobile sources or fuel specifications. 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. Similarly, the proposed amendments to the 2007 PM2.5 and Ozone SIP are 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.

Conclusion
It was concluded in the 2007 AQMP IS that significant adverse project-specific biological resources impacts would not be expected to occur due to implementation of the 2007 AQMP control measures. Based upon the above considerations, it is concluded that the proposed revisions to the 2007 PM2.5 and Ozone SIP are not expected to create any new biological resources impacts or make substantially worse impacts identified in the 2007 AQMP for the following reasons.

The proposed revisions would not change any of the above conclusions because they do not include incorporating any new types of control measures into the SIP that could create new adverse biological resources impacts. Further, the proposed project does not contain any revisions to the substantive requirements of any 2007 AQMP control measures. As of January 2011, the SCAQMD has achieved 96 percent of its emissions reductions commitment. Although the adoption dates for some of the remaining control measures have been delayed, the implementation dates have not; therefore, the SCAQMD is expected to achieve its remaining emission reduction commitments by both 2014 and 2023, in part, through reliance on greater than anticipated emission reductions from previously implemented control measures. Therefore, emission reduction benefits to biological resources would be expected to occur on the same schedule as projected in the 2007 AQMP Final PEIR.

The SCAQMD would also commit to retaining the contingency control measures, including triggers for their implementation in the event that the PM2.5 standard is not achieved by 2015. Finally, if U.S. EPA fails to voluntarily accept the 10 tpd emission reduction in the 2007 SIP, the SCAQMD would commit to an additional one tpd of NOx emission reductions in 2014 with CARB assuming the remaining nine tpd reductions of the federal assignment in order to continue

to demonstrate attainment of all applicable standards. This additional one tpd commitment would not foreseeably have any different impacts than existing 2007 AQMP control measures. These emission reductions would most likely occur as a result of greater reductions obtained from adopted regulations or early implementation of control measures in the 2007 AQMP. There are no provisions in the proposed project that would create new adverse impacts or make existing biological resources impacts worse.

		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?	☐	☐	☐	☑
b)	Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☐	☐	☑
c)	Directly or indirectly destroy a unique paleontological resource, site, or feature?	☐	☐	☐	☑
d)	Disturb any human remains, including those interred outside formal cemeteries?	☐	☐	☐	☑

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) As noted in the IS for the 2007 AQMP, implementing the 2007 AQMP control measures is primarily expected to result in controlling stationary source emissions at existing commercial or industrial facilities, establish emission standards for mobile sources, or establish fuel standards. Affected facilities where physical modifications may occur are typically located in appropriately zoned commercial or industrial areas that have previously been disturbed. Because potentially affected facilities are existing facilities and controlling stationary source emissions does not typically require extensive cut-and-fill activities or excavation, it is unlikely that implementing control measures in the proposed 2007 AQMP will: 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.

Emission growth management control measures may require emission reductions from new or redevelopment land use projects. These control measures, however, do not initiate or promote land use projects, they may simply require emission reductions after the decision has already been made to pursue new or redevelopment projects. As a result, emission growth management control measures are not expected to adversely affect local land use policies or create addition development that would impact cultural resources.

Conclusion

It was concluded in the 2007 AQMP IS that significant adverse project-specific cultural resources impacts would not be expected to occur due to implementation of the 2007 AQMP control measures. Based upon the above considerations, it is concluded that the proposed revisions to the 2007 PM2.5 and Ozone SIP are not expected to create any new cultural resources impacts or make substantially worse impacts identified in the 2007 AQMP for the following reasons.

The proposed revisions would not change any of the above conclusions because they do not include incorporating any new types of control measures into the SIP that could create new adverse cultural resources impacts. Further, the proposed project does not contain any revisions to the substantive requirements of any 2007 AQMP control measures. As of January 2011, the SCAQMD has achieved 96 percent of its emissions reductions commitment. Although the adoption dates for some of the remaining control measures have been delayed, the implementation dates have not; therefore, the SCAQMD is expected to achieve its remaining emission reduction commitments by both 2014 and 2023, in part, through reliance on greater than anticipated emission reductions from previously implemented control measures. Therefore, emission reduction benefits to cultural resources (e.g., improving air quality reduces the destructive effects of ozone on culturally significant structures) would be expected to occur on the same schedule as projected in the 2007 AQMP Final PEIR.

The SCAQMD would also commit to retaining the contingency control measures, including triggers for their implementation in the event that the PM2.5 standard is not achieved by 2015. Finally, if U.S. EPA fails to voluntarily accept the 10 tpd emission reduction in the 2007 SIP, the SCAQMD would commit to an additional one tpd of NOx emission reductions in 2014 with CARB assuming the remaining nine tpd reductions of the federal assignment in order to continue to demonstrate attainment of all applicable standards. This additional one tpd commitment would not foreseeably have any different impacts than existing 2007 AQMP control measures. These emission reductions would most likely occur as a result of greater reductions obtained from adopted regulations or early implementation of control measures in the 2007 AQMP. There are no provisions in the proposed project that would create new adverse impacts or make existing cultural resources impacts worse.

		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?	☐	☐	☐	☑
b)	Result in the need for new or substantially altered power or natural gas utility systems?	☐	☐	☐	☑
c)	Create any significant effects on local or regional energy supplies and on requirements for additional energy?	☐	☐	☐	☑
d)	Create any significant effects on peak and base period demands for electricity and other forms of energy?	☐	☐	☐	☑
e)	Comply with existing energy standards?	☐	☐	☐	☑

Significance Criteria

Impacts to energy and mineral 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) It was concluded in the 2007 AQMP IS that AQMP control measures are not anticipated to result in any conflicts with adopted energy conservation plans or violations of any energy conservation standards by affected facilities. In some cases facilities complying with 2007 AQMP control measures may need to install various types of control equipment, which could potentially increase energy demand in the district. It is expected, however, that owners/operators of affected facilities would comply with any applicable energy conservation standards in effect at the time of installation. Alternatively, implementing the proposed 2007 AQMP may result in owners/operators of affected facilities replacing old inefficient equipment with newer more energy efficient equipment (e.g., MCS-01, Facility Modernization and MCS-03, Energy Efficiency and Conservation), thus providing beneficial impacts on energy demand. Based upon these considerations, however, the net effect of implementing the 2007 AQMP is that it is not expected to conflict with any adopted energy conservation plans or energy efficiency standards. The proposed project does not contain any revisions to the substantive

requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions would not change any of the above conclusions because they do not include incorporating any new types of control measures into the SIP that could create new adverse impacts. Further, the proposed project does not contain any revisions to the substantive requirements of any 2007 AQMP control measures that would conflict with adopted energy conservation plans or violate any energy conservation standards by affected facilities.

