SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE 2012 AIR QUALITY MANAGEMENT PLAN

ATTACHMENT 2: FINDINGS; STATEMENT OF OVERRIDING CONSIDERATIONS; AND, MITIGATION, MONITORING AND REPORTING PLAN

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1.0 INTRODUCTION

The California Environmental Quality Act (CEQA), Public Resources Code §21000 et seq., requires that the potential environmental impacts of proposed projects be evaluated and that feasible methods to reduce or avoid identified significant adverse environmental impacts of these projects be identified. To fulfill the purpose and intent of CEQA, the SCAQMD has prepared a Program Environmental Impact Report (EIR) to address the potential environmental impacts associated with the proposed 2012 Air Quality Management Plan (AQMP). The South Coast Air Quality Management District (SCAQMD) is the lead agency for the proposed project and, therefore, has prepared a Final Program EIR pursuant to CEQA. The purpose of the Final Program EIR is to describe the proposed project and to identify, analyze, and evaluate any potentially significant adverse environmental impacts that may result from adopting and implementing the proposed 2012 AQMP. A Draft Program EIR was circulated to the public for a 45-day review and comment period from September 7, 2012 to October 23, 2012. The SCAQMD received 13 comment letters during the 45-day public review and comment period. Responses to all comments were prepared and comments and responses are included in Appendix G of the Final Program EIR.

The California Legislature adopted the Lewis Air Quality Act in 1976, creating the SCAQMD from a voluntary association of air pollution control districts in Los Angeles, Orange, Riverside, and San Bernardino counties. The new agency was charged with developing uniform plans and programs for the South Coast Air Basin (Basin) to attain federal air quality standards by the dates specified in federal law. While the Basin has one of the worst air quality problems in the nation, there have been significant improvements in air quality in the Basin over the last two decades, although some air quality standards are still exceeded relatively frequently, and by a wide margin. The agency was also required to meet state standards by the earliest date achievable through the use of reasonably available control measures.

The Lewis Air Quality Act (now known as the Lewis-Presley Air Quality Management Act) requires that the SCAQMD prepare an Air Quality Management Plan (AQMP) consistent with federal planning requirements. In 1977, amendments to the federal Clean Air Act (CAA) included requirements for submitting State Implementation Plans (SIPs) for non-attainment areas that fail to meet all federal ambient air quality standards (Health and Safety Code §40462). The federal CAA was amended in 1990 to specify attainment dates and SIP requirements for ozone, carbon monoxide (CO), nitrogen dioxide (NO_2) and particulate matter less than 10 microns in diameter (PM10). The California Clean Air Act (CCAA), adopted in 1988, requires the SCAQMD to endeavor to achieve and maintain state ambient air quality standards for ozone, CO, sulfur dioxide (SO_2), and NO_2 by the earliest practicable date (Health and Safety Code §40910), and establishing requirements to update the plan periodically. The first AQMP was prepared and approved by the SCAQMD in 1979 and has been updated and revised a number of times. The CCAA requires a three-year plan review and update to the AQMP.

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

fully adopted, submitted, and SIP-approved rules. The notice also cited deficiencies in the SIP's contingency measures.

- In response the U.S. EPA's proposed partial disapproval of the 2007 SIP, on March 4, 2011, the SCAQMD Governing Board approved Revisions to the 2007 PM2.5 and Ozone State Implementation Plan for the South Coast Air Basin and Coachella Valley. The revisions to the 2007 PM2.5 and Ozone SIP consist of the following:
    - Updated implementation status of SCAQMD control measures necessary to meet the 2015 PM2.5 attainment date;
    - Revisions to the control measure adoption schedule;
    - Changes made to the emission inventory resulting from CARB's December 2010 revisions to the on-road truck and off-road equipment rules; and
    - An SCAQMD commitment to its "fair share" of additional NOx emission reductions, if needed, in the event U.S. EPA does not voluntarily accept the "federal assignment."
- In response to the July 14, 2011 U.S. EPA notice of proposed partial approval and partial disapproval of the 2007 South Coast IP for the 1997 Fine Particulate Matter Standards, at the October 7, 2011 public hearing, the SCAQMD Governing Board approved Further Revisions to PM2.5 and Ozone State Implementation Plan for South Coast Air Basin and Coachella Valley. Revisions to the PM2.5 SIP included a three-prong approach for identifying contingency measures needed to address U.S. EPA's partial disapproval:
    - Equivalent emission reductions achieved through improvements in air quality;
    - Relying on committed emission reductions for the 2007 ozone plan;
    - Quantifying excess emission reductions achieved by existing rules and programs that were not originally included in the 2007 PM2.5 SIP;
    - U.S. EPA approved the PM2.5 SIP except for contingency measures on November 9, 2011. Action is pending on the contingency measures; and
    - U.S. EPA approved the 2007 SIP for the eight-hour ozone standard on March 1, 2012.

The 2012 AQMP outlines a comprehensive control strategy that meets the requirement for expeditious progress towards attainment with the federal 24-hour PM2.5 ambient air quality standard with all feasible control measures and demonstrates attainment of the standard by 2014. The 2012 AQMP is also an update to the eight-hour ozone control plan with new emission reduction commitments from a set of new control measures, which implement the 2007 AQMP's §182 (e)(5) commitments. In addition, in response to a U.S. EPA's "SIP call" and in anticipation that it will be finalized, the 2012 AQMP *One-hour Ozone Attainment Demonstration*, which demonstrates attainment of the federal one-hour (revoked) ozone standard by the year 2022. U.S. EPA published in the Federal Register a proposal to withdraw its approval of, and then to disapprove, the transportation control measure (TCM) demonstrations, also referred to as vehicle miles travelled (VMT) emissions offset demonstrations, in the 2003 one-hour ozone plan and the 2007 eight-hour ozone plan. As a result, the 2012 AQMP also includes a *VMT Offset Requirement Demonstration*.

2.0 CERTIFICATION OF THE FINAL PROGRAM EIR

The SCAQMD Governing Board certifies that it has been presented with the Final Program EIR and that it has reviewed and considered the information contained in the Final Program EIR prior to making the following certifications and findings. Pursuant to CEQA Guidelines §15090 (Title 14 of the California Code of Regulations, §15090), the SCAQMD Governing Board certifies that the Final Program EIR, including responses to comments, has been completed in compliance with the CEQA statutes and the CEQA Guidelines. The SCAQMD Governing Board certifies the Final Program EIR for the actions described in these findings and in the Final Program EIR, i.e., the proposed project. The SCAQMD Governing Board further certifies that the Final Program EIR reflects its independent judgment and analysis. The Governing Board Resolution includes the certification of the Final Program EIR.

2.1 ENVIRONMENTAL REVIEW PROCESS

To fulfill the purpose and intent of CEQA, the SCAQMD, as the lead agency for the proposed project, prepared and released a Notice of Preparation and Initial Study (NOP/IS), which is a preliminary evaluation of potentially significant adverse environmental impacts associated with the proposed project to be further analyzed in the Draft Program EIR. The original NOP/IS was distributed to responsible agencies and interested parties for a 30-day review and comment period on June 28, 2012. Subsequent to the release of the June 28, 2012 NOP/IS, minor modifications were made to three control measures in the 2012 AQMP. In response to comments received regarding the modifications to the 2012 AQMP, a revised NOP/IS was circulated from August 2, 2012 to August 31, 2012, in compliance with the requirement for a minimum comment period of 30 days. The NOP/IS formed the basis for, and focus of, the technical analyses in the Draft Program EIR.

The following environmental topics were identified in the June 28, 2012 NOP/IS as potentially significant and were further analyzed in the Draft Program EIR: aesthetics, air quality and greenhouse gas emissions; energy; hazards and hazardous materials; hydrology and water quality; and solid and hazardous waste. The June 28, 2012 NOP/IS concluded that there would be no significant adverse impacts on agricultural and forestry resources, biological resources, cultural resources, geology and soils, land use and planning, mineral resources, noise, population and housing, public services, recreation, and transportation and traffic. Based on comments received during the public comment period for the June 28, 2012 NOP/IS, the topics of land use and planning, noise, and, transportation and traffic were identified as potentially significant impact areas in the August 2, 2012 NOP/IS and were also addressed in the Draft Program EIR. A copy of the August 2, 2012 NOP/IS can be found in Appendix A of the Final Program EIR.

Both the June 28, 2012 NOP/IS and August 2, 2012 NOP/IS were circulated to local jurisdictions and public agencies, 2012 AQMP stakeholders, and interested individuals in order to solicit input on the scope of the environmental analysis to be included in the Draft Program EIR. Eleven comment letters were received relative to the June 28, 2012 NOP/IS. Comments and responses to comments received on the June 28, 2012 NOP/IS are included in Appendix B of the Final Program EIR. No comment letters were received on the August 2, 2012 NOP/IS. Finally, comments were made during the seven scoping meetings for the 2012 AQMP that were held on July 10, 2012 (two meetings), July 11, 2012, July 12, 2012, July 24, 2012, August 9, 2012 and

August 23, 2012, and responses to these comments are provided in Appendix D of the Final Program EIR.

The Draft Program EIR was released for a 45-day public review and comment period from September 7, 2012 through October 23, 2012. As with the June 28, 2012 NOP/IS and August 2, 2012 NOP/IS, the Draft Program EIR was circulated for public review and comment to local jurisdictions and public agencies, 2012 AQMP stakeholders, and interested individuals. The environmental topics that were determined to have potentially significant impacts were further analyzed in the Draft Program EIR, and included the following topics: aesthetics, air quality, energy, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, solid and hazardous waste, and transportation and traffic. The analysis concluded that significant adverse project-specific environmental impacts from the proposed project are expected to occur after implementing mitigation measures for: construction air quality, energy, hazards and hazardous materials, hydrology and water quality, noise, and, transportation and traffic. Similarly, significant adverse cumulative environmental impacts were identified for: air quality impacts during construction, energy impacts, hazards and hazardous materials impacts, hydrology and water quality impacts, noise impacts, and cumulatively considerable transportation and traffic impacts.

Thirteen comment letters were received during the public comment period on the Draft Program EIR. Draft Program EIR comments and responses to the comments have been prepared and are included in Appendix G of the Final Program EIR. Changes to the proposed project, including the *One-hour Ozone Attainment Demonstration* and *VMT Offset Requirement Demonstration*, were evaluated and minor modifications have been made to the Draft Program EIR such that it is now a Final Program EIR. However, none of the modifications alter any of the conclusions reached in the Draft Program EIR or provide new information of substantial importance relative to the draft document that would require recirculation of the Draft Program EIR pursuant to CEQA Guidelines §15088.5. Because the 2012 AQMP has the potential to generate significant adverse environmental impacts that cannot be mitigated to less than significance, Findings and a Statement of Overriding Considerations are required and have been prepared pursuant to CEQA Guidelines §15091 and §15093, respectively.

The Final Program EIR consists of an executive summary, project description, environmental setting, environmental impacts and mitigation measures, cumulative impacts, project alternatives, theAugust 2, 2012 NOP/IS (Appendix A of the Final Program EIR), comments and responses to comments on the June 28, 2012 NOP/IS (Appendix B of the Final Program EIR), a statement that no comments were received on the August 2, 2012 NOP/IS (Appendix C of the Final Program EIR), scoping meeting comments and responses to comments (Appendix D of the Final Program EIR), SCAG's TCM table (Appendix E of the Final Program EIR), *Examples of Measures That Could Reduce Impacts from Planning, Development and Transportation Projects* from SCAG's 2012–2035 RTP/SCS (Appendix F of the Final Program EIR), and comments and responses to comments on the Draft Program EIR (Appendix G of the Final Program EIR). All documents comprising the Final Program EIR for the proposed project are available at SCAQMD headquarters, 21865 Copley Drive, Diamond Bar, California, 91765. The Final Program EIR was made available to the public on November 20, 2012, and can be obtained by contacting the SCAQMD's Public Information Center at (909) 396-2039 or by accessing the SCAQMD's CEQA webpage at: http://www.aqmd.gov/ceqa/nonaqmd.html.

2.2 SUMMARY OF THE PROPOSED PROJECT

The purpose of the 2012 AQMP for the South Coast Air Basin (Basin) is to set forth a comprehensive and integrated program that will lead the Basin into compliance with the federal 24-hour PM2.5 air quality standard, and to provide an update of the Basin's projections in meeting the federal eight-hour ozone standard. Specifically, the 2012 AQMP would serve as the official SIP submittal for the federal 2006 24-hour PM2.5 standard, for which U.S. EPA has established a due date of December 14, 2012. In addition, the 2012 AQMP would update specific elements of the previously approved eight-hour ozone SIP: 1) an updated emissions inventory; 2) new control measures and commitments for emissions reductions to help fulfill the §182 (e)(5) portion of the eight-hour ozone SIP; 3) include an attainment demonstration for the federal one-hour ozone standard (revoked) by the year 2022; and 4) provide a VMT offset requirement demonstration pursuant to U.S. EPA guidance.

2.3 ABSENCE OF NEW INFORMATION

CEQA Guidelines §15088.5 requires a lead agency to recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of the draft EIR but before certification of a final EIR. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect that the project proponent declines to implement. The CEQA Guidelines provide examples of significant new information under this standard. Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

The SCAQMD Governing Board recognizes that the Final Program EIR incorporates information obtained by SCAQMD since the Draft Program EIR was completed, and contains additions and clarifications. With respect to this information, the SCAQMD Governing Board finds as follows.

***Updated Information*:** As described in the Final Program EIR, since the Draft Program EIR was circulated, a number of environmental topic areas were modified in response to comments on the 2012 AQMP or to further clarify 2012 AQMP and the associated control measures. Examples of modifications between the Draft and Final Program EIR are summarized below, and discussed in more detail throughout the Response to Comments document (included in Appendix G of the Final Program EIR):

- In response to a U.S. EPA's "SIP call" and in anticipation that it will be finalized, the *One-hour Ozone Attainment Demonstration*, which demonstrates attainment of the federal one-hour (revoked) ozone standard by the year 2022, was prepared and is included as Appendix VII of the 2012 AQMP. In anticipation that U.S. EPA would likely request that the SCAQMD prepare a one-hour ozone SIP, the Final Program EIR for the 2012 AQMP includes 11 project objectives, two that specifically address attaining the federal one-hour ozone standard. The *One-hour Ozone Attainment Demonstration* concluded that the same control measures and TCMs already included in the 2012 AQMP can be relied on to address progress in attaining the federal one-hour (revoked) and eight-hour ozone standards by 2022 – 2023. This means that the *One-hour Ozone Attainment Demonstration* includes all of the

same ozone-related control measures currently in the 2012 AQMP that were already analyzed in the Draft Program EIR. Therefore, no further environmental analysis is necessary.

- U.S. EPA published in the Federal Register a proposal to withdraw its approval of, and then to disapprove, VMT emissions offset demonstrations, in the 2003 one-hour ozone plan and the 2007 eight-hour ozone plan. As a result, the 2012 AQMP also includes a *VMT Offset Requirement Demonstration*. The *VMT Offset Requirement Demonstration* concluded that the same TCMs already included in the 2012 AQMP can be relied on to comply with the VMT offset requirement. This means that the *VMT Offset Requirement Demonstration* includes all of the same TCMs currently in the 2012 AQMP that were already analyzed in the Draft Program EIR. Therefore, no further environmental analysis is necessary.
- Minor modifications to improve clarity and to provide additional information were made to several 2012 AQMP control measures. The summary descriptions of these control measure were modified in Chapter 2 – Project Description, to reflect these changes.
- In response to comments, minor corrections were made in Subchapter 3.6 – Land Use and Planning, to the Orange County discussion in subsection 3.6.3.2.
- Based on updated information minor changes to inventory and emission reduction estimates were made in Subchapter 4.2 – Air Quality.
- Based on updated information minor changes to inventory and emission reduction estimates were made to the project alternatives in Chapter 6 – Alternatives.