VI. b), c), & d) The IS for the 2007 AQMP indicated that 2007 AQMP control measures may interfere with energy conservation efforts in the district. Further, implementing some AQMP control measures could increase energy demand in the region at affected facilities. As a result, these topics were further analyzed in the PEIR. The analysis concluded that energy impacts as a result of implementing control measures in the 2007 AQMP would not be significant for the following reasons. Although implementing AQMP control measures may increase demand for electricity, natural gas, and alternative fuels, it is expected that local utilities have the capacity to supply future demand. Further, installing new less polluting and more efficient equipment as a result of complying with AQMP control measures may provide beneficial reductions in future demand. Finally, greater reliance on electricity, natural gas, and alternative fuels would reduce demand for other fossil fuels. The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse impacts to energy supplies or energy production facilities.

Conclusion
It was concluded in the 2007 AQMP IS that significant adverse project-specific energy impacts may occur due to implementation of the 2007 AQMP control measures. Further analysis in the 2007 AQMP Final PEIR of potential energy impacts from implementing 2007 AQMP control measures concluded that impacts to energy conservation programs, energy supplies, and energy production facilities would be less than significant. Based upon the above considerations, it is concluded that the proposed revisions to the 2007 PM2.5 and Ozone SIP are not expected to create any new impacts or make substantially worse impacts to energy conservation programs, energy supplies, and energy production facilities identified in the 2007 AQMP for the following reasons.

The proposed revisions would not change any of the above conclusions because they do not include incorporating any new types of control measures into the SIP that could create new adverse impacts to energy conservation programs, energy supplies, and energy production facilities. Further, the proposed project does not contain any revisions to the substantive requirements of any 2007 AQMP control measures. As of January 2011, the SCAQMD has achieved 96 percent of its emissions reductions commitment. Although the adoption dates for some of the remaining control measures have been delayed, the implementation dates have not; therefore, the SCAQMD is expected to achieve its remaining emission reduction commitments by both 2014 and 2023, in part, through reliance on greater than anticipated emission reductions from previously implemented control measures. Therefore, potential non-significant energy impacts from implementing 2007 AQMP control measures would be expected to occur on the same schedule as projected in the 2007 AQMP Final PEIR.

The SCAQMD would also commit to retaining the contingency control measures, including triggers for their implementation in the event that the PM2.5 standard is not achieved by 2015. Finally, if U.S. EPA fails to voluntarily accept the 10 tpd emission reduction in the 2007 SIP, the SCAQMD would commit to an additional one tpd of NOx emission reductions in 2014 with CARB assuming the remaining nine tpd reductions of the federal assignment in order to continue to demonstrate attainment of all applicable standards. This additional one tpd commitment would not foreseeably have any different impacts than existing 2007 AQMP control measures. These emission reductions would most likely occur as a result of greater reductions obtained from adopted regulations or early implementation of control measures in the 2007 AQMP. There are no provisions in the proposed project that would create new adverse impacts or make existing impacts to energy conservation programs, energy supplies, and energy production facilities worse.

	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:	☐	☐	☐	☑
• 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?	☐	☐	☐	☑
• Strong seismic ground shaking?	☐	☐	☐	☑
• Seismic–related ground failure, including liquefaction?	☐	☐	☐	☑
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☑
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?	☐	☐	☐	☑

		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☑
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?	☐	☐	☐	☑

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) It was concluded in the 2007 AQMP IS that the control measures will 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. When implemented as rules or regulations, AQMP control measures do not directly or indirectly result in construction of new structures. Some structural modifications at existing affected facilities may occur as a result of installing control equipment or making process modifications. In any event, existing affected facilities or modifications to existing facilities would be required to comply with relevant Uniform Building Code requirements in effect at the time of initial construction or modification of a structure.

New structures must be designed to comply with the Uniform Building Code Zone 4 requirements since the district is located in a seismically active area. The local cities or counties

are responsible for assuring that projects comply with the Uniform Building Code as part of the issuance of the building permits and can conduct inspections to ensure compliance. The Uniform Building Code is considered to be a standard safeguard against major structural failures and loss of life. The 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 Uniform Building Code bases seismic design on minimum lateral seismic forces ("ground shaking"). The Uniform 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 Uniform Building Code seismic design require determination of the seismic zone and site coefficient, which represents the foundation conditions at the site.

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 Uniform Building Code requirements consider liquefaction potential and establish more stringent requirements for building foundations in areas potentially subject to liquefaction. Therefore, compliance with the Uniform 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 Uniform Building Code requirements. 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 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. 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 will not increase potential exposures to tsunamis. The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse geological hazards impacts.

VII. b) Although the 2007 AQMP control measures may require modifications at existing industrial or commercial facilities, it was concluded in the IS for the 2007 AQMP that such modifications are not expected to require substantial grading or construction activities. Soil stabilization methods and paving of unpaved areas could be required under control measure BCM-02 which would further reduce PM10 emissions from paved and unpaved roads. Soil compaction or over covering with a hard-ground cover such as asphalt or concrete pavement could contribute to surface water erosion of soils in areas adjacent to paved or other impervious surface areas. However, these potential impacts from paving of unpaved roads are not anticipated from the 2007 AQMP. Further, the control measure (BCM-02) is expected to reduce wind erosion of soil. The proposed project does not have the potential to substantially increase the area subject to compaction or overcovering since the subject areas would be limited in size

and, typically, have already been graded or displaced in some way (e.g., shoulders of roadways). The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse soil or erosion impacts.

VII. e) Septic tanks or other similar alternative waste water disposal systems are typically associated with small residential projects in remote areas. As noted in the IS for the 2007 AQMP, the 2007 AQMP does not contain any control measures that generate construction of residential projects in remote areas. AQMP control measures typically affect existing industrial or commercial facilities that are already hooked up to appropriate sewerage facilities. The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that require alternative wastewater treatment equipment.

Conclusion
It was concluded in the 2007 AQMP IS that significant adverse project-specific geology and soils impacts would not be expected to occur due to implementation of the 2007 AQMP control measures. Based upon the above considerations, it is concluded that the proposed revisions to the 2007 PM2.5 and Ozone SIP are not expected to create any new geology or soils impacts or make substantially worse impacts identified in the 2007 AQMP for the following reasons.

The proposed revisions would not change any of the above conclusions because they do not include incorporating any new types of control measures into the SIP that could create new adverse geology or soils impacts. Further, the proposed project does not contain any revisions to the substantive requirements of any 2007 AQMP control measures. As of January 2011, the SCAQMD has achieved 96 percent of its emissions reductions commitment. Although the adoption dates for some of the remaining control measures have been delayed, the implementation dates have not; therefore, the SCAQMD is expected to achieve its remaining emission reduction commitments by both 2014 and 2023, in part, through reliance on greater than anticipated emission reductions from previously implemented control measures.

The SCAQMD would also commit to retaining the contingency control measures, including triggers for their implementation in the event that the PM2.5 standard is not achieved by 2015. Finally, if U.S. EPA fails to voluntarily accept the 10 tpd emission reduction in the 2007 SIP, the SCAQMD would commit to an additional one tpd of NOx emission reductions in 2014 with CARB assuming the remaining nine tpd reductions of the federal assignment in order to continue to demonstrate attainment of all applicable standards. This additional one tpd commitment would not foreseeably have any different impacts than existing 2007 AQMP control measures. These emission reductions would most likely occur as a result of greater reductions obtained from adopted regulations or early implementation of control measures in the 2007 AQMP. There are no provisions in the proposed project that would create new adverse impacts or make existing geology or soils impacts worse.