The SCAQMD Governing Board finds that these changes to 2012 AQMP are in accordance to requests by responsible agencies or other entities to comply with their regulatory requirements and processes, but do not cause any new or more severe environmental impacts. Therefore, in accordance with CEQA and the CEQA Guidelines, no recirculation of the Final Program EIR is necessary based on the changes to 2012 AQMP.

Responses to Comments: In response to comments, a number of environmental topic areas were clarified and described in more detail. The SCAQMD Governing Board finds that this additional information does not constitute significant new information requiring recirculation, but rather that the additional information clarifies or amplifies an adequate Program EIR. Specifically, the SCAQMD Governing Board finds that the additional information including the changes described above, does not show that:

1. A new significant environmental impact would result from the project.
2. A substantial increase in the severity of an environmental impact would result.
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.
4. The Draft Program EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Based on the foregoing reasons, and having reviewed the information contained in the Final Program EIR and in the record of SCAQMD's proceedings, including the comments on the Draft Program EIR and the responses thereto, and the above-described information, the SCAQMD

Governing Board hereby finds that no significant new information has been added to the Final Program EIR since public notice was given of the availability of the Draft Program EIR that would require recirculation of the Draft Program EIR.

2.4 DIFFERENCES OF OPINION REGARDING THE IMPACTS OF THE PROJECT

In making its determination to certify the Final Program EIR and to approve the proposed project, the SCAQMD Governing Board recognizes that the proposed project involves a number of controversial environmental issues and that a range of opinion exists with respect to those issues. The SCAQMD Governing Board has acquired an understanding of the range of opinion by its review of the Draft Program EIR, comments received on the Draft Program EIR and the responses to those comments in the Final Program EIR (Appendix G). Additionally, the SCAQMD Governing Board has its own experience and expertise in assessing air quality effects and in administering its regulatory programs. The SCAQMD Governing Board has reviewed and considered, as a whole, the evidence and analysis presented in the Draft Program EIR, the analysis presented in the comments on the Draft Program EIR, the analysis presented in the Final Program EIR, and the expert opinions of SCAQMD staff addressing those comments. The SCAQMD Governing Board has gained a comprehensive and well-rounded understanding of the environmental issues presented by the proposed project. In turn, this understanding has enabled the SCAQMD Governing Board to make its decisions after weighing and considering the various viewpoints on these important issues. The SCAQMD Governing Board accordingly certifies that its findings are based on full appraisal of all of the information contained in the Final Program EIR, as well as the evidence and other information in the record.

2.5 IMPACTS AND MITIGATION MEASURES

This attachment provides the written analysis and conclusions of the SCAQMD Governing Board regarding the environmental impacts of the proposed project and the mitigation measures proposed in the Final Program EIR and adopted by the decision-making body. In making these findings, the SCAQMD Governing Board has considered the opinions of other members of the public, including opinions that disagree with some of the analysis in the Final Program EIR. The SCAQMD Governing Board finds that the appropriate methodology for calculating effects and determining significance is a judgment within the discretion of the decision-making body; the method of analysis used in the Final Program EIR is supported by substantial evidence in the record, including the expert opinions of the SCAQMD staff; and the significance thresholds used in the Final Program EIR provide reasonable and appropriate means of assessing the significance of the adverse environmental effects of the proposed project.

Table 1 below summarizes the environmental determinations of the Final Program EIR regarding the proposed project's impacts. This table does not attempt to describe the full analysis of each environmental impact contained in the Final Program EIR. Instead, Table 1 provides a summary description of each impact and states the decision-making body's findings on the significance of each impact. A full explanation of these environmental findings and conclusions can be found in the Final Program EIR. These findings hereby incorporate by reference the discussion and analysis in the Final Program EIR supporting the Final Program EIR's determinations regarding the proposed project's impacts and mitigation measures designed to address those impacts. In

making these findings, the SCAQMD Governing Board ratifies, adopts, and incorporates the analysis and explanation in the Final Program EIR, and ratifies, adopts, and incorporates in these findings the determinations and conclusions of the Final Program EIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings. Findings need not be made for environmental impacts that are not significant.

Table 1
Summary of Environmental Impacts

Impact	Project-Specific Impact	Cumulative Impact
Aesthetics		
Potential visual impacts and impacts to scenic highways due to overhead power lines	Not significant	Not significant
Air Quality		
Construction emissions of CO and PM10	Significant	Significant
Secondary impacts from increased electricity demand	Not significant	Not significant
Secondary impacts from control of stationary sources	Not significant	Not significant
Secondary impacts from change in use of lower VOC materials	Not significant	Not significant
Secondary impacts from mobile sources	Not significant	Not significant
Secondary impacts from miscellaneous sources	Not significant	Not significant
Impacts associated with toxic air contaminants	Not significant	Not significant
GHG impacts from the implementation of control measures	Not significant	Not significant
Energy		
Increase in energy demand associated with control strategies	Significant	Significant
Increase in natural gas demand	Significant	Significant
Increase in petroleum fuel use	Not significant	Not significant
Increase in alternative fuel use	Not significant	Not significant

Table 1 (Continued)
Summary of Environmental Impacts

Impact	Project-Specific Impact	Cumulative Impact
Hazards and Hazardous Materials		
Fire hazards associated with reformulated coatings, solvents, adhesives, mold release, and consumer products	Mitigated to be less than significant	Not significant
Hazards associated with the use of alternative fuels	Not significant	Not significant
Hazards associated with the transportation of LNG	Significant	Significant
Hazards associated with the release of ammonia during transport	Mitigated to less than significant	Not significant
Hazards associated with the onsite spill of ammonia	Mitigated to less than significant	Not significant
Hazards associated with fuel additives	Not significant	Not significant
Hazards associated with safety issues during start-up, shutdown, and turnaround procedures from the increased use of catalysts	Not significant	Not significant
Hydrology and Water Quality		
Increased wastewater treatment impact on water quality	Not significant	Not significant
Increased use of alternative fuels impact on water quality	Not significant	Not significant
Increased use of electric and hybrid vehicles impact on water quality	Not significant	Not significant
Water demand associated with the manufacture and use of waterborne and add-on air pollution control technologies	Significant	Significant
Impacts associated with the use and application of SBS on water quality	Not significant	Not significant
Impacts associated with the onsite spill of ammonia	Not significant	Not significant
Land Use and Planning		
Conflicts with applicable land use plans, policies, or regulations or the physical division of an established community	Not significant	Not significant

Table 1 (Concluded)
Summary of Environmental Impacts

Impact	Project-Specific Impact	Cumulative Impact
Noise		
Noise and vibration impacts due to construction activities	Significant	Significant
Noise and vibration impacts due to operational activities	Not significant	Not significant
Solid and Hazardous Waste		
Increase in the use of batteries associated with more electric and hybrid vehicles	Not significant	Not significant
Impacts associated with air pollution control technologies	Not significant	Not significant
Impacts associated with new equipment from the implementation of new control measures	Not significant	Not significant
Transportation and Traffic		
Construction related traffic associated with the installation of catenary overhead electrical lines and related facilities	Significant	Significant
Operational related traffic associated with dedicated lanes of the overhead catenary electrical lines	Mitigation required on a project-specific basis	Significant

Notes:
CO = carbon monoxide
PM10 = particulate matter less than 10 microns in diameter
VOC = volatile organic compound

3.0 FINDINGS

When considering the approval of a proposed project, CEQA prohibits a public agency from approving or carrying out the project for which a CEQA document has been completed which identifies one or more significant adverse environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding (CEQA Guidelines §15091). The analysis in the Final Program EIR concluded that the 2012 AQMP has the potential to generate significant adverse air quality, noise, and traffic impacts from construction activities associated with the proposed project, while increased demand for electricity and natural gas, increased water demand, hazards associated with transport of LNG, and traffic impacts were identified during operation of various PM2.5 and ozone control measures. These findings provide the written analysis and conclusions of the Governing Board regarding the environmental impacts of the

2012 AQMP and the mitigation measures included in the Final Program EIR and adopted by the Governing Board as part of approving the 2012 AQMP.

In making these findings, the Governing Board has considered the opinions of other members of the public, including opinions that disagree with some of the analysis used in the Final Program EIR. The Governing Board finds that the appropriate methodology for calculating effects and determining significance is a judgment within the discretion of the Governing Board; the method of analysis used in the Final Program EIR is supported by substantial evidence in the record, including the expert opinions of the SCAQMD staff; and the significance thresholds used in the Final Program EIR provide reasonable and appropriate means of assessing the significance of the adverse environmental effects of the Project. Having received, reviewed, and considered the Final Program EIR and other information in the record of proceedings, the SCAQMD Governing Board hereby adopts the findings below in compliance with CEQA and the CEQA Guidelines.

The following sets forth findings for the significant adverse impacts identified in the Final Program EIR that cannot be reduced to insignificance, those that can be mitigated to less than significant, and the rationale for each finding. The findings are supported by substantial evidence in the record as explained in each finding. These findings will be included in the record of project approval and will also be noted in the Notice of Determination.

3.1 POTENTIALLY SIGNIFICANT IMPACTS WHICH CANNOT BE MITIGATED TO A LEVEL OF INSIGNIFICANCE

The Final Program EIR identified potentially significant project-specific adverse environmental impacts that cannot be reduced to a level of insignificance for the following environmental topics: 1) air quality (CO and PM10) impacts from construction activities; 2) energy – increased demand for electricity and natural gas; 3) hazards associated with an accidental release of LNG during transport; 4) increased demand for water; 5) noise impacts from construction activities; and, 6) traffic impacts from construction activities and operations. The Final Program EIR also identified six potentially significant cumulative adverse environmental impacts that cannot be reduced to a level of insignificance: 1) construction air quality; 2) energy – increased electricity and natural gas demand; 3) hazards and hazardous materials; 4) hydrology and water quality; 5) noise; and, 6) transportation and traffic.

3.1.1 Project-specific CO and PM10 Emissions Associated with Construction Activities Exceed SCAQMD Significance Thresholds Following Mitigation

Finding: The SCAQMD's Governing Board finds that: 1) mitigation measures were incorporated into the project that would reduce the significant adverse construction air quality impacts, but not to less than significant; 2) such mitigation measures are within the jurisdiction of the SCAQMD; and, 3) no feasible measures were identified that would mitigate significant adverse construction CO and PM10 air quality impacts to less than significant. The air quality analysis showed that no other criteria pollutant emissions during construction would exceed any of the applicable construction air quality significance thresholds.

Explanation: An analysis of potentially significant adverse project-specific construction air quality impacts from implementing the 2012 AQMP control measures was performed and it was

concluded that construction CO and PM10 emissions are expected to exceed the applicable SCAQMD regional significance thresholds (see Final Program EIR, Subchapter 4.2 – Air Quality, section 4.2.4). An analysis of potential mitigation measures was conducted to determine if construction CO and PM10 emissions could be mitigated to less than the applicable regional significance threshold. Seven feasible mitigation measures were identified that could reduce significant CO and PM10 construction emission impacts, but would not reduce the pollutant emissions to less than significant. Although these measures would not reduce construction emissions below the applicable SCAQMD CO and PM10 construction air quality significance thresholds, no other feasible mitigation measures or project alternatives have been identified that would reduce the construction impacts to less than significant. Therefore, construction air quality impact of CO and PM10 emissions are expected to remain significant following mitigation.

3.1.2 Project-specific Energy – Electricity Demand Impacts Remain Significant Following Mitigation

Finding: The SCAQMD Governing Board finds that: 1) mitigation measures were incorporated into the project that would reduce the significant adverse electricity demand impacts, but not to less than significant; 2) such mitigation measures are not within the jurisdiction of the SCAQMD, but are within the jurisdiction of local utilities, project sponsors, or other CEQA lead agencies; and, 3) no feasible measures were identified that would mitigate significant adverse electric energy impacts to insignificance.

Explanation: Project-specific increased electricity demand impacts resulting from implementing the 2012 AQMP control measures, where sufficient data exist, are expected to exceed the applicable SCAQMD significance threshold (see Final Program EIR, Subchapter 4.3 – Energy, section 4.3.4). An analysis of potential mitigation measures was conducted to determine if increased electricity demand impacts could be mitigated to less than the applicable significance threshold. Seven feasible mitigation measures were identified that could reduce electricity demand impacts, but would not reduce the level to less than significant. Although these measures would not reduce electricity demand to less than the applicable SCAQMD significance threshold, no other feasible mitigation measures or project alternatives have been identified that would reduce the electricity demand impacts to less than significant. The analysis included the worst-case assumption that all emissions sources affected by a control measure that have the potential to increase demand for electricity, would operate using electricity rather than the more likely result of multiple types of energy being used. In addition, any increase in electricity demand would likely result in a concurrent reduction in demand for other types of fuels, particularly petroleum-based fuels. Therefore, electricity demand impacts are expected to remain significant following mitigation.

As a single purpose public agency responsible for adopting and enforcing air quality rules and regulations, the SCAQMD's authority to implement mitigation measures for electricity demand impacts is limited. CEQA is intended to be implemented in conjunction with discretionary powers granted to public agencies by other laws (CEQA Guidelines §15040 (a)). Further, CEQA Guidelines §15040 (b) specifically states, "CEQA does not grant an agency new powers independent of the powers granted to the agency by other laws." Thus, it may not be feasible for

the SCAQMD to implement appropriate project-specific mitigation measures for electricity demand impacts identified in the Final Program EIR.

3.1.3 Project-specific Energy – Natural Gas Demand Impacts Remain Significant Following Mitigation

Finding: The SCAQMD Governing Board finds that: 1) mitigation measures were incorporated into the project that would reduce the significant adverse natural gas demand impacts, but not to less than significant; 2) such mitigation measures are not within the jurisdiction of the SCAQMD, but are within the jurisdiction of local utilities, project sponsors, or other CEQA lead agencies; and, 3) no feasible measures were identified that would mitigate significant adverse natural gas demand impacts to insignificance.

Explanation: Project-specific natural gas demand impacts resulting from implementing the 2012 AQMP control measures, where sufficient data exist, are expected to exceed the applicable SCAQMD significance threshold (see Final Program EIR, Subchapter 4.3 – Energy, section 4.3.4). An analysis of potential mitigation measures was conducted to determine if natural gas demand impacts could be mitigated to less than the applicable significance threshold. Five feasible mitigation measures were identified that could reduce natural gas demand impacts, but would not reduce the level to less than significant. Although these measures would not reduce natural gas demand impacts to less than the applicable SCAQMD significance threshold, no other feasible mitigation measures or project alternatives have been identified that would reduce the natural gas demand impacts to less than significant. The analysis included the worst-case assumption that all emissions sources affected by a control measure that have the potential to increase demand for natural gas, would operate using natural gas rather than the more likely result of multiple types of energy being used. In addition, any increase in natural gas demand would likely result in a concurrent reduction in demand for other types of fuels, particularly petroleum-based fuels. Therefore, natural gas demand impacts are expected to remain significant following mitigation.

As a single purpose public agency responsible for adopting and enforcing air quality rules and regulations, the SCAQMD's authority to implement mitigation measures for natural gas demand impacts is limited. CEQA is intended to be implemented in conjunction with discretionary powers granted to public agencies by other laws (CEQA Guidelines §15040 (a)). Further, CEQA Guidelines §15040 (b) specifically states, "CEQA does not grant an agency new powers independent of the powers granted to the agency by other laws." Thus, it may not be feasible for the SCAQMD to implement appropriate project-specific mitigation measures for natural gas demand impacts identified in the Final Program EIR.

3.1.4 Project-specific Hazards Associated with Transport of LNG Remain Significant Following Mitigation

Finding: The SCAQMD Governing Board finds that: 1) mitigation measures were incorporated into the project that would reduce the significant adverse hazard impacts associated with the potential accidental release of LNG during transport, but not to less than significant; 2) such mitigation measures are within the jurisdiction of the SCAQMD; and, 3) no feasible measures

were identified that would mitigate significant adverse hazard impacts associated with the potential accidental release of LNG during transport to less than significant.