		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?	☐	☐	☐	☑
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?	☐	☐	☐	☑
c)	Emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☑
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
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?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
h) Significantly increased fire hazard in areas with flammable materials?	☐	☐	☐	☑

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 2007 AQMP PEIR indicated that the 2007 AQMP control measures have the potential to create direct or indirect hazard impacts in several ways, including potential hazardous impacts that may result from the reformulation of products with materials that are low or exempt VOC materials, ammonia use in selective catalytic reduction equipment, use of fuel additives, etc., could generate significant offsite hazard impacts. The analysis of hazard impacts concluded that only potential impacts from modifications at refineries to produce a modified CARB Phase 3 gasoline (ONRD-03) and/or reformulated diesel fuel (ONRD-07) that could require equipment modifications or new equipment could generate significant offsite hazard impacts. One mitigation measure was identified to reduce this significant hazard impact, but hazard impacts remained significant.

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new significant adverse hazardous materials impacts or make existing significant hazardous materials impacts substantially worse.

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 manage any and all hazardous materials in accordance with federal, state and local regulations. According to the IS for the 2007 AQMP, implementing AQMP control measures is not expected to interfere with site cleanup activities or create additional site contamination.

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could interfere with a facility listed on Government Code §65962.5 complying

with site cleanup activities that could create new significant adverse impacts or make existing site contamination impacts substantially worse.

VIII. e) According to the IS for the 2007 AQMP, implementing AQMP control measures is not expected to adversely affect any airport land use plan or result in any safety hazard for people residing or working in the district. U.S. Department of Transportation – Federal Aviation Administration Advisory Circular AC 70/7460-2K 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 measures in the 2007 AQMP are not expected to require construction of tall structures near airports so potential impacts to airport land use plans or safety hazards to people residing or working in the vicinity of local airports are not anticipated. These controls are expected to establish emission standards or increase the use of electrical equipment, but are not expected to interfere with airport activities.

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new significant adverse safety hazard impacts or make existing safety hazard impacts for people living and working within the vicinity of public or private airports substantially worse.

VIII. f) According to the IS for the 2007 AQMP, implementing AQMP control measures is not expected to interfere with any emergency response procedures or evacuation plans. Operators of any existing commercial or industrial facilities affected by the AQMP control measures will typically have their own emergency response plans for their facilities already in place. Emergency response plans are typically prepared in coordination with the local city or county emergency plans to ensure the safety of not only the public, but the facility employees as well. The implementation of 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 and would not impair implementation of, or physically interfere with any adopted emergency response plan or emergency evacuation plan.

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new significant adverse impacts or make existing impacts to business emergency response plans substantially worse.

VIII. g) Control measures in the 2007 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, according to the IS prepared for the 2007

AQMP, implementing AQMP control measures has no potential to increase the risk of wildland fires.

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new significant adverse wildland fire impacts or make existing wildland fire impacts by substantially worse.

VIII. h) The 2007 AQMP IS concluded that some control measures in the 2007 AQMP that require add-on control equipment or reformulated products may increase potential fire hazards in areas with flammable materials and may be a potentially significant impact. The PEIR, however, concluded that potential fire hazard impacts would be less than significant through complying with applicable laws and regulations regarding storage, handling and transport of flammable materials. Further, increased use of some types of flammable substances, e.g., alternative fuels, would result in a commensurate reduction in other types of flammable substances e.g., fossil fuels.

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new significant adverse flammability impacts or make existing flammability impacts substantially worse.

Conclusion
With the exception of accidental releases of hazardous materials it was concluded in the 2007 AQMP Final PEIR that significant adverse project-specific hazards and hazardous materials impacts could occur due to implementation of the 2007 AQMP control measures. One mitigation measure was identified to reduce significant hazardous materials impacts, but impacts remained significant. It was concluded in the 2007 AQMP IS that significant adverse project-specific hazards or hazardous materials impacts would not be expected to occur due to implementation of the 2007 AQMP control measures. Based upon the above considerations, it is concluded that the proposed revisions to the 2007 PM2.5 and Ozone SIP are not expected to create any new hazards or hazardous materials impacts or make substantially worse impacts identified in the 2007 AQMP for the following reasons. Further, the IS for the 2007 AQMP concluded that implementing 2007 AQMP control measures would not create other types of hazard or hazardous materials impacts such as interfering with site cleanup, increasing the potential for wildfires, increasing flammability impacts, etc.

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. As of January 2011, the SCAQMD has achieved 96 percent of its emissions reductions commitment. Although the adoption dates for some of the remaining control measures have been delayed, the implementation dates have not; therefore, the SCAQMD is expected to achieve its remaining emission reduction commitments by both 2014 and 2023, in part, through reliance on greater than anticipated emission reductions from previously implemented control measures.

The SCAQMD would also commit to retaining the contingency control measures, including triggers for their implementation in the event that the PM2.5 standard is not achieved by 2015. Finally, if U.S. EPA fails to voluntarily accept the 10 tpd emission reduction in the 2007 SIP, the SCAQMD would commit to an additional one tpd of NOx emission reductions in 2014 with CARB assuming the remaining nine tpd reductions of the federal assignment in order to continue to demonstrate attainment of all applicable standards. This additional one tpd commitment would not foreseeably have any different impacts than existing 2007 AQMP control measures. These emission reductions would most likely occur as a result of greater reductions obtained from adopted regulations or early implementation of control measures in the 2007 AQMP. There are no provisions in the proposed project that would create new adverse impacts or make existing hazards or hazardous materials impacts worse.

		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?	☐	☐	☐	☑
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)?	☐	☐	☐	☑
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?	☐	☐	☐	☑

		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑
h)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☑
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?	☐	☐	☐	☑

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) & i) The 2007 AQMP IS concluded that some control measures in the 2007 AQMP that would control particulate and/or SOx emissions could require additional wastewater discharge from devices like wet gas scrubbers (e.g., BCM-01, PM Control Devices, and CMB-02, SOx Controls). Facilities, such as refineries, could also require modifications to supply reformulated gasoline (ONRD-03), reformulated diesel fuels (ONRD-07), and cleaner marine fuels (ONRD-06), and these modifications could generate additional wastewater discharge. Further, affected facilities that generate waste water and are subject to waste discharge or pretreatment requirements currently comply with and will continue to comply with all relevant waste water requirements, waste discharge regulations and standards for stormwater runoff, and any other relevant requirements for direct discharges into sewer systems. These standards and permits require water quality monitoring and reporting for onsite water-related activities. The analysis in the PEIR for the 2007 AQMP concluded that implementing five mitigation measures would reduce water quality impacts to less than significant.

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new significant adverse water quality impacts or make existing water quality impacts substantially worse.