Explanation: Project-specific hazard impacts associated with transport of LNG are expected to exceed the applicable SCAQMD significance threshold (see Final Program EIR, Subchapter 4.4 – Hazards and Hazardous Materials, section 4.4.4). An analysis of potential mitigation measures was conducted to determine if LNG transport release impacts could be mitigated to less than the applicable significance threshold. Four feasible mitigation measures were identified that could reduce hazard impacts from an accidental release of LNG during transport, but would not reduce the impact to less than significant. Though these measures will not reduce hazard impacts from an accidental release of LNG during transport to less than the applicable SCAQMD significance threshold, no other feasible mitigation measures or project alternatives have been identified that would reduce the hazard impacts associated with transport of LNG to less than significant. Therefore, hazard impacts from an accidental release of LNG during transport are expected to remain significant following mitigation.

3.1.5 Project-specific Water Demand Impacts Associated with Control Technologies Remain Significant Following Mitigation

Finding: The SCAQMD Governing Board finds that: 1) mitigation measures were incorporated into the project that would reduce the significant adverse water demand impacts associated with the manufacture and use of waterborne coatings and add-on air pollution control technologies, but not to less than significant; 2) such mitigation measures are not within the jurisdiction of the SCAQMD, but are within the jurisdiction of local water agencies, project sponsors, or other CEQA lead agencies; and, 3) no feasible measures were identified that would mitigate significant adverse water demand impacts associated with the manufacture and use of waterborne coatings and add-on air pollution control technologies to less than significant.

Explanation: Project-specific water demand impacts associated with increased use of waterborne coatings and add-on air pollution control technologies are expected to exceed the applicable SCAQMD significance threshold (see Final Program EIR, Subchapter 4.5 – Hydrology and Water Quality, section 4.5.4). An analysis of potential mitigation measures was conducted to determine if increased water demand impacts could be mitigated to less than the applicable significance threshold. Four feasible mitigation measures were identified that could reduce water demand impacts, but would not reduce the impacts to less than significant. Although these measures would not reduce water demand impacts to less than the applicable SCAQMD significance threshold, no other feasible mitigation measures or project alternatives have been identified that would reduce the water demand impacts associated with waterborne coatings and add-on air pollution control technologies to less than significant. The analysis included the worst-case assumption that all future compliant coatings would be formulated with water instead of exempt solvents and that, where applicable, operators of emissions sources would only install control equipment that uses water as part of the control process instead of the more likely result of multiple types of control equipment being used. Therefore, water demand impacts are expected to remain significant following mitigation.

As a single purpose public agency responsible for adopting and enforcing air quality rules and regulations, the SCAQMD's authority to implement mitigation measures for water demand

impacts is limited. CEQA is intended to be implemented in conjunction with discretionary powers granted to public agencies by other laws (CEQA Guidelines §15040 (a)). Further, CEQA Guidelines §15040 (b) specifically states, "CEQA does not grant an agency new powers independent of the powers granted to the agency by other laws." Thus, it may not be feasible for the SCAQMD to implement all appropriate project-specific mitigation measures for water demand impacts identified in the Final Program EIR.

3.1.6 Project-specific Noise Associated with Construction Activities Remain Significant Following Mitigation

Finding: The SCAQMD Governing Board finds that: 1) mitigation measures were incorporated into the project that would reduce the significant adverse noise impacts associated with construction activities, but not to insignificance; 2) some noise impact mitigation measures may be within the jurisdiction of the SCAQMD, while other mitigation measures are within the jurisdiction of local land use agencies, project sponsors, or other CEQA lead agencies; and, 3) no feasible measures were identified that would mitigate significant adverse noise impacts associated construction activities to less than significant.

Explanation: Project-specific noise impacts associated with construction activities are expected to exceed the applicable SCAQMD significance thresholds (see Final Program EIR, Subchapter 4.7 – Noise, section 4.7.4). An analysis of potential mitigation measures was conducted to determine if noise impacts could be mitigated to less than the applicable significance threshold. Nine feasible mitigation measures were identified that could reduce noise impacts, but would not reduce noise impacts to less than significant. Though these measures would not reduce noise impacts to less than the applicable SCAQMD significance threshold, no other feasible mitigation measures or project alternatives have been identified that would reduce the noise impacts associated with construction activities to less than significant. Therefore, noise impacts are expected to remain significant following mitigation. It should be noted that, once construction activities cease, potentially significant adverse noise impacts during construction from implementing 2012 AQMP control measures would also cease.

As a single purpose public agency responsible for adopting and enforcing air quality rules and regulations, the SCAQMD's authority to implement mitigation measures for noise impacts is limited. CEQA is intended to be implemented in conjunction with discretionary powers granted to public agencies by other laws (CEQA Guidelines §15040 (a)). Further, CEQA Guidelines §15040 (b) specifically states, "CEQA does not grant an agency new powers independent of the powers granted to the agency by other laws." Thus, it may not be feasible for the SCAQMD to implement all appropriate project-specific mitigation measures for noise impacts identified in the Final Program EIR.

3.1.7 Project-specific Traffic Impacts Associated with Construction Activities and Operations Remain Significant Following Mitigation

Finding: The SCAQMD Governing Board finds that: 1) mitigation measures were incorporated into the project that would reduce the significant adverse traffic impacts associated with construction activities and operations, but not to less than significant; 2) some traffic impact mitigation measures may be within the jurisdiction of the SCAQMD, while other mitigation

measures are within the jurisdiction of local land use agencies, project sponsors, or other CEQA lead agencies; and, 3) no feasible measures were identified that would mitigate significant adverse traffic impacts associated construction activities and operations to insignificance.

Explanation: The project-specific traffic impacts associated with construction activities and operations are expected to exceed the applicable SCAQMD significance thresholds (see Final Program EIR, Subchapter 4.9 – Transportation and Traffic, section 4.9.4). An analysis of potential mitigation measures was conducted to determine if traffic impacts could be mitigated to less than the applicable significance threshold. One feasible mitigation measure was identified that could reduce traffic impacts, but would not reduce the impacts to less than significant. Although this measure would not reduce traffic impacts to less than the applicable SCAQMD significance threshold, no other feasible mitigation measures or project alternatives have been identified that would reduce the traffic impacts associated with construction activities to less than significant. Therefore, traffic impacts during construction and operation are expected to remain significant following mitigation. It should be noted that, once construction activities cease, potentially significant adverse traffic impacts during construction from implementing 2012 AQMP control measures would also cease.

As a single purpose public agency responsible for adopting and enforcing air quality rules and regulations, the SCAQMD's authority to implement mitigation measures for traffic impacts is limited. CEQA is intended to be implemented in conjunction with discretionary powers granted to public agencies by other laws (CEQA Guidelines §15040 (a)). Further, CEQA Guidelines §15040 (b) specifically states, "CEQA does not grant an agency new powers independent of the powers granted to the agency by other laws." Thus, it may not be feasible for the SCAQMD to implement all appropriate project-specific mitigation measures for traffic and transportation impacts identified in the Final Program EIR.

3.1.8 Cumulative Construction Emissions Were Concluded to Be Significant and Would Remain Significant Following Mitigation

SCAG's TCMs and related strategies, measures and recommendations included in the 2012-2035 RTP/SCS are also included in the 2012 AQMP. Because the TCMs, their associated mitigation measures, and their emissions reductions are included along with the 2012 AQMP and because the TCMs and other projects in the 2012-2035 RTP/SCS have the potential to generate related or similar impacts compared to the 2012 AQMP, the 2012-2035 RTP/SCS is considered to be a cumulatively related project.

Finding: The SCAQMD Governing Board finds that: 1) project-specific mitigation measures were incorporated into the project that would also reduce significant adverse cumulative construction air quality impacts, but not to less than significant; 2) such project-specific mitigation measures are within the jurisdiction of the SCAQMD; 3) no additional feasible measures were identified in the Final Program EIR for the 2012 AQMP that would mitigate significant adverse cumulative construction air quality impacts to less than significant; 4) feasible mitigation measures to reduce significant adverse construction air quality impacts were identified in the Program EIR for the 2012-2035 RTP/SCS; and, 5) in spite of implementing construction air quality impacts mitigation measures from the 2012 AQMP and the 2012-2035 RTP/SCS Program EIRs, cumulative construction air quality impacts remain significant.

Explanation: Project-specific construction air quality impacts were concluded to be significant and, therefore, cumulatively considerable as defined by CEQA Guidelines §15064 (h)(1). As a result, cumulative construction air quality impacts are concluded to be cumulatively significant (see Final Program EIR, Chapter 5 – Cumulative Impacts, section 5.4.1). The Program EIR for the 2012-2035 RTP/SCS concluded that implementing the 2012-2035 RTP/SCS also has the potential to generate significant adverse construction air quality impacts. Eighteen feasible mitigation measures were identified in the Program EIR for the 2012-2035 RTP/SCS that could reduce project-specific construction air quality impacts, but would not reduce the impacts to less than significant. Any concurrent emissions-generating activities from reasonably foreseeable construction activities from both the 2012 AQMP and the 2012-2035 RTP/SCS would add additional construction air quality emissions burdens to these significance determinations. However, implementing the 2012-2035 RTP/SCS would likely include other entities or agencies, acting as the lead agency, which would be responsible for implementing feasible mitigation measures if required. For these impacts, SCAQMD incorporates by reference the mitigation measures and mitigation, monitoring and reporting program for the 2012-2035 RTP/SCS.

3.1.9 Cumulative Energy Impacts Were Concluded to Be Significant and Would Remain Significant Following Mitigation

SCAG's TCMs and related strategies, measures and recommendations included in the 2012-2035 RTP/SCS are also included in the 2012 AQMP. Because the TCMs, their associated mitigation measures, and their emissions reductions are included along with the 2012 AQMP and because the TCMs and other projects in the 2012-2035 RTP/SCS have the potential to generate related or similar impacts compared to the 2012 AQMP, the 2012-2035 RTP/SCS is considered to be a cumulatively related project.

Finding: The SCAQMD Governing Board finds that: 1) project-specific mitigation measures were incorporated into the project that would also reduce significant adverse cumulative electricity and natural gas demand impacts, but not to less than significant; 2) some of the mitigation measures are not within the jurisdiction of the SCAQMD, but are within the jurisdiction of local utilities, project sponsors, or other CEQA lead agencies; 3) no additional feasible measures were identified in the Final Program EIR for the 2012 AQMP that would mitigate significant adverse cumulative energy demand impacts to less than significant; 4) feasible mitigation measures to reduce significant adverse energy demand impacts were identified in the Program EIR for the 2012-2035 RTP/SCS; and, 5) in spite of implementing energy demand impact mitigation measures from the 2012 AQMP and the 2012-2035 RTP/SCS Program EIRs, cumulative energy demand impacts remain significant.

Explanation: Project-specific electricity and natural gas demand impacts were concluded to be significant and, therefore, cumulatively considerable as defined by CEQA Guidelines §15064 (h)(1). As a result, cumulative electricity and natural gas demand impacts are concluded to be cumulatively significant (see Final Program EIR, Chapter 5 – Cumulative Impacts, section 5.4.1). The Program EIR for the 2012-2035 RTP/SCS concluded that implementing the 2012-2035 RTP/SCS also has the potential to generate significant adverse electricity and natural gas demand impacts. Over 60 feasible mitigation measures were identified in the Program EIR for the 2012-2035 RTP/SCS that could reduce electricity and natural gas demand impacts, but would not reduce the impacts to less than significant. Concurrent operations from reasonably

foreseeable activities from both the 2012 AQMP and the 2012-2035 RTP/SCS that increase demand for electricity and natural gas would add additional electricity and natural gas demand burdens to these significance determinations. However, implementing the 2012-2035 RTP/SCS would likely include other entities or agencies, acting as the lead agency, which would be responsible for implementing feasible mitigation measures if required. For these impacts, SCAQMD incorporates by reference the mitigation measures and mitigation, monitoring and reporting program for the 2012-2035 RTP/SCS.

3.1.10 Cumulative Hazards and Hazardous Materials Impacts Were Concluded to Be Significant and Would and Remain Significant Following Mitigation

SCAG's TCMs and related strategies, measures and recommendations included in the 2012-2035 RTP/SCS are also included in the 2012 AQMP. Because the TCMs, their associated mitigation measures, and their emissions reductions are included along with the 2012 AQMP and because the TCMs and other projects in the 2012-2035 RTP/SCS have the potential to generate related or similar impacts compared to the 2012 AQMP, the 2012-2035 RTP/SCS is considered to be a cumulatively related project.

Finding: The SCAQMD Governing Board finds that: 1) project-specific mitigation measures were incorporated into the project that would reduce the significant adverse hazard impacts associated with an accidental release of LNG during transport, but not to less than significant; 2) such mitigation measures are within the jurisdiction of the SCAQMD; 3) no additional feasible measures were identified that would mitigate these significant adverse hazard impacts to less than significant; 4) feasible mitigation measures to reduce significant adverse hazard impacts were identified in the Program EIR for the 2012-2035 RTP/SCS; and, 5) in spite of implementing hazard impact mitigation measures from the 2012 AQMP and the 2012-2035 RTP/SCS Program EIRs, cumulative energy demand impacts remain significant.

Explanation: Project-specific hazard impacts from an accidental release of LNG during transport were concluded to be significant and, therefore, cumulatively considerable as defined by CEQA Guidelines §15064 (h)(1). The Program EIR for the 2012-2035 RTP/SCS concluded that implementing the 2012-2035 RTP/SCS also has the potential to generate significant adverse hazard impacts. Approximately 14 feasible mitigation measures were identified in the Program EIR for the 2012-2035 RTP/SCS that could reduce hazard impacts, but would not reduce the impacts to less than significant. Concurrent operations from reasonably foreseeable activities from both the 2012 AQMP and the 2012-2035 RTP/SCS that increase transport of hazardous materials would add additional hazard burdens to these significance determinations. However, implementing the 2012-2035 RTP/SCS would likely include other entities or agencies, acting as the lead agency, which would be responsible for implementing feasible mitigation measures if required. For these impacts, SCAQMD incorporates by reference the mitigation measures and mitigation, monitoring and reporting program for the 2012-2035 RTP/SCS.

3.1.11 Cumulative Hydrology and Water Quality Impacts Were Concluded to Be Significant and Would Remain Significant Following Mitigation

SCAG's TCMs and related strategies, measures and recommendations included in the 2012-2035 RTP/SCS are also included in the 2012 AQMP. Because the TCMs, their associated mitigation

measures, and their emissions reductions are included along with the 2012 AQMP and because the TCMs and other projects in the 2012-2035 RTP/SCS have the potential to generate related or similar impacts compared to the 2012 AQMP, the 2012-2035 RTP/SCS is considered to be a cumulatively related project.

Finding: The SCAQMD Governing Board finds that: 1) mitigation measures were incorporated into the project that would reduce the significant adverse water demand impacts, but not to less than significant; 2) some of the mitigation measures are not within the jurisdiction of the SCAQMD, but are within the jurisdiction of local water agencies, project sponsors, or other CEQA lead agencies; 3) no additional feasible measures were identified in the Final Program EIR for the 2012 AQMP that would mitigate significant adverse cumulative water demand impacts to less than significant; 4) feasible mitigation measures to reduce significant adverse water demand impacts were identified in the Program EIR for the 2012-2035 RTP/SCS; and, 5) in spite of implementing water demand impact mitigation measures from the 2012 AQMP and the 2012-2035 RTP/SCS Program EIRs, cumulative water demand impacts remain significant.