IX. b), g) & h) The 2007 AQMP IS concluded that some control measures in the 2007 AQMP that would control particulate (fugitive dust) and/or SOx emissions could require additional water use from affected facilities (e.g., BCM-01, CMB-02, ONRD-03, ONRD-06, MCS-07, EGM-01, EGM-02, and MOB-01). The analysis in the Final PEIR concluded, however, that

potential water demand impacts from implementing AQMP control measures would not exceed applicable significance thresholds.

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse water demand impacts or make existing water demand impacts substantially worse.

IX. c), & d) Soil stabilization methods and paving unpaved areas could be required under control measure BCM-02 which would further reduce PM10 emissions from paved and unpaved roads. Soil compaction or over covering with a hard-ground cover such as asphalt or concrete pavement could contribute to surface water runoff since additional impervious surface areas would be created. However, the 2007 AQMP IS concluded that potential impacts from paving unpaved areas from the 2007 AQMP are not expected to be significant because project would also include curbs and gutters that would direct runoff to storm drains. The proposed project does not have the potential to substantially increase the area subject to runoff since the subject areas would be limited in size and, typically, have already been graded or displaced in some way (e.g., shoulders of roadways and curbs).

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new significant adverse water runoff or drainage pattern impacts or make existing significant water runoff or drainage pattern impacts substantially worse.

IX. e), & f) The IS for the 2007 AQMP concluded that implementing AQMP control measures would not require the construction of new, or relocation of existing housing or other types of facilities and, as such, would not require the construction or the placement of housing or other structures within a 100-year flood area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood delineation map (See also XIII "Population and Housing"). Consequently, the 2007 AQMP 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.

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse flooding impacts or make existing flooding impacts substantially worse.

Conclusion
It was concluded in the 2007 AQMP IS that significant adverse project-specific hydrology and water quality impacts may occur due to implementation of the 2007 AQMP control measures. Five mitigation measures were identified that would reduce significant hydrology/water quality impacts to less than significant. Based upon the above considerations, it is concluded that the proposed revisions to the 2007 PM2.5 and Ozone SIP are not expected to create any new

hydrology or water quality impacts or make substantially worse impacts identified in the 2007 AQMP for the following reasons.

The proposed revisions would not change any of the above conclusions because they do not include incorporating any new types of control measures into the SIP that could create new adverse impacts. Further, there are no revisions to the substantive requirements of any 2007 AQMP control measures. As of January 2011, the SCAQMD has achieved 96 percent of its emissions reductions commitment. Although the adoption dates for some of the remaining control measures have been delayed, the implementation dates have not; therefore, the SCAQMD is expected to achieve its remaining emission reduction commitments by both 2014 and 2023, in part, through reliance on greater than anticipated emission reductions from previously implemented control measures.

The SCAQMD would also commit to retaining the contingency control measures, including triggers for their implementation in the event that the PM2.5 standard is not achieved by 2015. Finally, if U.S. EPA fails to voluntarily accept the 10 tpd emission reduction in the 2007 SIP, the SCAQMD would commit to an additional one tpd of NOx emission reductions in 2014 with CARB assuming the remaining nine tpd reductions of the federal assignment in order to continue to demonstrate attainment of all applicable standards. This additional one tpd commitment would not foreseeably have any different impacts than existing 2007 AQMP control measures. These emission reductions would most likely occur as a result of greater reductions obtained from adopted regulations or early implementation of control measures in the 2007 AQMP. There are no provisions in the proposed project that would create new adverse hydrology or water quality impacts or make existing hydrology or water impacts worse.

	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?	☐	☐	☐	☑
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?	☐	☐	☐	☑

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 IS for the 2007 AQMP concluded that implementing AQMP control measures would not create significant adverse impacts that could physically divide a community because, generally, control measures would be expected to impose control requirements on stationary sources at existing commercial or institutional facilities or establish emission exhaust specifications for mobile sources. As a result, the 2007 AQMP does not require construction of structures for new land uses in any areas of the district and, therefore, is not expected to create divisions in any existing communities or conflict with any applicable habitat conservation or natural community conservation plans. Implementing the currently proposed project is not expected to change this conclusion in any way.

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse land use and planning impacts or make existing land use and planning impacts substantially worse.

X. b) The IS for the 2007 AQMP concluded that implementing AQMP control measures would not create significant adverse impacts that could interfere with complying with any applicable land use plans, zoning ordinances, habitat conservation or natural community conservation plans for the following reasons. No control measures were identified 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 Regional Comprehensive Plan 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, but the AQMP does not affect local government land use planning decisions.

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could conflict with land use plans, policies, or regulations.

Conclusion

It was concluded in the 2007 AQMP IS that significant adverse project-specific land use and planning impacts would not be expected to occur due to implementation of the 2007 AQMP control measures. Based upon the above considerations, it is concluded that the proposed revisions to the 2007 PM2.5 and Ozone SIP are not expected to create any new land use or planning impacts that could conflict with land use plans, policies, or regulations for the following reasons.

The proposed revisions would not change any of the above conclusions because they do not include incorporating any new types of control measures into the SIP that could create new adverse land use and planning impacts. Further, there are no revisions to the substantive

requirements of any 2007 AQMP control measures. As of January 2011, the SCAQMD has achieved 96 percent of its emissions reductions commitment. Although the adoption dates for some of the remaining control measures have been delayed, the implementation dates have not; therefore, the SCAQMD is expected to achieve its remaining emission reduction commitments by both 2014 and 2023, in part, through reliance on greater than anticipated emission reductions from previously implemented control measures.

The SCAQMD would also commit to retaining the contingency control measures, including triggers for their implementation in the event that the PM2.5 standard is not achieved by 2015. Finally, if U.S. EPA fails to voluntarily accept the 10 tpd emission reduction in the 2007 SIP, the SCAQMD would commit to an additional one tpd of NOx emission reductions in 2014 with CARB assuming the remaining nine tpd reductions of the federal assignment in order to continue to demonstrate attainment of all applicable standards. This additional one tpd commitment would not foreseeably have any different impacts than existing 2007 AQMP control measures. These emission reductions would most likely occur as a result of greater reductions obtained from adopted regulations or early implementation of control measures in the 2007 AQMP. There are no provisions in the proposed project that would create new adverse impacts or make existing land use impacts worse.

	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?	☐	☐	☐	☑
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?	☐	☐	☐	☑

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) The IS for the 2007 AQMP concluded that implementing AQMP control measures would not create significant adverse impacts 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, or of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Further, implementing AQMP control measures is not expected to deplete non-renewable mineral resources, such as aggregate materials, metal ores, etc., at an accelerated rate or in a wasteful manner because AQMP control measures are typically not mineral resource intensive measures. Therefore, it was concluded in the IS for the 2007 AQMP that significant adverse impacts to mineral resources from implementing 2007 AQMP control measures would not be expected to occur.

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse impacts to mineral resources or make existing impacts to mineral resources substantially worse.

Conclusions

It was concluded in the 2007 AQMP IS that significant adverse project-specific mineral resources impacts would not be expected to occur due to implementation of the 2007 AQMP control measures. Based upon the above considerations, it is concluded that the proposed revisions to the 2007 PM2.5 and Ozone SIP are not expected to create any new mineral resources impacts or make substantially worse impacts identified in the 2007 AQMP for the following reasons.

The proposed revisions would not change any of the above conclusions because they do not include incorporating any new types of control measures into the SIP that could create new adverse mineral resources impacts. Further, there are no revisions to the substantive requirements of any 2007 AQMP control measures. As of January 2011, the SCAQMD has achieved 96 percent of its emissions reductions commitment. Although the adoption dates for some of the remaining control measures have been delayed, the implementation dates have not; therefore, the SCAQMD is expected to achieve its remaining emission reduction commitments by both 2014 and 2023, in part, through reliance on greater than anticipated emission reductions from previously implemented control measures.

The SCAQMD would also commit to retaining the contingency control measures, including triggers for their implementation in the event that the PM2.5 standard is not achieved by 2015. Finally, if U.S. EPA fails to voluntarily accept the 10 tpd emission reduction in the 2007 SIP, the SCAQMD would commit to an additional one tpd of NOx emission reductions in 2014 with CARB assuming the remaining nine tpd reductions of the federal assignment in order to continue to demonstrate attainment of all applicable standards. This additional one tpd commitment would not foreseeably have any different impacts than existing 2007 AQMP control measures. These emission reductions would most likely occur as a result of greater reductions obtained from adopted regulations or early implementation of control measures in the 2007 AQMP. There are no provisions in the proposed project that would create new adverse impacts or make existing mineral resources impacts worse.

	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?	☐	☐	☐	☑
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☑
c) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☑
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?	☐	☐	☐	☑

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) & c) It was concluded in the 2007 AQMP IS that certain control measures 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 will occur at facilities typically located in appropriately zoned industrial or commercial areas. The 2007 AQMP could require additional control equipment that could generate noise impacts, but virtually all of the control equipment would be installed at industrial and commercial facilities.

The IS for the 2007 AQMP noted that 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. 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.

In addition to the above, the IS noted that some control measures would provide an incentive for the early retirement of older equipment, replacing it with newer technologies. In most cases, newer equipment and newer engines are more efficient and generate less noise than older equipment. For example, electric and hybrid vehicles generate less noise than standard gasoline fueled vehicles. Therefore, some control measures could result in noise reductions at industrial/commercial facilities or along freeways/highways/streets as a result of quieter engines (e.g., MCS-01, Facility Modernization, and ONRD-06, Accelerated Penetration of Partial Zero-Emission and Zero Emission Vehicles).

It was concluded in the IS for the 2007 AQMP that implementing AQMP control measures would not cause an increase in groundborne vibration levels because air pollution control equipment is not typically vibration intensive equipment. Consequently, the 2007 AQMP would not directly or indirectly cause substantial noise or excessive groundborne vibration impacts. The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse noise impacts or make existing noise impacts substantially worse.

XII. d) The IS for the 2007 AQMP concluded that implementing AQMP control measures would not create significant adverse impacts at affected facilities because they would still be expected to comply, and not interfere, with any applicable airport land use plans and disclose any excessive noise levels to affected residences and workers pursuant to existing rules, regulations and requirements, such as CEQA. 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. In addition to noise generated by current operations, noise sources in each area may include nearby freeways, truck traffic to adjacent businesses, and operational noise from adjacent businesses. It was concluded that none of the control measures in the 2007 AQMP would locate residents or commercial buildings or other sensitive noise source closer to airport operations. Consequently, there are no components of the 2007 AQMP that would substantially increase ambient noise levels, either intermittently or permanently. The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse noise impacts or make existing noise impacts substantially worse to people residing or working in the vicinity of local airports.

Conclusions
It was concluded in the 2007 AQMP IS that significant adverse project-specific noise impacts would not be expected to occur due to implementation of the 2007 AQMP control measures. Based upon the above considerations, it is concluded that the proposed revisions to the 2007 PM2.5 and Ozone SIP are not expected to create any new noise impacts or make substantially worse impacts identified in the 2007 AQMP for the following reasons.

The proposed revisions would not change any of the above conclusions because they do not include incorporating any new types of control measures into the SIP that could create new adverse noise impacts. Further, there are no revisions to the substantive requirements of any 2007 AQMP control measures. As of January 2011, the SCAQMD has achieved 96 percent of its emissions reductions commitment. Although the adoption dates for some of the remaining control measures have been delayed, the implementation dates have not; therefore, the SCAQMD is expected to achieve its remaining emission reduction commitments by both 2014 and 2023, in part, through reliance on greater than anticipated emission reductions from previously implemented control measures.

The SCAQMD would also commit to retaining the contingency control measures, including triggers for their implementation in the event that the PM2.5 standard is not achieved by 2015. Finally, if U.S. EPA fails to voluntarily accept the 10 tpd emission reduction in the 2007 SIP, the SCAQMD would commit to an additional one tpd of NOx emission reductions in 2014 with CARB assuming the remaining nine tpd reductions of the federal assignment in order to continue to demonstrate attainment of all applicable standards. This additional one tpd commitment would not foreseeably have any different impacts than existing 2007 AQMP control measures. These emission reductions would most likely occur as a result of greater reductions obtained from adopted regulations or early implementation of control measures in the 2007 AQMP. There are no provisions in the proposed project that would create new adverse impacts or make existing noise impacts worse.

	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)?	☐	☐	☐	☑
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

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) The IS for the 2007 AQMP noted that, according to SCAG (2004), population growth in the SCAG region (which includes all of the district) is expected to grow to 22.9 million due to immigration and births within the region. Consistent with SCAG's population growth projections, the proposed project is not anticipated to generate any significant effects, either directly or indirectly, on the district's population or population distribution. The 2007 AQMP generally affects existing commercial or industrial facilities located in predominantly industrial or commercial urbanized areas throughout the district. It is expected that the existing labor pool within the areas surrounding any affected facilities would accommodate the labor requirements for any modifications at affected facilities. In addition, it is not expected that affected facilities would be required to hire additional personnel 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 the 2007 AQMP. As a result, implementing AQMP control measures is not expected to result in significant adverse changes in population densities or induce significant growth in population.

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse population or housing impacts or make existing population or housing impacts substantially worse.

XIII. b) The IS for the 2007 AQMP concluded that implementing AQMP control measures would not create significant adverse impacts that would increase demand for new workers in the district. Any demand for new employees is expected to be accommodated from the existing labor pool so no substantial population displacement is expected. Construction activities generated by the 2007 AQMP are expected to be limited to stationary sources within industrial and commercial areas for the installation of new technology or equipment. The 2007 AQMP is not expected to require construction activities that would displace people or existing housing. Implementing the currently proposed project is not expected to change this conclusion in any way.

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse impacts or make existing impacts substantially worse because the 2007 AQMP does not displace existing people or housing.

Conclusions

It was concluded in the 2007 AQMP IS that significant adverse project-specific population and housing impacts would not be expected to occur due to implementation of the 2007 AQMP control measures. Based upon the above considerations, it is concluded that the proposed revisions to the 2007 PM2.5 and Ozone SIP are not expected to create any new population or housing impacts or make substantially worse impacts identified in the 2007 AQMP for the following reasons.