Explanation: Project-specific water demand impacts were concluded to be significant and, therefore, cumulatively considerable as defined by CEQA Guidelines §15064 (h)(1). As a result, cumulative water demand impacts are concluded to be cumulatively significant (see Final Program EIR, Chapter 5 – Cumulative Impacts, section 5.10). The Program EIR for the 2012-2035 RTP/SCS concluded that implementing the 2012-2035 RTP/SCS also has the potential to generate significant adverse electricity and natural gas demand impacts. Over 60 feasible mitigation measures were identified in the Program EIR for the 2012-2035 RTP/SCS that could reduce water demand impacts, but would not reduce the impacts to less than significant. Concurrent operations from reasonably foreseeable activities from both the 2012 AQMP and the 2012-2035 RTP/SCS that increase demand for water would add additional water demand burdens to these significance determinations. However, implementing the 2012-2035 RTP/SCS would likely include other entities or agencies, acting as the lead agency, which would be responsible for implementing feasible mitigation measures if required. For these impacts, SCAQMD incorporates by reference the mitigation measures and mitigation, monitoring and reporting program for the 2012-2035 RTP/SCS.

3.1.12 Cumulative Noise Impacts Were Concluded to Be Significant and Would Remain Significant Following Mitigation

SCAG's TCMs and related strategies, measures and recommendations included in the 2012-2035 RTP/SCS are also included in the 2012 AQMP. Because the TCMs, their associated mitigation measures, and their emissions reductions are included along with the 2012 AQMP and because the TCMs and other projects in the 2012-2035 RTP/SCS have the potential to generate related or similar impacts compared to the 2012 AQMP, the 2012-2035 RTP/SCS is considered to be a cumulatively related project.

Finding: The SCAQMD Governing Board finds that: 1) mitigation measures were incorporated into the project that would reduce the significant adverse noise impacts from construction activities, but not to less than significant; 2) some of the mitigation measures are not within the jurisdiction of the SCAQMD, but are within the jurisdiction of local land use agencies, project sponsors, or other CEQA lead agencies; 3) no additional feasible measures were identified in the

Final Program EIR for the 2012 AQMP that would mitigate significant adverse cumulative noise impacts during construction to less than significant; 4) feasible mitigation measures to reduce significant adverse noise impacts during construction were identified in the Program EIR for the 2012-2035 RTP/SCS; and, 5) in spite of implementing construction noise impact mitigation measures from the 2012 AQMP and the 2012-2035 RTP/SCS Program EIRs, cumulative construction noise impacts remain significant.

Explanation: Project-specific noise impacts during construction were concluded to be significant and, therefore, cumulatively considerable as defined by CEQA Guidelines §15064 (h)(1). As a result, cumulative construction noise impacts are concluded to be cumulatively significant (see Final Program EIR, Chapter 5 – Cumulative Impacts, section 5.10). The Program EIR for the 2012-2035 RTP/SCS concluded that implementing the 2012-2035 RTP/SCS also has the potential to generate significant adverse noise impacts during both construction and operation of future 2012-2035 RTP/SCS projects. Approximately 18 feasible mitigation measures were identified in the Program EIR for the 2012-2035 RTP/SCS that could reduce potential impacts during construction and operation, but would not reduce the impacts to less than significant. Concurrent operations from reasonably foreseeable activities from both the 2012 AQMP and the 2012-2035 RTP/SCS that increase noise impacts during construction would add additional construction noise burdens to these significance determinations. However, implementing the 2012-2035 RTP/SCS would likely include other entities or agencies, acting as the lead agency, which would be responsible for implementing feasible mitigation measures if required. For these impacts, SCAQMD incorporates by reference the mitigation measures and mitigation, monitoring and reporting program for the 2012-2035 RTP/SCS.

3.1.13 Cumulative Transportation and Traffic Impacts Were Concluded to Be Significant and Would Remain Significant Following Mitigation

Finding: The SCAQMD Governing Board finds that: 1) mitigation measures were incorporated into the project that would reduce the significant adverse transportation and traffic impacts from construction activities, but not to less than significant; 2) some of the mitigation measures are not within the jurisdiction of the SCAQMD, but are within the jurisdiction of local utilities, project sponsors, or other CEQA lead agencies; 3) no additional feasible measures were identified in the Final Program EIR for the 2012 AQMP that would mitigate significant adverse cumulative transportation and traffic impacts to less than significant; 4) feasible mitigation measures to reduce significant adverse transportation and traffic impacts were identified in the Program EIR for the 2012-2035 RTP/SCS; and, 5) in spite of implementing transportation and traffic impact mitigation measures from the 2012 AQMP and the 2012-2035 RTP/SCS Program EIRs, cumulative transportation and traffic impacts remain significant.

Explanation: Project-specific transportation and traffic impacts were concluded to be significant and, therefore, cumulatively considerable as defined by CEQA Guidelines §15064 (h)(1). As a result, cumulative transportation and traffic impacts are concluded to be cumulatively significant (see Final Program EIR, Chapter 5 – Cumulative Impacts, section 5.18). The Program EIR for the 2012-2035 RTP/SCS concluded that implementing the 2012-2035 RTP/SCS also has the potential to generate significant adverse transportation and traffic impacts. The Program EIR for the 2012-2035 RTP/SCS evaluated potential transportation and traffic impacts to six different areas. One transportation and traffic impact area was identified that

would produce related or similar types of transportation and traffic impacts compared to the 2012 AQMP. It was concluded in the Program EIR for the 2012-2035 RTP/SCS that implementing roadway improvement projects, the 2012-2035 RTP/SCS would contribute to a cumulatively considerable amount of transportation VMT impacts despite regional planning efforts.

The Program EIR for the 2012-2035 RTP/SCS identified 98 feasible mitigation measures were that could reduce transportation and traffic impacts for all areas analyzed, including increased VMT impacts, but would not reduce the impacts to less than significant. Concurrent operations from reasonably foreseeable activities from both the 2012 AQMP and the 2012-2035 RTP/SCS that increase transportation and traffic impacts would add additional transportation and traffic burdens to these significance determinations. However, implementing the 2012-2035 RTP/SCS would likely include other entities or agencies, acting as the lead agency, which would be responsible for implementing feasible mitigation measures if required. For these impacts, SCAQMD incorporates by reference the mitigation measures and mitigation, monitoring and reporting program for the 2012-2035 RTP/SCS.

3.2 POTENTIALLY SIGNIFICANT IMPACTS WHICH CAN BE MITIGATED TO A LEVEL OF INSIGNIFICANCE

The Final Program EIR for the 2012 AQMP identified significant adverse impacts to the following environmental topics: increased flammability of potential replacement solvents; hazard impacts associated with an accidental release of ammonia during transport; and hazard impacts associated with an accidental release of ammonia stored onsite. As explained in the following paragraphs, feasible mitigation measures were identified that have the potential to reduce the significant adverse environmental impacts identified here.

Potential hazard impacts associated with increased flammability of potential replacement solvents, reformulated coatings, and consumer products are expected to exceed the applicable SCAQMD significance threshold (see Final Program EIR, Subchapter 4.4 – Hazards and Hazardous Materials, section 4.4.3). An analysis of potential mitigation measures was conducted to determine if fire hazards could be mitigated to less than the applicable significance threshold. The analysis identified two feasible mitigation measures that could reduce fire hazards to less than significant. Therefore, applying the mitigation measure would reduce the fire hazard impacts to less than significant.

Potential hazard impacts associated with an accidental release of ammonia during transport are expected to exceed the applicable SCAQMD significance threshold (see Final Program EIR, Subchapter 4.4 – Hazards and Hazardous Materials, subsection 4.4.4.3). An analysis of potential mitigation measures was conducted to determine if transportation hazards could be mitigated to less than the applicable significance threshold. The analysis identified one feasible mitigation measure that could reduce ammonia transport hazards to less than significant. Therefore, applying the mitigation measure would reduce the ammonia transport hazard impacts to less than significant.

Potential hazard impacts associated with an accidental release of ammonia stored onsite are expected to exceed the applicable SCAQMD significance threshold (see Final Program EIR, Subchapter 4.4 – Hazards and Hazardous Materials, subsection 4.4.4.3). An analysis of potential

mitigation measures was conducted to determine if onsite storage hazards could be mitigated to less than the applicable significance threshold. The analysis identified four feasible mitigation measures that could reduce onsite ammonia storage hazards to less than significant. Therefore, applying the mitigation measure would reduce the onsite ammonia storage hazard impacts to less than significant.

3.3 IMPACTS ASSOCIATED WITH ALTERNATIVES

The Final Program EIR includes an evaluation of four potential alternatives to the 2012 AQMP. The Final Program EIR examines the environmental impacts of each alternative in comparison with the proposed project and the relative ability of each alternative to satisfy the project objectives. The Final Program EIR also summarizes the criteria used to identify a range of reasonable alternatives for review and describes proposals that SCAQMD concluded did not merit additional, more-detailed review either because they did not present viable alternatives to the proposed project or they are variations on the alternatives that are evaluated in detail.

In making these findings, the SCAQMD Governing Board certifies that it has independently reviewed and considered the information on alternatives provided in the Final Program EIR, including the information provided in comments on the Draft Program EIR and the responses to those comments in the Final Program EIR. The Final Program EIR's discussion and analysis of these alternatives is not repeated in these findings, but the discussion and analysis of the alternatives in the Final Program EIR is incorporated in these findings by reference.

3.3.1 Description of Project Objectives

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

1. Reduce PM2.5 nonattainment pollutants and their precursors on an expeditious implementation schedule;
2. Demonstrate attainment of the 24-hour PM2.5 national ambient air quality standard at the earliest possible date;
3. Reduce population exposure to PM2.5 by achieving the 24-hour PM2.5 national ambient air quality standard;
4. Continue making expeditious progress towards attaining the federal eight-hour ozone standard and demonstrate attainment of the federal one-hour ozone standard (revoked) by 2022 – 2023;
5. Reduce population exposure to ozone through continued progress towards attaining the federal one-hour (revoked) and eight-hour ozone standards by 2022 – 2023;
6. Reduce nonattainment pollutants at a rate of five percent per year, or include all feasible measures and an expeditious adoption schedule;

7. Update planning assumptions and the best available information such as SCAG's 2012 RTP, CARB's latest EMFAC2011 for the on-road mobile source emissions inventory, and CARB's OFF-ROAD 2011 model;
8. Update emission inventories using 2008 as the base year and incorporate emission reductions achieved from all applicable rules and regulations and the latest demographic forecasts;
9. Update any remaining control measures from the 2007 AQMP and incorporated into the 2012 AQMP as appropriate;
10. Compliance with federal contingency measure requirements;
11. Continue to work closely with businesses and industry groups to identify the most cost-effective and efficient path to meeting clean air goals while being sensitive to their economic concerns.

3.3.2 Project Alternatives that Would Reduce the Potentially Significant Impacts are Not Available

Finding: The Final Program EIR describes and evaluates four alternatives to the proposed project. The SCAQMD Governing Board finds that the proposed project would satisfy the Project Objectives. The SCAQMD Governing Board finds that the alternatives are unable to satisfy the project objectives to the same degree as the proposed project. The SCAQMD Governing Board further finds that, on balance, none of the alternatives has environmental advantages over the proposed project that are sufficiently great to justify approval of such an alternative instead of the 2012 AQMP, in light of each such alternative's inability to satisfy the proposed project objectives to the same degree as the proposed project. Accordingly, the SCAQMD Governing Board has determined to approve the proposed project instead of approving any of the alternatives.

In making this determination, the SCAQMD Governing Board finds that when compared to the alternatives described and evaluated in the Final Program EIR, the proposed project provides a reasonable balance between fully satisfying the project objectives and reducing potential environmental impacts to an acceptable level. The SCAQMD Governing Board further finds and determines that the proposed project should be approved, rather than one of the other alternatives.

Explanation: Potential adverse environmental impacts from four project alternatives were analyzed and their relative merits were compared to the 2012 AQMP. Alternatives evaluated in the Final Program EIR for the 2012 AQMP include: the No Project Alternative, PM2.5 Attainment Plan Localized PM Control in Mira Loma Area, Greater Reliance on NOx Emissions Reductions, and PM2.5 Emissions Reductions Strategies Only. No feasible alternatives were identified that would attain most of the basic objectives of the 2012 AQMP, described above in subsection 3.3.1, and generate fewer or less severe environmental impacts than those of the proposed project, as shown in Table 2.

Table 2
Environmental Impacts of Alternatives Compared to the 2012 AQMP

	PROJECT				
Environmental Topic	**2012 AQMP**	**Alternative 1**	**Alternative 2**	**Alternative 3**	**Alternative 4**
Aesthetics					
PM2.5	NS	NS (=)	NS (=)	NS (=)	NS (=)
Ozone	NS	NS (=)	NS (=)	NS (=)	NS (-)
Cumulative	NS	NS (=)	NS (=)	NS (=)	NS (-)
Direct Air Quality Impacts – PM2.5 Attainment Year					
	2014	2019	2017	2017	2014
Secondary Air Quality Impacts					
PM2.5 Construction	S	NS (-)	S (=)	S (=)	S (=)
PM2.5 Operation	NS	NS (-)	NS (-)	NS (-)	NS (=)
Ozone Construction	S	NS (-)	S (=)	S (=)	NS (-)
Ozone Operation	NS	NS (-)	NS (-)	S (=)	NS (-)
Cumulative	S	NS (-)	S (-)	S (=)	NS (-)
Energy					
PM2.5	S	NS (-)	S (-)	S (=)	S (=)
Ozone	S	NS (-)	S (-)	S (+)	NS (-)
Cumulative	S	NS (-)	S (-)	S (+)	S (-)
Hazards and Hazardous Materials					
PM2.5	S	NS (-)	S (-)	S (=)	S (=)
Ozone	S	NS (-)	S (-)	S (+)	NS (-)
Cumulative	S	NS (-)	S (-)	S (+)	S (-)
Hydrology and Water Quality					
PM2.5	S	NS (-)	S (=)	S (=)	S (=)
Ozone	S	NS (-)	S (=)	S (=)	NS (-)
Cumulative	S	NS (-)	S (=)	S (=)	S (-)
Land Use and Planning					
PM2.5	NS	NS (-)	NS (=)	NS (=)	NS (=)
Ozone	NS	NS (-)	NS (=)	NS (=)	NS (-)
Cumulative	NS	NS (-)	NS (=)	NS (=)	NS (-)
Noise					
PM2.5	NS	NS (-)	NS (=)	NS (=)	NS (=)
Ozone	S	NS (-)	S (=)	S (=)	NS (-)
Cumulative	S	NS (-)	S (=)	S (=)	NS (-)
Solid and Hazardous Wastes					
PM2.5	NS	NS (-)	NS (=)	NS (=)	NS (=)
Ozone	NS	NS (-)	NS (=)	NS (+)	NS (-)
Cumulative	NS	NS (-)	NS (=)	NS (+)	NS (-)
Transportation and Traffic					
PM2.5	NS	NS (-)	NS (=)	NS (=)	NS (=)
Ozone	S	NS (-)	S (=)	S (+)	NS (-)
Cumulative	S	NS (-)	S (=)	S (+)	NS (-)

Notes:
NS = Not Significant
S = Significant
(-) = Potential impacts are less than the proposed project.
(+) = Potential impacts are greater than the proposed project.
(=) = Potential impacts are approximately the same as the proposed project.

Summary of Findings Regarding Alternatives: For all of the foregoing reasons, the SCAQMD Governing Board has determined to approve the proposed project instead of one of the alternatives to the proposed project. The SCAQMD Governing Board finds that the range of alternatives evaluated in the Final Program EIR reflects a reasonable attempt to identify and evaluate various types of alternatives that would potentially be capable of reducing the proposed project's environmental effects, while accomplishing most, but not all of the project objectives. The SCAQMD Governing Board finds that the alternatives analysis is sufficient to inform the SCAQMD Governing Board and the public regarding the tradeoffs between the degree to which alternatives to the proposed project could reduce environmental impacts and the corresponding degree to which the alternatives would hinder the SCAQMD's ability to achieve the project objectives.