The proposed revisions would not change any of the above conclusions because they do not include incorporating any new types of control measures into the SIP that could create new adverse housing or population impacts. Further, there are no revisions to the substantive requirements of any 2007 AQMP control measures. As of January 2011, the SCAQMD has achieved 96 percent of its emissions reductions commitment. Although the adoption dates for some of the remaining control measures have been delayed, the implementation dates have not; therefore, the SCAQMD is expected to achieve its remaining emission reduction commitments by both 2014 and 2023, in part, through reliance on greater than anticipated emission reductions from previously implemented control measures.

The SCAQMD would also commit to retaining the contingency control measures, including triggers for their implementation in the event that the PM2.5 standard is not achieved by 2015. Finally, if U.S. EPA fails to voluntarily accept the 10 tpd emission reduction in the 2007 SIP, the SCAQMD would commit to an additional one tpd of NOx emission reductions in 2014 with CARB assuming the remaining nine tpd reductions of the federal assignment in order to continue to demonstrate attainment of all applicable standards. This additional one tpd commitment would not foreseeably have any different impacts than existing 2007 AQMP control measures. These emission reductions would most likely occur as a result of greater reductions obtained from adopted regulations or early implementation of control measures in the 2007 AQMP. There are no provisions in the proposed project that would create new adverse impacts or make existing population or housing impacts worse.

	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?	☐	☐	☐	☑
b) Police protection?	☐	☐	☐	☑
c) Schools?	☐	☐	☐	☑
d) Other public facilities?	☐	☐	☐	☑

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), & d) It was concluded in the 2007 AQMP IS that there is no potential for significant adverse public service impacts to fire departments, police departments, or other public services as a result of implementing AQMP control measures. Similarly, the proposed project would not result in the need for new or physically altered government facilities in order to maintain acceptable service ratios, response times or other performance objectives. Similarly, most industrial facilities have on-site security that controls public access to facilities so no increase in the need for police services are expected. Most industrial facilities have on-site fire protection personnel and/or have agreements for fire protection services with local fire departments. For these reasons, implementing the 2007 AQMP is not expected to require additional fire or police protection services. As a result, the analysis in the IS for the 2007 AQMP 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.

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse public service impacts to local fire or police departments or make existing public service impacts substantially worse.

XIV. c) The IS for the 2007 AQMP concluded that implementing AQMP control measures would not create significant adverse impacts to schools because implementing AQMP control measures is not expected to induce population growth and, therefore, would not increase or otherwise alter the demand for schools in the district. The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse impacts to schools or make existing impacts to schools substantially worse.

Conclusions
It was concluded in the 2007 AQMP IS that significant adverse project-specific public service impacts would not be expected to occur due to implementation of the 2007 AQMP control measures. Based upon the above considerations, it is concluded that the proposed revisions to the 2007 PM2.5 and Ozone SIP are not expected to create any new public service impacts or make substantially worse impacts identified in the 2007 AQMP for the following reasons.

The proposed revisions would not change any of the above conclusions because they do not include incorporating any new types of control measures into the SIP that could create new adverse public service impacts. Further, there are no revisions to the substantive requirements of any 2007 AQMP control measures. As of January 2011, the SCAQMD has achieved 96 percent of its emissions reductions commitment. Although the adoption dates for some of the remaining control measures have been delayed, the implementation dates have not; therefore, the SCAQMD is expected to achieve its remaining emission reduction commitments by both 2014 and 2023, in part, through reliance on greater than anticipated emission reductions from previously implemented control measures.

The SCAQMD would also commit to retaining the contingency control measures, including triggers for their implementation in the event that the PM2.5 standard is not achieved by 2015. Finally, if U.S. EPA fails to voluntarily accept the 10 tpd emission reduction in the 2007 SIP, the SCAQMD would commit to an additional one tpd of NOx emission reductions in 2014 with CARB assuming the remaining nine tpd reductions of the federal assignment in order to continue to demonstrate attainment of all applicable standards. This additional one tpd commitment would not foreseeably have any different impacts than existing 2007 AQMP control measures. These emission reductions would most likely occur as a result of greater reductions obtained from adopted regulations or early implementation of control measures in the 2007 AQMP. There are no provisions in the proposed project that would create new adverse impacts or make existing public service impacts worse.

	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?	☐	☐	☐	☑
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?	☐	☐	☐	☑

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) The IS for the 2007 AQMP concluded that implementing AQMP control measures would not create significant adverse impacts to recreational resources for the following reasons. As discussed under "Land Use and Planning" and "Population and Housing" in the IS for the 2007 AQMP, there are no provisions 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 IS for the 2007 AQMP concluded that implementing AQMP control measures would not have the potential to directly or indirectly induce population growth or redistribution. As a result, implementing AQMP control measures 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.

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse recreation impacts or make existing recreation impacts substantially worse.

Conclusions
It was concluded in the 2007 AQMP IS that significant adverse project-specific recreational impacts would not be expected to occur due to implementation of the 2007 AQMP control measures. Based upon the above considerations, it is concluded that the proposed revisions to the 2007 PM2.5 and Ozone SIP are not expected to create any new recreation impacts or make substantially worse impacts identified in the 2007 AQMP for the following reasons.

The proposed revisions would not change any of the above conclusions because they do not include incorporating any new types of control measures into the SIP that could create new adverse recreation impacts. Further, there are no revisions to the substantive requirements of any 2007 AQMP control measures. As of January 2011, the SCAQMD has achieved 96 percent of its emissions reductions commitment. Although the adoption dates for some of the remaining control measures have been delayed, the implementation dates have not; therefore, the SCAQMD is expected to achieve its remaining emission reduction commitments by both 2014 and 2023, in part, through reliance on greater than anticipated emission reductions from previously implemented control measures.

The SCAQMD would also commit to retaining the contingency control measures, including triggers for their implementation in the event that the PM2.5 standard is not achieved by 2015. Finally, if U.S. EPA fails to voluntarily accept the 10 tpd emission reduction in the 2007 SIP, the SCAQMD would commit to an additional one tpd of NOx emission reductions in 2014 with CARB assuming the remaining nine tpd reductions of the federal assignment in order to continue to demonstrate attainment of all applicable standards. This additional one tpd commitment would not foreseeably have any different impacts than existing 2007 AQMP control measures. These emission reductions would most likely occur as a result of greater reductions obtained from adopted regulations or early implementation of control measures in the 2007 AQMP. There are no provisions in the proposed project that would create new adverse impacts or make existing recreation impacts worse.

	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?	☐	☐	☐	☑
b) Comply with federal, state, and local statutes and regulations related to solid and hazardous waste?	☐	☐	☐	☑

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 2007 AQMP IS concluded that implementing control measures in the 2007 AQMP could create significant adverse solid waste impacts for the following reasons. Implementing AQMP control measures could require facilities to install air pollution control equipment, 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 due to the disposal of spent catalyst, filters or other mechanisms used in the control equipment. Solid waste impacts were further analyzed in the PEIR for the 2007 AQMP. The analysis in the PEIR concluded that most solid waste impacts resulting from implementing AQMP control would not exceed applicable significance thresholds. The analysis also concluded that potentially significant adverse solid waste impacts from disposal of spent batteries from increasing penetration of electric vehicles into the district fleet and disposal of spent carbon from carbon adsorption control equipment could result in significant adverse solid waste impacts. However, three mitigation measures were identified that could reduce potentially significant adverse impacts to less than significant. To the extent applicable, mitigation measures would continue to be required for future projects. Therefore, it was concluded in the PEIR for the 2007 AQMP that solid waste impacts from implementing AQMP control measures, along with implementing mitigation measures as applicable, would not create significant adverse solid waste impacts.

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse solid waste impacts or make existing solid waste impacts substantially worse.

XVI. b) The 2007 AQMP IS concluded that the 2007 AQMP control measures are 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. The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse impacts that could interfere with complying with applicable regulations related to handling solid and hazardous waste handling or disposal or make such existing impacts substantially worse.

Conclusions
It was concluded in the 2007 AQMP IS that significant adverse project-specific solid/hazardous waste impacts may occur due to implementation of the 2007 AQMP control measures. Based upon the above considerations, it is concluded that the proposed revisions to the 2007 PM2.5 and Ozone SIP are not expected to create any new solid waste impacts or make substantially worse impacts identified in the 2007 AQMP for the following reasons.

The proposed revisions would not change any of the above conclusions because they do not include incorporating any new types of control measures into the SIP that could create new adverse solid waste impacts. Further, there are no revisions to the substantive requirements of any 2007 AQMP control measures. As of January 2011, the SCAQMD has achieved 96 percent of its emissions reductions commitment. Although the adoption dates for some of the remaining control measures have been delayed, the implementation dates have not; therefore, the SCAQMD is expected to achieve its remaining emission reduction commitments by both 2014 and 2023, in part, through reliance on greater than anticipated emission reductions from previously implemented control measures.

The SCAQMD would also commit to retaining the contingency control measures, including triggers for their implementation in the event that the PM2.5 standard is not achieved by 2015. Finally, if U.S. EPA fails to voluntarily accept the 10 tpd emission reduction in the 2007 SIP, the SCAQMD would commit to an additional one tpd of NOx emission reductions in 2014 with CARB assuming the remaining nine tpd reductions of the federal assignment in order to continue to demonstrate attainment of all applicable standards. This additional one tpd commitment would not foreseeably have any different impacts than existing 2007 AQMP control measures. These emission reductions would most likely occur as a result of greater reductions obtained from adopted regulations or early implementation of control measures in the 2007 AQMP. There are no provisions in the proposed project that would create new adverse impacts or make existing solid waste impacts worse.

	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?	☐	☐	☐	☑
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?				
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?	☐	☐	☐	☑
d)	Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	☐	☐	☑
e)	Result in inadequate emergency access?	☐	☐	☐	☑
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?	☐	☐	☐	☑

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) & b) It was concluded in the IS for the 2007 AQMP that implementing AQMP control measures would not be expected to adversely affect transportation and traffic in the district. The IS for the 2007 AQMP noted that implementing AQMP control measures is not expected to substantially increase vehicle trips or vehicle miles traveled in the district. The 2007 AQMP relies on transportation and related control measures developed by SCAG (SCAG, 2004). 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 Regional Transportation Plan) will ultimately result in greater percentages of the population using transportation modes other than single occupant 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. Therefore, implementing AQMP control measures could ultimately provide transportation improvements and congestion reduction benefits.

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse transportation or traffic impacts or make existing traffic or transportation impacts substantially worse.

XVII. c) The IS for the 2007 AQMP concluded that implementing AQMP control measures would not create significant adverse impacts to air traffic or air traffic patterns because control measures typically do not require transporting materials by air. Further, controlling emissions at existing commercial or industrial facilities and establishing mobile source exhaust and fuel specifications do not require constructing any structures that could impede air traffic patterns in any way. Therefore, implementing AQMP control measures is not expected to generate significant adverse air traffic impacts. Implementing the currently proposed project is not expected to change this conclusion in any way.

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse impacts to air traffic or air traffic patterns or make existing impacts to air traffic or air traffic patterns substantially worse.

XVII. d) It was concluded in the 2007 AQMP IS that the 2007 AQMP will not directly or indirectly increase roadway design hazards or incompatible risks. To the extent that implementing components of the transportation control measure and related measures further develop roadway infrastructure, it is expected that there would ultimately be a reduction in roadway hazards or incompatible risks as part of any roadway infrastructure improvements and reduced congestion. Implementing the currently proposed project is not expected to change this conclusion in any way.

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse roadway hazard impacts or make existing roadway hazard impacts substantially worse.

XVII. e) The IS for the 2007 AQMP concluded that implementing AQMP control measures would not create significant impacts that could adversely affect affected facilities' emergency access routes or plans. Controlling emissions at existing commercial or industrial facilities and establishing mobile source exhaust and fuel specifications 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 construction of any structures that might obstruct emergency access routes at any affected facilities. Implementing the currently proposed project is not expected to change this conclusion in any way.

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse impacts to emergency access routes or plans or make existing impacts to emergency access routes or plans substantially worse.

XVII. f) The 2007 AQMP IS concluded that adopting the proposed 2007 AQMP will not conflict with adopted policies, plans or programs supporting alternative transportation programs. In fact, the transportation and related control measures would specifically encourage and provide incentives for implementing alternative transportation programs and strategies. Therefore, implementing AQMP control measures will not significantly adversely affect alternative transportation programs. Implementing the currently proposed project is not expected to change this conclusion in any way.

The proposed project does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures and is not expected to change this conclusion in any way. Similarly, the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse impacts resulting from conflicts with adopted policies, plans or programs supporting alternative transportation programs or make such existing impacts substantially worse.

Conclusions

It was concluded in the 2007 AQMP IS that significant adverse project-specific transportation/traffic impacts would not be expected to occur due to implementation of the 2007 AQMP control measures. Based upon the above considerations, it is concluded that the proposed revisions to the 2007 PM2.5 and Ozone SIP are not expected to create any new transportation or traffic impacts or make substantially worse impacts identified in the IS for the 2007 AQMP for the following reasons.

The proposed revisions would not change any of the above conclusions because they do not include incorporating any new types of control measures into the SIP that could create new adverse transportation impacts. Further, there are no revisions to the substantive requirements of any 2007 AQMP control measures. As of January 2011, the SCAQMD has achieved 96 percent of its emissions reductions commitment. Although the adoption dates for some of the remaining control measures have been delayed, the implementation dates have not; therefore, the SCAQMD is expected to achieve its remaining emission reduction commitments by both 2014 and 2023, in part, through reliance on greater than anticipated emission reductions from previously implemented control measures.