3.4 FINDINGS CONCLUSION

Changes or alterations have been incorporated into the proposed project to mitigate or minimize the potentially significant adverse environmental effects associated with the following six potentially significant project-specific adverse environmental impacts that cannot be reduced to a level of insignificance: 1) air quality (CO and PM10) impacts from construction activities; 2) energy – increased electricity and natural gas demand; 3) hazards associated with an accidental release of LNG during transport; 4) increased demand for water; 5) noise impacts from construction activities; and, 6) traffic impacts from construction activities and operations. No additional feasible mitigation measures or alternatives were identified that could further reduce the significant project-specific and cumulative environmental impacts identified here. The 2012 AQMP also achieves the project objectives, as described above in subsection 3.3.1, more effectively than the project alternatives analyzed.

Based on the above information, the SCAQMD Governing Board finds that the proposed project achieves the best balance between minimizing potential adverse environmental impacts and achieving the overall project objectives. The SCAQMD Governing Board further finds that all of the findings presented here are supported by substantial evidence in the record.

4.0 STATEMENT OF OVERRIDING CONSIDERATION

If significant adverse impacts of a proposed project remain after incorporating feasible mitigation measures, or no feasible measures to mitigate the adverse impacts are identified, the lead agency must make a determination that the benefits of the proposed project outweigh the unavoidable, significant, adverse environmental effects if it is to approve the project. In accordance with CEQA Guidelines §15093, the SCAQMD Governing Board has, in determining whether or not to approve the proposed project, balanced the economic, social, technological, and other project benefits against its unavoidable environmental risks, and finds that each of the benefits of the proposed project set forth below outweigh the significant adverse environmental effects that are not mitigated to less than significant levels. This statement of overriding considerations is based on the decision-making body's review of the Final Program EIR, responses to comments, and other information in the administrative record. Each of the benefits identified below provides a separate and independent basis for overriding the significant adverse environmental effects of the 2012 AQMP. Accordingly, this Statement of Overriding Considerations regarding potentially significant adverse environmental impacts resulting from the 2012 AQMP, as set forth below,

has been prepared. Pursuant to CEQA Guidelines §15093 (c), a Statement of Overriding Considerations will be included in the record of the project approval and will also be noted in the Notice of Determination.

Having reduced the potential effects of the proposed project through all feasible mitigation measures as described previously in this attachment, and balancing the benefits of the proposed project against its potential unavoidable adverse impacts on air quality, demand for electricity, demand for natural gas, transportation hazards, demand for water, noises, and traffic, the SCAQMD finds that the following legal requirements and benefits of the proposed project outweigh the potentially significant unavoidable adverse impacts for the following reasons:

1. The analysis of potential adverse environmental impacts incorporates a "worst-case" approach. This means that whenever the analysis requires assumptions to be made, those assumptions that result in the greatest adverse environmental impacts are typically chosen. This method likely overestimates the actual significant adverse environmental impacts from the 2012 AQMP.
2. The proposed project would reduce PM2.5 nonattainment pollutants and their precursors on an expeditious implementation schedule;
3. The proposed project would demonstrate attainment of the 24-hour PM2.5 national ambient air quality standard by the year 2014, as required by the federal CAA;
4. The proposed project would reduce population exposure to PM2.5 by achieving the 24-hour PM2.5 national ambient air quality standard by 2014, as required by the federal CAA;
5. The proposed project would continue making expeditious progress towards attaining the federal eight-hour ozone standard and demonstrate attainment of the federal one-hour ozone standard (revoked) by the years 2022 and 2023, respectively;
6. The proposed project would reduce population exposure to ozone through continued progress towards attaining the federal one-hour (revoked) and eight-hour ozone standards by 2022 – 2023;
7. The proposed project would include all feasible measures and an expeditious adoption schedule;
8. The proposed project would update planning assumptions and the best available information such as SCAG's 2012 RTP, CARB's latest EMFAC2011 for the on-road mobile source emissions inventory, and CARB's OFF-ROAD 2011 model;
9. The proposed project would update emission inventories using 2008 as the base year and incorporate emission reductions achieved from all applicable rules and regulations and the latest demographic forecasts;
10. The proposed project would update any remaining control measures from the 2007 AQMP and incorporated into the 2012 AQMP as appropriate;
11. The proposed project would demonstrate compliance with federal contingency measure requirements;
12. Implementing Mitigation Measures AQ-1 through AQ-2 would reduce significant adverse construction air quality impacts to the maximum extent feasible, but not to less than significant, while also providing construction emission reduction co-benefits because using

Tier 3 construction engines would additionally provide PM and hydrocarbon emission reduction benefits.

13. Implementing Mitigation Measures E-1 through E-12 would reduce significant adverse energy impacts to the maximum extent feasible, but not to less than significant.

14. Implementing Mitigation Measures HZ-1 through HZ-10 would reduce significant adverse hazards and hazardous materials impacts to the maximum extent feasible, but not to less than significant.

15. Implementing Mitigation Measures HWQ-1 through HWQ-4 would reduce significant adverse hydrology and water quality impacts to the maximum extent feasible, but not to less than significant.

16. Implementing Mitigation Measures NO-1 through NO-9 would reduce significant adverse noise impacts to the maximum extent feasible, but not to less than significant.

17. Implementing Mitigation Measure TT-1 would reduce significant adverse transportation and traffic impacts to the maximum extent feasible, but not to less than significant.

In balancing the benefits of the overall project described above with the proposed project's unavoidable and significant adverse environmental impacts, SCAQMD Governing Board finds that the proposed project's benefits individually and collectively outweigh the unavoidable adverse impacts, such that these impacts are acceptable. The SCAQMD Governing Board further finds that substantial evidence presented in the Final Program EIR supports adopting the Final Program EIR despite the proposed project's potential adverse impacts.

5.0 RECORD OF PROCEEDINGS

Upon certification, the record of approval for this proposed project, i.e., the Notice of Determination, will be posted and recorded by the county clerks of Los Angeles, Orange, Riverside, and San Bernardino counties. The record of approval for the proposed project and all documents and other materials related to this proposed project may be found at SCAQMD Headquarters, 21865 Copley Drive, Diamond Bar, California, 91765. The Custodian of the Record is the Deputy Executive Officer of Planning, Rules and Area Sources.

6.0 MITIGATION, MONITORING, AND REPORTING PLAN

Pursuant to CEQA Guidelines §15097 and PRC §21081.6, when a public agency conducts an environmental review of a proposed project in conjunction with approving it, the lead agency shall adopt a program for monitoring or reporting on the measures it has imposed to mitigate or avoid significant adverse environmental effects. PRC §21081.6 states in part that when making the findings required by PRC §21081 (a):

> "…the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes

> which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program."

No responsible agencies or public agencies having jurisdiction by law over natural resources affected by the 2012 AQMP requested changes or mitigation measures relative to potentially significant adverse environmental impacts be incorporated into the 2012 AQMP. Further, it should be noted that the SCAQMD does not construct or operate projects that may result from implementing 2012 AQMP control measures as rules or regulations. As a single purpose public agency responsible for adopting and enforcing air quality rules and regulations, where applicable and within the jurisdiction of the SCAQMD, enforcement of implementing mitigation measures, monitoring, and reporting requirements described in this mitigation, monitoring, and reporting plan (MMRP) is the responsibility of the SCAQMD as the lead agency under CEQA. However, as noted in discussions under Section 3.0 Findings, some of the mitigation measures identified in the Final Program EIR for the 2012 AQMP may not be within the jurisdiction of the SCAQMD, but are within the jurisdiction of local land use agencies, project sponsors, public agencies having jurisdiction by law over natural resources affected by the project, or other CEQA lead agencies.

A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program (CEQA Guidelines §15097 (a)). As a result, this MMRP will identify other public agencies that "can and should" comply with CEQA in assessing and mitigating project-specific impacts.

Finally, the responsibility for mitigation monitoring and reporting described in this MMRP will vary depending on the location and jurisdiction of individual projects because the individual projects resulting from implementing 2012 AQMP control measures as rules or regulations may affect a wide variety of commercial, institutional, industrial, and even residential emission sources located throughout the district. It is expected that additional and more specific mitigation measures and monitoring requirements may be developed as specific rules are promulgated. Similarly, additional and more specific mitigation measures and monitoring requirements may be required for individual projects required to comply with any future rules or regulations that must also undergo an environmental analysis pursuant to CEQA.

6.1 AIR QUALITY IMPACTS AND MITIGATION MEASURES

The analysis of secondary air quality impacts in the Final Program EIR for the 2012 AQMP concluded that construction-related CO and PM10 emissions have the potential to exceed the applicable SCAQMD regional significance thresholds for daily construction emissions. Emission sources contributing to significant CO and PM10 air quality impacts include worker vehicles, heavy construction equipment, and grading/construction activities. The construction air quality mitigation measures identified in the following paragraphs are intended reduce potential construction emissions associated with construction-related emission sources to the maximum extent feasible. Mitigation measure AQ-1 would serve to reduce impacts from on-road mobile

sources and mitigation measures AQ-2 through AQ-7 would serve to reduce impacts from off-road mobile sources. The timing of implementing the construction air quality mitigation measures would be ongoing over the life of the 2012 AQMP and includes the following mitigation measures:

AQ-1 Develop a Construction Emission Management Plan for the proposed project. The Construction Emission Management Plan shall be submitted to SCAQMD CEQA for approval prior to the start of construction. The Plan shall include measures to minimize emissions from vehicles including, but not limited to consolidating truck deliveries, description of truck routing, description of deliveries including hours of delivery, description of entry/exit points, locations of parking, and construction schedule. At a minimum the Construction Emission Management Plan would include the following types of mitigation measures.

AQ-2 Maintain construction equipment tuned up and with two to four degree retard diesel engine timing or tuned to manufacturer's recommended specifications that optimize emissions without nullifying engine warranties.

AQ-3 The project proponent shall survey and document the proposed project's construction areas and identify all construction areas that are served by electricity. This documentation shall be provided as part of the Construction Emissions Management Plan. Electric welders shall be used in all construction areas that are demonstrated to be served by electricity.

AQ-4 The project proponent shall survey and document the proposed Project's construction areas and identify all construction areas that are served by electricity. This documentation shall be provided as part of the Construction Emissions Management Plan. Onsite electricity rather than temporary power generators shall be used in all construction areas that are demonstrated to be served by electricity.

AQ-5 The project proponent shall use cranes rated 200 hp or greater equipped with Tier 3 or equivalent engines. Engines equivalent to Tier 3 may consist of Tier 2 engines retrofitted with diesel particulate filters and oxidation catalysts, selective catalytic reduction, or other equivalent NOx control equipment. Retrofitting cranes rated 200 hp or greater with PM and NOx control devices must occur before the start of construction. If cranes rated 200 hp or greater equipped with Tier 3 engines are not available or cannot be retrofitted with PM and NOx control devices, the project proponent shall use cranes rated 200 hp or greater equipped with Tier 2 or equivalent engines. The project proponent shall provide documentation that cranes rated 200 hp or greater equipped with Tier 3 or equivalent engines are not available in the Construction Emissions Management Plan.

AQ-6 For off-road construction equipment rated 50 to 200 hp that will be operating for eight hours or more, the project proponent shall use equipment rated 50 to 200 hp equipped with Tier 3 or equivalent engines. Engines equivalent to Tier 3 may consist of Tier 2 engines retrofitted with diesel particulate filters and oxidation catalysts, selective catalytic reduction, or other equivalent NOx control equipment. Retrofitting equipment rated 50 to 200 hp with PM and NOx control devices must occur before the start of construction. If equipment rated 50 to 200 hp equipped with Tier 3 engines are not available or cannot be retrofitted with PM and NOx control devices, the project proponent shall use equipment rated 50 to 200 hp equipped with Tier 2 or equivalent engines. The project proponent shall provide documentation that equipment rated 50 to

200 hp equipped with Tier 3 or equivalent engines are not available in the Construction Emissions Management Plan or associated subsequent status reports as information becomes available.

AQ-7 Suspend use of all construction activities that generate air pollutant emissions during first stage smog alerts.

6.2 AIR QUALITY MITIGATION MONITORING AND REPORTING

Implementing Party: Because the 2012 AQMP is a regional plan that can be characterized as an ongoing regulatory program, some of the 2012 AQMP construction air quality mitigation measures in this MMRP may be described as general policies, although some refer to specific actions. The SCAQMD finds that the party or parties responsible for implementing construction air quality mitigation measures from the Final Program EIR for the 2012 AQMP for future projects that have the potential to generate construction air quality impacts from complying with 2012 AQMP control measures promulgated as rules or regulations would be project applicants, project sponsors, or public agencies within the district.

To the extent that the SCAQMD is the lead agency for future projects that must comply with 2012 AQMP control measures promulgated as rules or regulations, it can enforce implementation of 2012 AQMP air quality mitigation measures through its authority to impose binding permit conditions on permit applicants at the time permit applications are processed and approved. Similarly, if the SCAQMD is a responsible agency for such future projects, it would still have the ability to enforce 2012 AQMP mitigations through its authority to impose permit conditions on permit applicants at the time permit applications are processed and approved. If the SCAQMD has no approval authority over future projects that have the potential to generate construction air quality impacts from complying with 2012 AQMP control measures promulgated as rules or regulations, then the public agency with primary approval authority over these future projects can and should impose 2012 AQMP mitigation measures through its authority to impose permit conditions on permit applicants at the time permit applications are processed and approved or through other legally binding instruments.

Monitoring Agency: Because future projects to implement 2012 AQMP control measures promulgated as rules or regulations could be undertaken project applicants, project sponsors, or public agencies throughout the district, the monitoring agency is expected to vary and may include a variety of public agencies performing the role of lead agency. Monitoring would be accomplished as follows:

MMAQ-1 A project applicant, project sponsor, or public agency shall develop and submit a Construction Emission Management Plan to the lead agency for approval. Alternatively, the lead agency can develop a monitoring plan applicable to projects within its jurisdiction. The Construction Emission Management Plan shall include the following: description of construction traffic control methods such as flag persons, contractor entry/exit gates, etc.; construction schedule including hours of operation; description of truck routing; and description of deliveries, including hours of delivery.

The plan shall be submitted to the lead agency for approval prior to beginning construction activities. The lead agency can and should conduct routine inspections of the construction site to verify compliance.

MMAQ-2 The project applicant, project sponsor, or public agency shall maintain or cause to be maintained maintenance records for the construction equipment. All construction vehicles must be maintained in compliance with the manufacturer's recommended maintenance schedule. Equipment maintenance records would be kept for the duration of the construction phase and at least two years following completion of construction. Equipment maintenance records must be available upon the request of the appropriate agency inspector.

MMAQ-3 The use of gas or diesel welders shall be prohibited in areas that have access to electricity. Construction areas where electricity is not available will be identified on a site plan as part of the Construction Emission Management Plan submitted to the lead agency for approval. The use of gas or diesel welders within these identified areas will be allowed. The use of gas or diesel welders outside of these identified areas shall be prohibited. The project applicant, project sponsor, or public agency shall include in all construction contracts the requirement that gas and diesel welders are prohibited in certain portions of the site as identified on the site plan. The applicant shall maintain records on where the gas or diesel welders are actually used and their duration of use.

MMAQ-4 The use of temporary power generators shall be prohibited in areas that have access to electricity. Construction areas where electricity is not available will be identified on a site plan as part of the Construction Emission Management Plan. The use of temporary power generators within these identified areas will be allowed. The use of temporary power generators outside of these identified areas shall be prohibited. The project applicant, project sponsor, or public agency shall include in all construction contracts the requirement that the use of temporary power generators is prohibited in certain portions of the site as identified on the site plan. The applicant shall maintain records on where the generators are actually used and the duration of use.

MMAQ-5 The use of cranes rated 200 hp or greater shall be limited to cranes equipped with Tier 3 or equivalent engines. Engines equivalent to Tier 3 may consist of Tier 2 engines retrofitted with diesel particulate filters and oxidation catalysts, selective catalytic reduction, or other equivalent NOx control equipment. Retrofitting cranes rated 200 hp or greater with PM and NOx control devices must occur before the start of construction. If cranes rated 200 hp or greater equipped with Tier 3 engines are not available or cannot be retrofitted with PM and NOx control devices, the project proponent shall use cranes rated 200 hp or greater equipped with Tier 2 or equivalent engines. The project applicant, project sponsor, or public agency shall provide documentation that cranes rated 200 hp or greater equipped with Tier 3 or equivalent engines are not available in the Construction Emission Management Plan.

MMAQ-6 The project applicant, project sponsor, or public agency must ensure that all off-road construction equipment meets the exhaust emission standards and test procedures for heavy-duty off-road diesel cycle engines as presented in the California Code of Regulations, Title 13, §2423 (b)(1). The exhaust emissions from new off-road compression-ignition engines, sold in California, must not exceed the exhaust emission standards set forth for each Tier and corresponding

model year. The project applicant, project sponsor, or public agency will supply the local/lead agency with a report prior to commencement of construction activities that documents the availability of retrofit technologies for large construction equipment, such as diesel particulate filters/traps, oxidation catalysts, and air enhancement technologies. In the event a Tier 3 engine is not available for any off-road engine larger than 100 horsepower, the project applicant, project sponsor, or public agency will ensure that the engine be equipped with a diesel particulate filter, unless certified by engine manufacturers that the use of such devices is not practical for specific engine types. A copy of this report shall be maintained on-site along with other recordkeeping required by this Mitigation Monitoring Plan.

MMAQ-7 The project applicant, project sponsor, or public agency shall maintain a log that contains the days when first stage smog alerts occur and the time that construction activities were suspended or the reasons (emergency conditions) that the activities were not suspended. A copy of this log shall be maintained on-site along with other recordkeeping required by this Mitigation Monitoring Plan.

6.3 ENERGY IMPACTS AND MITIGATION MEASURES

The analysis of secondary air quality impacts in the Final Program EIR for the 2012 AQMP concluded that the 2012 AQMP has the potential to generate significant adverse electricity and natural gas demand impacts associated with converting conventionally-fueled stationary and mobile sources to electricity or natural gas fueled sources. The mitigation measures identified in the following paragraphs are intended to reduce impacts associated with these sources to the maximum extent feasible. Mitigation measures E-1 through E-7 would serve to reduce impacts from increased electricity demand and mitigation measures E-8 through E-12 would reduce impacts from increased demand for natural gas. The timing of implementing electricity and natural gas demand mitigation measures would be ongoing over the life of the 2012 AQMP and includes the following types of control measures:

E-1 Project sponsors should pursue incentives to encourage the use of energy efficient equipment and vehicles and promote energy conservation.

E-2 Utilities should increase capacity of existing transmission lines to meet forecast demand that supports sustainable growth, where feasible and appropriate in coordination with local planning agencies.

E-3 Project sponsors should submit projected electricity calculations to the local electricity provider for any project anticipated to require substantial electricity consumption. Any infrastructure improvements necessary should be completed according to the specifications of the electricity provider.

E-4 Project sponsors should include energy analyses in environmental documentation with the goal of conserving energy through the wise and efficient use of energy.

E-5 Project sponsors should evaluate the potential for reducing peak energy demand by encouraging charging of electrical vehicles and other mobile sources during off-peak hours.

E-6 Project sponsors should evaluate the potential for reducing peak energy demand by encouraging the use of catenary or way-side electrical systems developed for transportation systems to operate during off-peak hours.

E-7 Project sponsors should evaluate the potential for reducing peak energy demand by encouraging the use of electrified stationary sources during off-peak hours (e.g., cargo handling equipment).

E-8 Project sponsors should pursue incentives to encourage the use of energy efficient equipment and vehicles and promote energy conservation.

E-9 Utilities should increase capacity of existing natural gas lines to meet forecast demand that supports sustainable growth, where feasible and appropriate in coordination with local planning agencies.

E-10 Project sponsors should submit projected natural gas calculations to the local natural gas provider for any project anticipated to require substantial natural gas consumption. Any infrastructure improvements necessary should be completed according to the specifications of the natural gas provider.

E-11 Project sponsors should include energy analyses in environmental documentation with the goal of conserving energy through the wise and efficient use of energy.

E-12 Project sponsors should evaluate the potential for reducing peak energy demand by encouraging the use of natural gas stationary sources during off-peak hours.

6.4 ENERGY MITIGATION MONITORING AND REPORTING

Implementing Party: Because the 2012 AQMP is a regional plan that can be characterized as an ongoing regulatory program, some of the electricity or natural gas demand mitigation measures in this MMRP may be described as general policies, although some refer to specific actions. The SCAQMD finds that the party or parties responsible for implementing electricity or natural gas demand mitigation measures from the Final Program EIR for the 2012 AQMP for future projects that have the potential to generate electricity or natural gas demand impacts from complying with 2012 AQMP control measures promulgated as rules or regulations would be project applicants, project sponsors, and public agencies, including cities or counties, within the district.

To the extent that the SCAQMD is the lead agency for future projects that must comply with 2012 AQMP control measures promulgated as rules or regulations, it may be able to enforce implementation of some 2012 AQMP electricity or natural gas demand mitigation measures through its authority to impose binding permit conditions on permit applicants at the time permit applications are processed and approved. If the SCAQMD is a responsible agency or has no approval authority over future projects that have the potential to generate electricity or natural gas demand impacts from complying with 2012 AQMP control measures promulgated as rules or regulations, then the public agency with primary approval authority over these future projects can and should impose 2012 AQMP Final Program EIR mitigation measures through its authority to impose permit conditions on permit applicants at the time permit applications are processed and approved or through other legally binding instruments. Similarly, to the extent allowed by state and federal regulations, electricity generating utilities or natural gas provider utilities within the district as the entities that provide electricity and natural to users may be

responsible for implementing some of the 2012 AQMP mitigation measures, specifically those mitigation measures that call for increased energy generating and supply capacities.

Monitoring Agency: Because future projects to implement 2012 AQMP control measures promulgated as rules or regulations could be undertaken by project applicants, project sponsors, public agencies, public electricity generating utilities, or public natural gas provider utilities throughout the district, the monitoring agency is expected to vary and may include a variety of public agencies performing the role of lead agency. Monitoring would be accomplished as follows:

MME-1 A project applicant, project sponsor, or public agency shall provide to the lead agency documentation for approval of incentives to encourage the use of energy efficient equipment and vehicles and promote energy conservation prior to the beginning of project operation. The lead agency can and should conduct routine inspections of the project to verify compliance.

MME-2 To the extent allowed by state and federal law, electricity generating utilities within the district can and should increase capacity of existing transmission lines to meet forecast electricity demand that supports sustainable growth, where feasible and appropriate in coordination with local planning agencies.

MME-3 The project applicant, project sponsor, or public agency should submit projected electricity calculations to the local electricity provider for any project anticipated to require substantial electricity consumption. Such electricity calculations can and should be used by the local electricity provider when forecasting future electricity demand. Any infrastructure improvements necessary should be completed according to the specifications of the electricity provider.

MME-4 The project applicant, project sponsor, or public agency should include energy analyses in environmental documentation with the goal of conserving energy through the wise and efficient use of energy. The lead agency can and should conduct routine inspections of the project to verify compliance with any energy conservation mitigation measures.

MME-5 The project applicant, project sponsor, or public agency should evaluate the potential for reducing peak energy demand by encouraging charging of electrical vehicles and other mobile sources during off-peak hours. The lead agency can and should conduct routine inspections of the project to verify compliance with any mitigation measures encouraging charging of electrical vehicles and other mobile sources during off-peak hours.

MME-6 The project applicant, project sponsor, or public agency should evaluate the potential for reducing peak energy demand by encouraging the use of catenary or way-side electrical systems developed for transportation systems to operate during off-peak hours. The lead agency can and should conduct routine inspections of the project to verify compliance with any mitigation measures encouraging the use of catenary or way-side electrical systems developed for transportation systems to operate during off-peak hours.

MME-7 The project applicant, project sponsor, or public agency should evaluate the potential for reducing peak energy demand by encouraging the use of electrified stationary sources during off-peak hours (e.g., cargo handling equipment). The lead

agency can and should conduct routine inspections of the project to verify compliance with any energy conservation mitigation measures encouraging the use of electrified stationary sources during off-peak hours.

MME-8 The project applicant, project sponsor, or public agency should pursue incentives to encourage the use of energy efficient equipment and vehicles and promote energy conservation. The lead agency can and should conduct routine inspections of the project to verify compliance with any mitigation measures that encourage the use of energy efficient equipment and vehicles and promote energy conservation.

MME-9 To the extent allowed by state and federal law, natural gas provider utilities should increase capacity of existing natural gas lines to meet forecast demand that supports sustainable growth, where feasible and appropriate in coordination with local planning agencies.

MME-10 Project sponsors should submit projected natural gas calculations to the local natural gas provider for any project anticipated to require substantial natural gas consumption. Any infrastructure improvements necessary should be completed according to the specifications of the natural gas provider.

MME-11 Project sponsors should include energy analyses in environmental documentation with the goal of conserving energy through the wise and efficient use of energy.

MME-12 Project sponsors should evaluate the potential for reducing peak energy demand by encouraging the use of natural gas stationary sources during off-peak hours.

6.5 HAZARDS AND HAZARDOUS MATERIALS IMPACTS AND MITIGATION MEASURES

The analysis of secondary hazards and hazardous materials impacts in the Final Program EIR for the 2012 AQMP concluded that 2012 AQMP has the potential to generate significant adverse hazards and hazardous materials impacts as follows: from reformulating coating and solvent products with flammable or more flammable products, impacts related to an accidental release of either ammonia or LNG during transport, or impacts related to an accidental release of ammonia stored onsite. The mitigation measures identified in the following discussion are intended to reduce hazardous and hazardous materials impacts associated with these sources to the maximum extent feasible. Mitigation measures HZ-1 and HZ-2 would serve to reduce impacts from reformulating coatings or solvents with flammable or more flammable products, mitigation measures HZ-3 through HZ-6 would reduce impacts related to an accidental release of either ammonia or LNG during transport, and mitigation measures HZ-7 through HZ-10 would reduce impacts from an accidental release of ammonia stored onsite. The timing of implementing the hazards and hazardous materials mitigation measures would be ongoing over the life of the 2012 AQMP and includes the following mitigation measures:

HZ-1 Add consumer warning requirements for all flammable and extremely flammable products; and,

HZ-2 Add requirements to conduct a public education and outreach program in joint cooperation with local fire departments regarding flammable and extremely flammable products that may be included in consumer paint thinners and multipurpose solvents.

HZ-3 Install secondary containment (e.g., berms).

HZ-4 Install valves that fail shut.

HZ-5 Install emergency release valves and barriers around LNG storage tanks to prevent the physical damage to storage tanks or limit the release of LNG from storage tanks.

HZ-6 Perform integrity testing of LNG storage tanks to assist in preventing failure from structural problems. Construct a containment system to be used for deliveries during off-loading operations.

HZ-7 Install safety devices, including but not limited to: continuous tank level monitors (e.g., high and low level), temperature and pressure monitors, leak monitoring and detection system, alarms, check valves, and emergency block valves.

HZ-8 Install secondary containment to capture 110 percent of the storage tank volume in the event of a spill:

HZ-9 Install a grating-covered trench around the perimeter of the delivery bay to passively contain potential spills from the tanker truck during the transfer of aqueous ammonia from the delivery truck to the storage facility.

HZ-10 The truck loading/unloading area was designed to be equipped with an underground gravity drain that flows to a large on-site retention basin to provide sufficient ammonia dilution to the extent that no hazards impact is possible in the event of an accidental release during transfer of aqueous ammonia.

6.6 HAZARDS AND HAZARDOUS MATERIALS MITIGATION MONITORING AND REPORTING

Implementing Party: Because the 2012 AQMP is a is a regional plan that can be characterized as an ongoing regulatory program, some of the hazards and hazardous materials mitigation measures in this MMRP may be described as general policies, although some refer to specific actions. The SCAQMD finds that the party or parties responsible for implementing 2012 AQMP control measures for future projects that have the potential to generate hazards and hazardous materials impacts would be project applicants, project sponsors and public agencies, including cities or counties within the district.

To the extent that hazards and hazardous materials use results from complying with SCAQMD rules that have been promulgated from 2012 AQMP control measures, the SCAQMD can impose permit conditions on permit applicants at the time permit applications are processed and approved. If the SCAQMD is a responsible agency or has no approval authority over future projects that have the potential to generate significant adverse hazards and hazardous materials impacts from complying with 2012 AQMP control measures promulgated as rules or regulations, then the public agency with primary approval authority over these future projects can and should impose 2012 AQMP mitigation measures through its authority to impose permit conditions on permit applicants at the time permit applications are processed and approved or through other legally binding instruments. Similarly, to the extent allowed by state and federal regulations, cities or counties within the district as the entities that may have primary approval authority over projects implementing 2012 AQMP control measures may also be responsible for implementing some of the 2012 AQMP mitigation measures.

Monitoring Agency: Because future projects to implement 2012 AQMP control measures promulgated as rules or regulations could be undertaken by project applicants, project sponsors, or public agencies, throughout the district, the monitoring agency is expected to vary and may include a variety of public agencies performing the role of lead agency. Monitoring would be accomplished as follows:

MM HZ-1 Add consumer warning requirements for all flammable and extremely flammable products; and,

MMHZ-2 Add requirements to conduct a public education and outreach program in joint cooperation with local fire departments regarding flammable and extremely flammable products that may be included in consumer paint thinners and multipurpose solvents.

MMHZ-3 Install secondary containment (e.g., berms).

MMHZ-4 Install valves that fail shut.

MMHZ-5 Install emergency release values and barriers around LNG storage tanks to prevent the physical damage to storage tanks or limit the release of LNG from storage tanks.

MMHZ-6 Perform integrity testing of LNG storage tanks to assist in preventing failure from structural problems. Construct a containment system to be used for deliveries during off-loading operations.

MMHZ-7 Install safety devices, including but not limited to: continuous tank level monitors (e.g., high and low level), temperature and pressure monitors, leak monitoring and detection system, alarms, check valves, and emergency block valves.

MMHZ-8 Install secondary containment to capture 110 percent of the storage tank volume in the event of a spill:

MMHZ-9 Install a grating-covered trench around the perimeter of the delivery bay to passively contain potential spills from the tanker truck during the transfer of aqueous ammonia from the delivery truck to the storage facility.

MMHZ-10 The truck loading/unloading area was designed to be equipped with an underground gravity drain that flows to a large on-site retention basin to provide sufficient ammonia dilution to the extent that no hazards impact is possible in the event of an accidental release during transfer of aqueous ammonia.

6.7 HYDROLOGY AND WATER QUALITY IMPACTS AND MITIGATION MEASURES

The analysis of secondary air quality impacts in the Final Program EIR for the 2012 AQMP concluded that the 2012 AQMP has the potential to generate significant adverse hydrology and water quality impacts, specifically water demand impacts. Certain air pollution control technologies and the use of waterborne coatings may significantly increase the demand for water. The mitigation measures that would be implemented for water demand impacts would depend on the characteristics of individual projects, the volume of water expected to be used, and could vary among jurisdictions. The timing of implementing the hydrology and water quality

mitigation measures would be ongoing over the life of the 2012 AQMP and includes the following types of control measures:

HWQ-1 Local water agencies should continue to evaluate future water demand and establish the necessary supply and infrastructure to meet that demand, as documented in their Urban Water Management Plans.

HWQ-2 Project sponsors should coordinate with the local water provider to ensure that existing or planned water supply and water conveyance facilities are capable of meeting water demand/pressure requirements. In accordance with State Law, a Water Supply Assessment should be required for projects that meet the size requirements specified in the regulations. In coordination with the local water provider, each project sponsor will identify specific on- and off-site improvements needed to ensure that impacts related to water supply and conveyance demand/pressure requirements are addressed prior to issuance of a certificate of occupancy. Water supply and conveyance demand/pressure clearance from the local water provider will be required at the time that a water connection permit application is submitted.

HWQ-3 Project sponsors should implement water conservation measures and use recycled water for appropriate end uses.

HWQ-4 Project sponsors should consult with the local water provider to identify feasible and reasonable measures to reduce water consumptions.