The SCAQMD would also commit to retaining the contingency control measures, including triggers for their implementation in the event that the PM2.5 standard is not achieved by 2015. Finally, if U.S. EPA fails to voluntarily accept the 10 tpd emission reduction in the 2007 SIP, the SCAQMD would commit to an additional one tpd of NOx emission reductions in 2014 with CARB assuming the remaining nine tpd reductions of the federal assignment in order to continue to demonstrate attainment of all applicable standards. This additional one tpd commitment would not foreseeably have any different impacts than existing 2007 AQMP control measures. These emission reductions would most likely occur as a result of greater reductions obtained from adopted regulations or early implementation of control measures in the 2007 AQMP. There are no provisions in the proposed project that would create new adverse impacts or make existing transportation or traffic impacts worse.

	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?	☐	☐	☐	☑
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	☐	☐	☐	☑
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☑

XVIII.a) In the 2007 AQMP IS, no direct or indirect impacts from implementing the 2007 AQMP control measures were identified that could potentially 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. The effects of implementing AQMP control measures are typically reducing mobile source exhaust emissions, modifying fuel specifications, or modifications at existing commercial or industrial facilities to control or further control emissions. Such 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. 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. Further, since the 2007 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. Improving air quality is expected to provide health benefits to plant and animal species in the district. There are no control measures contained in the 2007 AQMP that would significantly adversely affect biological resources. Although the adoption dates for some of the remaining control measures have been delayed, the implementation dates have not; therefore, the SCAQMD is expected to achieve its remaining emission reduction commitments by both 2014 and 2023, in part, through reliance on greater than anticipated emission reductions from previously implemented control measures. Therefore, implementing the currently proposed project is not expected to change this conclusion in any way because it does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse impacts or make existing impacts substantially worse.

XVIII. b) As noted in the 2007 AQMP Final PEIR, with the exception of the environmental topic areas discussed below, implementing AQMP control measures would not generate project-specific adverse impacts for the environmental topics on the environmental checklist (CEQA Guidelines, Appendix G). Cumulative impacts are not considered to be "cumulatively considerable" as defined by CEQA guidelines §15065(a)(3) for these environmental topics. For example, the environmental topics checked 'No Impact' in the IS for the 2007 AQMP (e.g., agriculture, biological resources, land use and planning, mineral resources, population and housing, public services, recreation, and transportation and traffic) would not be expected to make any contribution to potential cumulative impacts whatsoever. Therefore, implementing the currently proposed project is not expected to change this conclusion in any way because it does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse impacts or make existing impacts substantially worse.

For the environmental topics checked 'Less than Significant Impact' (e.g., aesthetics, geology and soils, and noise), the analysis indicated that proposed project impacts would not exceed any

project-specific significance thresholds. These determinations are based on the fact that the analyses for each of these environmental areas concluded that the incremental effects of the proposed project would be minor and, therefore, not considered to be cumulatively considerable and would not contribute significantly to cumulative impacts. Therefore, implementing the currently proposed project is not expected to change this conclusion in any way because it does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse impacts or make existing impacts substantially worse.

The following topics were checked potentially significant on the IS for the 2007 AQMP and were further analyzed in the PEIR: air quality, energy, hazards and hazardous materials, hydrology and water quality, and solid/hazardous waste. The analysis of energy impacts in the PEIR for the 2007 AQMP concluded that project-specific impacts would not be significant and were not considered to be cumulative considerable. Therefore, cumulative energy impacts were concluded to be less than significant. Therefore, implementing the currently proposed project is not expected to change this conclusion in any way because it does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse impacts or make existing impacts substantially worse.

The analysis of hydrology and water quality and solid/hazardous waste impacts in the PEIR for the 2007 AQMP concluded that impacts to these environmental topic areas would be significant. Five mitigation measures were identified to that could reduce project-specific hydrology and water quality impacts to less than significant and three mitigation measures were identified that could reduce project-specific solid/hazardous waste impacts to less than significant. Based on these conclusions, implementing AQMP control measures was not expected to contribute to significant adverse cumulative hydrology and water quality or solid/hazardous waste impacts. Therefore, implementing the currently proposed project is not expected to change this conclusion in any way because it does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse impacts or make existing impacts substantially worse.

The analysis of air quality impacts in the PEIR for the 2007 AQMP concluded that for most air quality impact areas, e.g., operational secondary impacts from increased electricity demand, mobile sources, etc., would be less than applicable significance thresholds and, therefore, would not contribute to significant adverse cumulative impacts. Construction air quality impacts (PM10) were concluded to be significant. Nine mitigation measures were identified to reduce construction air quality impacts. However, the analysis concluded that implementing the nine mitigation measures would not reduce construction air quality impacts to less than significant. As a result, construction air quality impacts were considered to be cumulatively considerable. Therefore, it was concluded that implementing the 2007 AQMP contributed to significant adverse cumulative construction air quality impacts. However, implementing the currently proposed project is not expected to change this conclusion in any way because it does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse impacts or make existing impacts substantially worse.

The 2007 AQMP included an analysis of GHG impacts from implementing AQMP control measures. An analysis of GHG impacts is considered to be a cumulative impact analysis because it cannot be demonstrated that project-specific GHG emissions contribute to global climate change. The analysis concluded that implementing AQMP control measures to reduce criteria pollutants would also produce GHG emission reduction co-benefits. Consequently, cumulative GHG emission impacts were concluded to be less than significant. Therefore, implementing the currently proposed project is not expected to change this conclusion in any way because it does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse impacts or make existing impacts substantially worse.

The analysis of hazards and hazardous materials impacts in the PEIR for the 2007 AQMP concluded that for most hazards and hazardous materials impact areas, e.g., use of alternative fuels, use of ammonia in air pollution control equipment, etc., would be less than applicable significance thresholds and, therefore, would not contribute to significant adverse cumulative impacts. Impacts to modifications at refineries to produce alternative fuels could result in significant exposures to flammable materials and, therefore, were concluded to be significant. Five mitigation measures were identified to reduce the severity of hazards and hazardous materials impacts. However, the analysis concluded that implementing the five mitigation measures would not reduce hazards and hazardous materials impacts to less than significant. As a result, hazards and hazardous materials impacts were considered to be cumulatively considerable. Therefore, it was concluded that implementing the 2007 AQMP contributed to significant adverse cumulative hazards and hazardous materials impacts. However, implementing the currently proposed project is not expected to change this conclusion in any way because it does not contain any revisions to the substantive requirements of any remaining 2007 AQMP control measures the proposed revisions do not include incorporating any new control measures into the SIP that could create new adverse impacts or make existing impacts substantially worse.

XVIII. c) Based on the foregoing analyses, implementing AQMP control measures may cause significant adverse effects on human beings. However, implementing the currently proposed project is not expected to increase the severity in any way of impacts to human beings that might result from implementing other AQMP control measures.

Based on the preceding analyses in items I through XVIII above, the proposed project is not expected to contribute to, or make substantially worse project-specific or cumulative impacts to the following environmental topic areas: aesthetics, agriculture and forest resources, air quality and greenhouse gas emissions, biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, solid/hazardous waste and transportation.