6.8 HYDROLOGY AND WATER QUALITY MITIGATION MONITORING AND REPORTING

Implementing Party: Because the 2012 AQMP is a regional plan that can be characterized as an ongoing regulatory program, some of the water demand mitigation measures in this MMRP may be described as general policies, although some refer to specific actions. The SCAQMD finds that the party or parties responsible for implementing mitigation measures for future projects that have the potential to generate hydrology and water quality impacts from complying with 2012 AQMP control measures promulgated as rules or regulations would be project applicants, project sponsors, public agencies, and water provider utilities within the district.

To the extent that water demand results from complying with SCAQMD rules that have been promulgated from AQMP control measures, the SCAQMD can impose permit conditions on permit applicants at the time permit applications are processed and approved. If the SCAQMD is a responsible agency or has no approval authority over future projects that have the potential to generate water demand impacts from complying with 2012 AQMP control measures promulgated as rules or regulations, then the public agency with primary approval authority over these future projects can and should impose 2012 AQMP mitigation measures through its authority to impose permit conditions on permit applicants at the time permit applications are processed and approved or through other legally binding instruments. Similarly, to the extent allowed by state and federal regulations, water provider utilities within the district as the entities that provide water to users may be responsible for implementing some of the 2012 AQMP mitigation measures.

Monitoring Agency: Because future projects to implement 2012 AQMP control measures promulgated as rules or regulations could be undertaken by project applicants, project sponsors, public agencies, water provider utilities throughout the district, the monitoring agency is expected to vary and may include a variety of public agencies performing the role of lead agency. Monitoring would be accomplished as follows:

MMHWQ-1 Local water agencies should continue to evaluate future water demand and establish the necessary supply and infrastructure to meet that demand, as documented in their Urban Water Management Plans.

MMHWQ-2 Project sponsors should coordinate with the local water provider to ensure that existing or planned water supply and water conveyance facilities are capable of meeting water demand/pressure requirements. In accordance with State Law, a Water Supply Assessment should be required for projects that meet the size requirements specified in the regulations. In coordination with the local water provider, each project sponsor will identify specific on- and off-site improvements needed to ensure that impacts related to water supply and conveyance demand/pressure requirements are addressed prior to issuance of a certificate of occupancy. Water supply and conveyance demand/pressure clearance from the local water provider will be required at the time that a water connection permit application is submitted.

MMHWQ-3 Project sponsors should implement water conservation measures and use recycled water for appropriate end uses.

MMHWQ-4 Project sponsors should consult with the local water provider to identify feasible and reasonable measures to reduce water consumptions.

6.9 NOISE IMPACTS AND MITIGATION MEASURES

The analysis of secondary air quality impacts in the Final Program EIR for the 2012 AQMP concluded that the 2012 AQMP has the potential to generate significant adverse construction-related noise impacts associated with construction activities that have the potential to generate noise from heavy construction equipment and construction-related traffic. The mitigation measures in the 2012 AQMP Final Program EIR as identified in the following discussion are intended to minimize the impacts associated with these sources. The timing of implementing the construction-related noise mitigation measures would be ongoing over the life of the 2012 AQMP and includes the following types of control measures:

NO-1 To reduce noise impacts due to construction, project sponsors may require construction contractors to implement a site-specific noise reduction program, subject to the Lead Agency (or other appropriate government agency) review and approval, which includes the following measures:

- Equipment and trucks used for project construction may utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible).

- Except as may be exempted by the Lead Agency (or other appropriate government agency), impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction may be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust may be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves may be used, if such jackets are commercially available and this could achieve a reduction of five dBA. Quieter procedures may be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
- Stationary noise sources may be located as far from adjacent sensitive receptors as possible and they may be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.

NO-2 Prior to the issuance of a building permit, along with the submission of construction documents, each project sponsor may submit to the Lead Agency (or other government agency as appropriate) a list of measures to respond to and track complaints pertaining to construction noise. These measures may include:

- A procedure and phone numbers for notifying the Lead Agency staff and local Police Department (during regular construction hours and off-hours);
- A sign posted on-site pertaining with permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign may also include a listing of both the Lead Agency and construction contractor's telephone numbers (during regular construction hours and off hours);
- The designation of an on-site construction complaint and enforcement manager for the project;
- Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and
- A preconstruction meeting may be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.

NO-3 Project sponsor may implement use of portable barriers in the vicinity of sensitive receptors during construction including construction of subsurface barriers, debris basins, and storm water drainage facilities.

NO-4 For projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, to further reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90dBA, a set of site-specific noise attenuation measures may be completed under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures may be submitted for review and approval by the Lead Agency (or other appropriate government agency) to ensure that maximum feasible noise attenuation

would be achieved. This plan may be based on the final design of the project. A third-party peer review, paid for by the project sponsor, may be required to assist the Lead Agency in evaluating the feasibility and effectiveness of the noise reduction plan submitted by the project sponsor. The criterion for approving the plan may be a determination that maximum feasible noise attenuation would be achieved. The noise reduction plan may include, but not be limited to, an evaluation of implementing the following measures. These attenuation measures may include as many of the following control strategies as applicable to the site and construction activity:

- Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings;
- Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;
- Utilize noise control blankets on the building structure as the structures are erected to reduce noise emission from the site;
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and
- Monitor the effectiveness of noise attenuation measures by taking noise measurements.

NO-5 Noise generated from any rock-crushing or screening operations performed within 3,000 feet of any occupied residence may be mitigated by the project sponsor by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the local jurisdiction.

NO-6 Where feasible, pile holes may be pre-drilled to reduce potential noise and vibration impacts.

NO-7 As necessary, each project sponsor may retain a structural engineer or other appropriate professional to determine threshold levels of vibration and cracking that could damage any adjacent historic or other structure subject to damage, and design means and construction methods to not exceed the thresholds.

NO-8 Project sponsors may comply with all local sound control and noise level rules, regulations, and ordinances.

NO-9 As part of the appropriate environmental review of each project, a project-specific noise evaluation may be conducted and appropriate mitigation identified and implemented.

6.10 NOISE MITIGATION MONITORING AND REPORTING

Implementing Party: Because the 2012 AQMP is a regional plan that can be characterized as an ongoing regulatory program, some of the construction-related noise mitigation measures in this MMRP may be described as general policies, although some refer to specific actions. The SCAQMD finds that the party or parties responsible for implementing construction-related noise

mitigation measures from the Final Program EIR for the 2012 AQMP for future projects that have the potential to generate construction-related noise impacts from complying with 2012 AQMP control measures promulgated as rules or regulations would be project applicants, project sponsors, public agencies, electricity generating utilities, or natural gas provider utilities within the district.

To the extent that noise impacts result from complying with SCAQMD rules that have been promulgated from AQMP control measures, the SCAQMD may be able to impose permit conditions on permit applicants at the time permit applications are processed and approved. If the SCAQMD is a responsible agency or has no approval authority over future projects that have the potential to generate construction-related noise impacts from complying with 2012 AQMP control measures promulgated as rules or regulations, then the public agency with primary approval authority over these future projects can and should impose mitigation measures through its authority to impose permit conditions on permit applicants at the time permit applications are processed and approved or through other legally binding instruments. Similarly, to the extent allowed by state and federal regulations, cities or counties within the district as the entities that regulate noise sources through ordinances or general plan noise elements, may be responsible for implementing some of the 2012 AQMP mitigation measures.

Monitoring Agency: Because future projects to implement 2012 AQMP control measures promulgated as rules or regulations could be undertaken by project applicants, project sponsors, or public agencies, throughout the district, the monitoring agency is expected to vary and may include a variety of public agencies performing the role of lead agency. Monitoring would be accomplished as follows:

MMNO-1 To reduce noise impacts due to construction, project sponsors should require construction contractors to implement a site-specific noise reduction program, subject to the Lead Agency (or other appropriate government agency) review and approval, which includes the following measures:

- Equipment and trucks used for project construction should utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible).
- Except as exempted by the Lead Agency (or other appropriate government agency), impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction should be hydraulically or electrically powered, where feasible, to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should also be used, if such jackets are commercially available and a reduction of five dBA can be achieved. Quieter procedures should also be used such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
- Stationary noise sources should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within

temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction, where feasible.

MMNO-2 Prior to the issuance of a building permit, along with the submission of construction documents, each project sponsor should submit to the Lead Agency (or other government agency as appropriate) a list of measures to respond to and track complaints pertaining to construction noise. These measures should include:

- A procedure and phone numbers for notifying the Lead Agency staff and local Police Department (during regular construction hours and off-hours);
- A sign posted on-site pertaining with permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign should also include a listing of both the Lead Agency and construction contractor's telephone numbers (during regular construction hours and off hours);
- The designation of an on-site construction complaint and enforcement manager for the project;
- Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and
- A preconstruction meeting should be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.

MMNO-3 Project sponsor should implement use of portable barriers in the vicinity of sensitive receptors during construction including construction of subsurface barriers, debris basins, and storm water drainage facilities.

MMNO-4 For projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, to further reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90dBA, a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures should be submitted for review and approval by the Lead Agency (or other appropriate government agency) to ensure that maximum feasible noise attenuation would be achieved. This plan should be based on the final design of the project. A third-party peer review, paid for by the project sponsor, should be required to assist the Lead Agency in evaluating the feasibility and effectiveness of the noise reduction plan submitted by the project sponsor. The criterion for approving the plan should be based on a determination that maximum feasible noise attenuation would be achieved. The noise reduction plan should include, but not be limited to, an evaluation of implementing the following measures. These attenuation measures should also include as many of the following control strategies as applicable to the site and construction activity:

- Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings;
- Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;
- Utilize noise control blankets on the building structure as the structures are erected to reduce noise emission from the site;
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and
- Monitor the effectiveness of noise attenuation measures by taking noise measurements.

MMNO-5 Noise generated from any rock-crushing or screening operations performed within 3,000 feet of any occupied residence should be mitigated, where feasible, by the project sponsor by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the local jurisdiction.

MMNO-6 Where feasible, pile holes should be pre-drilled to reduce potential noise and vibration impacts.

MMNO-7 As necessary, each project sponsor should retain a structural engineer or other appropriate professional to determine threshold levels of vibration and cracking that could damage any adjacent historic or other structure subject to damage, and design means and construction methods to not exceed the thresholds.

MMNO-8 Project sponsors should comply with all local sound control and noise level rules, regulations, and ordinances.

MMNO-9 As part of the appropriate environmental review of each project, a project-specific noise evaluation should be conducted and appropriate mitigation identified and implemented, where feasible.

6.11 TRANSPORTATION AND TRAFFIC IMPACTS AND MITIGATION MEASURES

The analysis of secondary air quality impacts in the Final Program EIR for the 2012 AQMP concluded that the 2012 AQMP has the potential to generate significant adverse traffic impacts during construction activities and during operation. Construction activities could generate construction-related traffic and adversely affect traffic flow through lane closures or other traffic restrictions. To the extent that catenary lines are constructed over roadways and the roadways are restricted to heavy-duty trucks equipped to use the lines, more vehicles could be required to use existing roadways. Mitigation measure TT-1 would serve to reduce potential traffic impacts during construction. No mitigation measures were identified for traffic impacts during operation. The timing of implementing the construction traffic impact mitigation measure would be

ongoing over the life of the 2012 AQMP and include the following types of mitigation measure activities:

TT-1: Project sponsors and construction contractors can and should meet with the appropriate Lead Agency (or other government agency) to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. The project sponsor should develop a construction management plan for review and approval by the Lead Agency (or other government agency as appropriate). The plan should include at least the following items and requirements:

- A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes.
- Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.
- Location of construction staging areas for materials, equipment, and vehicles at an approved location.
- A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager should determine the cause of the complaints and should take prompt action to correct the problem. The Lead Agency should be informed who the Manager is prior to the issuance of the first permit.
- Provision for accommodation of pedestrian flow.
- As necessary, provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on street spaces.
- Any damage to the street caused by heavy equipment, or as a result of this construction, should be repaired, at the project sponsor's expense, within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair should occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety should be repaired immediately. The street should be restored to its condition prior to the new construction as established by the Lead Agency (or other appropriate government agency) and/or photo documentation, at the sponsor's expense, before the issuance of a Certificate of Occupancy.
- Any heavy equipment brought to the construction site should be transported by truck, where feasible.
- No materials or equipment should be stored on the traveled roadway at any time.
- Prior to construction, a portable toilet facility and a debris box should be installed on the site, and properly maintained through project completion.
- All equipment should be equipped with mufflers.

- Prior to the end of each work-day during construction, the contractor or contractors should pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors.

6.12 TRANSPORTATION AND TRAFFIC MITIGATION MONITORING AND REPORTING

Implementing Party: Because the 2012 AQMP is a regional plan that can be characterized as an ongoing regulatory program, the construction traffic impact mitigation measure in this MMRP may be described as a general policy even though some of the activities refer to specific actions. The SCAQMD finds that the party or parties responsible for implementing the construction traffic mitigation measure on future projects that have the potential to generate construction traffic impacts from complying with the 2012 AQMP control measures promulgated as rules or regulations would be project applicants, project sponsors, public agencies, electricity generating utilities, or natural gas provider utilities within the district.

To the extent that traffic impacts during construction and/or operation result from complying with SCAQMD rules that have been promulgated from 2012 AQMP control measures, the SCAQMD can impose permit conditions on permit applicants at the time permit applications are processed and approved. If the SCAQMD is a responsible agency or has no approval authority over future projects that have the potential to generate significant adverse construction and/or operation traffic impacts from complying with 2012 AQMP control measures promulgated as rules or regulations, then the public agency with primary approval authority over these future projects can and should impose 2012 AQMP mitigation measures through its authority to impose permit conditions on permit applicants at the time permit applications are processed and approved or through other legally binding instruments. Similarly, to the extent allowed by state and federal regulations, CalTrans or local transportation agencies within the district as the entities that may have approval authority over roadway projects and also responsible for implementing the 2012 AQMP Final Program EIR construction traffic mitigation measure.

Monitoring Agency: Because future projects to implement 2012 AQMP control measures promulgated as rules or regulations could be undertaken by project applicants, project sponsors, or public agencies, throughout the district, the monitoring agency is expected to vary and may include a variety of public agencies performing the role of lead agency. Monitoring will be accomplished as follows:

MMTT-1 Project sponsors and construction contractors can and should meet with the appropriate lead agency (or other public agency with approval authority over the project) to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. The project sponsor should develop a construction management plan for review and approval by the Lead Agency (or other government agency as appropriate).

7.0 CONCLUSION

To the extent that the SCAQMD is the lead agency with primary approval authority over projects implementing 2012 AQMP control measures, project applicants, project sponsors, or public agencies will maintain records onsite of applicable compliance activities to demonstrate the steps taken to assure compliance with imposed mitigation measures as specified in Table 3. All construction logs and other records shall be made available to SCAQMD inspectors upon request by the project proponent. The project proponent may be required to submit quarterly (or some other specified time duration) reports to the SCAQMD during the construction phase that summarize the construction progress, including all required logs, inspection reports, and monitoring reports, as well as identify any problems and corrective actions, as necessary. SCAQMD staff and the project proponent will evaluate the effectiveness of this monitoring program during the construction period. It is expected that, as part of the CEQA document for any future projects implementing 2012 AQMP control measures, mitigation measures identified in this MMRP would be required as necessary, along with any additional mitigation measures identified at that time by the SCAQMD or other responsible agencies.

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Table 3

Mitigation, Monitoring and Reporting Plan for 2012 Air Quality Management Plan

Mitigation Measure/Implementation Requirement	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Air Quality			
AQ-1 / Develop a Construction Emission Management Plan for the proposed project.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should approve the Construction Emission Management Plan submitted to them for approval if adequate.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and before the start of construction
AQ-2 / Maintain construction equipment tuned up and with two to four degree retard diesel engine timing or tuned to manufacturer's recommended specifications that optimize emissions without nullifying engine warranties.	Project Applicant/Project Sponsor/Public Agency	Maintain any required records onsite for two years and make available upon request to the appropriate agency inspector/monitor.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Daily during construction and at least 2 years after construction ends.
AQ-3 / The project proponent shall survey and document the proposed project's construction areas and identify all construction areas that are served by electricity. Electric welders shall be used in all construction areas that are demonstrated to be served by electricity.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should approve documentation in the Construction Emission Management Plan, if adequate, those construction areas without electricity and maintain records of gas or diesel welder use and duration of use. Maintain any required records onsite and make available upon request to the appropriate agency inspector/monitor.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Prior to start of construction
AQ-4 / The project proponent shall survey and document the proposed Project's construction areas and identify all construction areas that are served by electricity. Onsite electricity rather than temporary power generators shall be used in all construction areas that are demonstrated to be served by electricity.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should approve documentation in the Construction Emission Management Plan, if adequate, construction areas without electricity and maintain records of temporary power generator use and duration of use. Maintain any required records onsite and make available upon request to the appropriate agency inspector/monitor.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Prior to start of construction

Table 3 (Continued)

Mitigation, Monitoring and Reporting Plan for 2012 Air Quality Management Plan

Mitigation Measure/Implementation Requirement	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
AQ-5 / The project proponent shall use cranes rated 200 hp or greater equipped with Tier 3 or equivalent engines. Engines equivalent to Tier 3 may consist of Tier 2 engines retrofitted with diesel particulate filters and oxidation catalysts, selective catalytic reduction, or other equivalent NOx control equipment. Retrofitting cranes rated 200 hp or greater with PM and NOx control devices must occur before the start of construction.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should approve documentation in the Construction Emission Management Plan, if adequate, identifying cranes rated 200 hp or greater where Tier 3 engines are not available and Tier 2 engines must be used.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before the start of construction
AQ-6 / For off-road construction equipment rated 50 to 200 hp that will be operating for eight hours or more, the project proponent shall use equipment rated 50 to 200 hp equipped with Tier 3 or equivalent engines. Engines equivalent to Tier 3 may consist of Tier 2 engines retrofitted with diesel particulate filters and oxidation catalysts, selective catalytic reduction, or other equivalent NOx control equipment. Retrofitting equipment rated 50 to 200 hp with PM and NOx control devices must occur before the start of construction.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should approve documentation of the availability of retrofit technologies for large construction equipment, if adequate, such as diesel particulate filters/traps, oxidation catalysts, and air enhancement technologies. Maintain the required report onsite and make available upon request to the appropriate agency inspector/monitor.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before the start of construction
AQ-7 / Suspend use of all construction activities that generate air pollutant emissions during first stage smog alerts.	Project Applicant/Project Sponsor/Public Agency	Maintain a log documenting when 1st stage smog alerts occurred and the time construction activities were suspended. Maintain the required log onsite and make available upon request to the appropriate agency inspector/monitor.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Daily

Table 3 (Continued)

Mitigation, Monitoring and Reporting Plan for 2012 Air Quality Management Plan

Mitigation Measure/Implementation Requirement	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Energy			
E-1 / Project sponsors should pursue incentives to encourage the use of energy efficient equipment and vehicles and promote energy conservation.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should approve, as appropriate and adequate, any necessary documentation of incentives to encourage energy efficiency and conservation.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and throughout implementation of the 2012 AQMP
E-2 / Utilities should increase capacity of existing transmission lines to meet forecast demand that supports sustainable growth, where feasible and appropriate in coordination with local planning agencies.	Electric Utilities	Electricity generating utilities within the district can and should coordinate with local public agencies, to the extent allowed by state and federal law, with regard to increasing capacity of existing transmission lines to meet forecast demand.	1. Electricity Utilities 2. Electricity Utilities 3. During the environmental review process and before the start of construction
E-3 / Project sponsors should submit projected electricity calculations to the local electricity provider for any project anticipated to require substantial electricity consumption. Any infrastructure improvements necessary should be completed according to the specifications of the electricity provider.	Project Applicant/Project Sponsor/Public Agency	When forecasting future electricity demand and/or infrastructure improvements, electricity utilities can and should consider the effects of local projects on future energy demand.	1. Electricity Utilities 2. Electricity Utilities 3. During the environmental review process and before the start of construction
E-4 / Project sponsors should include energy analyses in environmental documentation with the goal of conserving energy through the wise and efficient use of energy.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should carefully evaluate the adequacy of any required energy analyses and make a determination that all feasible energy conservation goals are identified.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process
E-5 / Project sponsors should evaluate the potential for reducing peak energy demand by encouraging charging electrical vehicles and other mobile sources during off-peak hours.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should carefully evaluate the adequacy of any required energy analyses that encourage charging electric vehicles and other mobile sources during off-peak hours.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process

Table 3 (Continued)

Mitigation, Monitoring and Reporting Plan for 2012 Air Quality Management Plan

Mitigation Measure/Implementation Requirement	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
E-6 / Project sponsors should evaluate the potential for reducing peak energy demand by encouraging the use of catenary or way-side electrical systems developed for transportation systems to operate during off-peak hours.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should carefully evaluate the adequacy of any required energy analyses that encourage using catenary or way-side electrical systems developed for transportation systems to operate during off-peak hours.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process
E-7 / Project sponsors should evaluate the potential for reducing peak energy demand by encouraging the use of electrified stationary sources during off-peak hours (e.g., cargo handling equipment).	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should carefully evaluate the adequacy of any required energy analyses that encourage using electrified stationary sources during off-peak hours.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process
E-8 / Project sponsors should pursue incentives to encourage the use of energy efficient equipment and vehicles and promote energy conservation.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should carefully evaluate the adequacy of any required energy analyses that encourage the use of energy efficient equipment and vehicles and promote energy conservation.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process
E-9 / Utilities should increase capacity of existing natural gas lines to meet forecast demand that supports sustainable growth, where feasible and appropriate in coordination with local planning agencies.	Natural Gas Utilities	Natural gas utilities within the district can and should coordinate with local public agencies, to the extent allowed by state and federal law, with regard to increasing capacity of existing natural gas lines to meet forecast demand.	1. Natural Gas Utilities/Other Lead Agencies 2. Natural Gas Utilities/Other Lead Agencies 3. During the environmental review process and throughout implementation of the 2012 AQMP
E-10 / Project sponsors should submit projected natural gas calculations to the local natural gas provider for any project anticipated to require substantial natural gas consumption. Any infrastructure improvements necessary should be completed according to the specifications of the natural gas provider.	Project Applicant/Project Sponsor/Public Agency	When forecasting future natural gas demand and/or infrastructure improvements, natural gas utilities can and should consider the effects of local projects on future energy demand.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and before the start of construction

Table 3 (Continued

Mitigation, Monitoring and Reporting Plan for 2012 Air Quality Management Plan

Mitigation Measure/Implementation Requirement	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
E-11 / Project sponsors should include energy analyses in environmental documentation with the goal of conserving energy through the wise and efficient use of energy.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should carefully evaluate the adequacy of any required energy analyses and make a determination that all feasible energy conservation goals are identified.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process
E-12 / Project sponsors should evaluate the potential for reducing peak energy demand by encouraging the use of natural gas stationary sources during off-peak hours.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should carefully evaluate the adequacy of any required energy analyses that encourage the use of natural gas stationary sources during off-peak hours.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process
Hazards and Hazardous Materials			
HZ-1 / Add consumer warning requirements for all flammable and extremely flammable products.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should coordinate with local fire departments or hazmat departments, as appropriate, to develop appropriate warnings and locations of warning labels.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and before operation
HZ-2 / Add requirements to conduct a public education and outreach program in joint cooperation with local fire departments regarding flammable and extremely flammable products that may be included in consumer paint thinners and multipurpose solvents.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should coordinate with local fire departments or school districts, as appropriate, to develop appropriate education campaigns and outreach programs regarding the flammability of consumer paint thinners and solvents.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and before operation begins
HZ-3 / Install secondary containment (e.g., berms).	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should coordinate with local fire departments to ensure that secondary containment has been installed before giving final approval of the project.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before operation begins
HZ-4 / Install valves that fail shut.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should coordinate with local fire departments to ensure that fail shut valves have been installed before giving final approval of the project..	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before operation begins

Table 3 (Continued)

Mitigation, Monitoring and Reporting Plan for 2012 Air Quality Management Plan

Mitigation Measure/Implementation Requirement	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
HZ-5 / Install emergency release valves and barriers around LNG storage tanks to prevent the physical damage to storage tanks or limit the release of LNG from storage tanks.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should coordinate with local fire departments to ensure that emergency release valves and barriers around LNG storage tanks have been installed before giving final approval of the project.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before operation begins
HZ-6 / Perform integrity testing of LNG storage tanks to assist in preventing failure from structural problems. Construct a containment system to be used for deliveries during off-loading operations.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should coordinate with local fire departments to ensure that integrity testing of LNG storage tanks has been performed and containment systems to be used for deliveries during off-loading operations have been installed before giving final approval of the project.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before operation begins
HZ-7 / Install safety devices, including but not limited to: continuous tank level monitors (e.g., high and low level), temperature and pressure monitors, leak monitoring and detection system, alarms, check valves, and emergency block valves.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should coordinate with local fire departments to ensure that safety devices, including but not limited to: continuous tank level monitors (e.g., high and low level), temperature and pressure monitors, leak monitoring and detection system, alarms, check valves, and emergency block valves have been installed before giving final approval of the project.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before operation begins
HZ-8 / Install secondary containment to capture 110 percent of the storage tank volume in the event of a spill:	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should coordinate with local fire departments to ensure that secondary containment that can capture 110 % of the storage tank volume has been installed before giving final approval of the project.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before operation begins

Table 3 (Continued)

Mitigation, Monitoring and Reporting Plan for 2012 Air Quality Management Plan

Mitigation Measure/Implementation Requirement	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
HZ-9 / Install a grating-covered trench around the perimeter of the delivery bay to passively contain potential spills from the tanker truck during the transfer of aqueous ammonia from the delivery truck to the storage facility.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should coordinate with local fire departments to ensure a grating-covered trench around the perimeter of the delivery bay to passively contain potential spills from the tanker truck during the transfer of aqueous ammonia from the delivery truck to the storage facility has been installed before giving final approval of the project.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before operation begins
HZ-10 / The truck loading/unloading area should be designed to be equipped with an underground gravity drain that flows to a large on-site retention basin to provide sufficient ammonia dilution to the extent that no hazards impact is possible in the event of an accidental release during transfer of aqueous ammonia.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should coordinate with local fire departments to ensure that the truck loading/unloading area is designed and equipped with an underground gravity drain that flows to a large on-site retention basin, which has been installed before giving final approval of the project.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before operation begins
Hydrology and Water Quality (Water Demand)			
HWQ-1 / Local water agencies should continue to evaluate future water demand and establish the necessary supply and infrastructure to meet that demand, as documented in their Urban Water Management Plans.	Local Water Agencies	Local water agencies within the district can and should coordinate with local public agencies, to the extent allowed by state and federal law, with regard to forecasting future water demand and providing the necessary water supply infrastructure to meet forecast demand.	1. Local Water Agencies 2. Local Water Agencies 3. During the environmental review process and throughout implementation of the 2012 AQMP
HWQ-2 / Project sponsors should coordinate with the local water provider to ensure that existing or planned water supply and water conveyance facilities are capable of meeting water demand/pressure requirements.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should coordinate with local water providers to ensure that existing or planned water supply and water conveyance facilities are capable of meeting water demand/pressure requirements before giving final approval of the project.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and before the start of construction

Table 3 (Continued)

Mitigation, Monitoring and Reporting Plan for 2012 Air Quality Management Plan

Mitigation Measure/Implementation Requirement	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
HWQ-3 / Project sponsors should implement water conservation measures and use recycled water for appropriate end uses.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should approve, as appropriate and adequate, any necessary documentation of incentives to encourage water conservation measures and recycled water use.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and before the start of construction
HWQ-4 / Project sponsors should consult with the local water provider to identify feasible and reasonable measures to reduce water consumptions.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should carefully coordinate with local water providers to evaluate the adequacy of any required measures to reduce water consumption.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and before the start of construction
Noise			
NO-1 /To reduce noise impacts due to construction, project sponsors may require construction contractors to implement a site-specific noise reduction program, subject to the Lead Agency (or other appropriate government agency) review and approval.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should approve any required noise reduction program submitted to them for approval if adequate. Maintain any required records onsite and make available upon request to the appropriate agency inspector/monitor.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and before the start of construction
NO-2 / Prior to the issuance of a building permit, along with the submission of construction documents, each project sponsor may submit to the Lead Agency (or other government agency as appropriate) a list of measures to respond to and track complaints pertaining to construction noise.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should approve any required list of measures for responding to and tracking construction noise complaints submitted to them for approval if adequate. Maintain any required records onsite and make available upon request to the appropriate agency inspector/monitor.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and before the start of construction

Table 3 (Continued)

Mitigation, Monitoring and Reporting Plan for 2012 Air Quality Management Plan

Mitigation Measure/Implementation Requirement	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
NO-3 / Project sponsor may implement use of portable barriers in the vicinity of sensitive receptors during construction including construction of subsurface barriers, debris basins, and storm water drainage facilities.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should coordinate with the project applicant, project sponsor, or public agency to ensure that portable barriers are installed, if required.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before the start of construction
NO-4 / For projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, to further reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90dBA, a set of site-specific noise attenuation measures may be completed under the supervision of a qualified acoustical consultant.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should approve any required noise attenuation measures submitted to them for approval if adequate.	1. SCAQMD 2. SCAQMD 3. During the environmental review process and before the start of construction
NO-5 / Noise generated from any rock-crushing or screening operations performed within 3,000 feet of any occupied residence may be mitigated by the project sponsor by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the local jurisdiction.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should approve, as appropriate and adequate, any necessary documentation of the need to place material stockpiles between any rock crushing operation and residences within 3,000 feet.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and during construction
NO-6 / Where feasible, pile holes may be pre-drilled to reduce potential noise and vibration impacts.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should approve, as appropriate and adequate, any necessary documentation of the need to pre-drill pile holes.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and before the start of construction

Table 3 (Continued)

Mitigation, Monitoring and Reporting Plan for 2012 Air Quality Management Plan

Mitigation Measure/Implementation Requirement	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
NO-7 / As necessary, each project sponsor may retain a structural engineer or other appropriate professional to determine threshold levels of vibration and cracking that could damage any adjacent historic or other structure subject to damage, and design means and construction methods to not exceed the thresholds.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should approve, as appropriate and adequate, any necessary documentation of the need to retain a structural engineer or other appropriate professional to determine threshold levels of vibration and cracking that could damage any adjacent structures.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before construction starts and daily during construction activities
NO-8 / Project sponsors may comply with all local sound control and noise level rules, regulations, and ordinances.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should send inspectors or other enforcement personnel to construction sites to ensure that project sponsors comply with all local sound control and noise level rules, regulations, and ordinances.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Daily during construction
NO-9 / As part of the appropriate environmental review of each project, a project-specific noise evaluation may be conducted and appropriate mitigation identified and implemented.	Project Applicant/Project Sponsor/Public Agency	The lead agency can and should approve, as appropriate and adequate, any necessary environmental review containing a noise evaluation requirement and noise mitigation measures.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and before start of construction

Table 3 (Concluded)

Mitigation, Monitoring and Reporting Plan for 2012 Air Quality Management Plan

Mitigation Measure/Implementation Requirement	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Transportation and Traffic			
TT-1 / Project sponsors and construction contractors can and should meet with the appropriate Lead Agency (or other government agency) to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. The project sponsor should develop a construction management plan for review and approval by the Lead Agency (or other government agency as appropriate).	Project Applicant/Project Sponsor/Public Agency	Obtain approval of the constuction management plan from the appropriate agency(ies).	1. SCAQMD/ Other Lead Agencies 2. SCAQMD/ Other Lead Agencies 3. Before the start of construction