ATTACHMENT B

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Attachment 1 to the Governing Board Resolution for: Final Program Environmental Impact Report (EIR) for the 2022 Air Quality Management Plan (AQMP)

Findings, Statement of Overriding Considerations, and Mitigation, Monitoring, and Reporting Plan

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Executive Officer
Wayne Nastri

Deputy Executive Officer
Planning, Rule Development and Area Sources
Sarah Rees, Ph.D.

Assistant Deputy Executive Officer
Planning, Rule Development and Implementation
Michael Krause

Assistant Deputy Executive Officer
Planning, Rule Development and Implementation
Ian MacMillan

Prepared by:
Environmental Audit, Inc.

Reviewed By:

Barbara Radlein	Program Supervisor, CEQA
Kevin Ni	Air Quality Specialist, CEQA
Barbara Baird	Chief Deputy Counsel

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EXECUTIVE OFFICER:
WAYNE NASTRI

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FINDINGS, STATEMENT OF OVERRIDING CONSIDERATIONS, AND MITIGATION, MONITORING, AND REPORTING PLAN

1.0 INTRODUCTION

The 2022 Air Quality Management Plan (AQMP) is considered a "project" as defined by the California Environmental Quality Act (CEQA). [Public Resources Code Section 21000 et seq.]. Specifically, CEQA requires: 1) the potential adverse environmental impacts of proposed projects to be evaluated; and 2) feasible methods to reduce or avoid any identified significant adverse environmental impacts of these projects to also be evaluated. CEQA Guidelines Section 15364 defines "feasible" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors."

The 2022 AQMP is the planning document that sets forth policies and measures to achieve federal and state air quality standards in the region. Specifically, the 2022 AQMP is comprised of an assortment of control measures and strategies designed to bring the region into attainment with the federal 2015 8-hour ozone standard of 70 parts per billion (ppb) by 2037 for the South Coast Air Basin (Basin) and the Coachella Valley. The 2022 AQMP control measures and strategies were developed to achieve this National Ambient Air Quality Standard (NAAQS) by focusing on reducing emissions of nitrogen oxides (NOx) and volatile organic compounds (VOC), which are precursors to the formation of ozone, and other air pollutants. The 2022 AQMP is comprised of control measures which address stationary point and area sources and mobile sources. As such, the South Coast Air Quality Management District (South Coast AQMD) has the greatest responsibility for carrying out or approving the project as a whole, which may have a significant effect upon the environment, and is the most appropriate public agency to act as lead agency. [Public Resources Code Section 21067 and CEQA Guidelines Section 15051(b)].[1]

To fulfill the purpose and intent of CEQA, the South Coast AQMD, as lead agency, has prepared a Program Environmental Impact Report (EIR) to address the potential environmental impacts associated with the proposed 2022 AQMP. The purpose of the 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 2022 AQMP.

The proposed project is estimated to reduce NOx emissions by approximately 124 tons per day beyond implementation of existing regulations. The analysis in the Draft Program EIR concluded that impacts to the following environmental topic areas would be significant: 1) air quality during construction; 2) energy due to increased electricity, natural gas, and hydrogen demand; 3) hazards and hazardous materials due to accidental release of ammonia or liquified natural gas; 4) hydrology (water demand and water supply) and water quality; 5) construction noise and vibration at roadways; and 6) solid and hazardous waste from construction and early retirement of equipment. No other significant adverse impacts were identified. Where feasible, mitigation measures were identified to mitigate or lessen to the maximum extent feasible the potentially significant adverse impacts. However, even after all feasible mitigation measures are implemented, impacts to all of these environmental topic areas would remain significant and unavoidable.

[1] CEQA Guidelines refers to California Code of Regulations, Title 14, Section 15000 et seq.

The Draft Program EIR was circulated for a 46-day public review and comment period from September 16, 2022 to November 1, 2022 and six comment letters were received. None of the comment letters identified other potentially significant adverse impacts from the proposed project that should be analyzed and mitigated in the Program EIR. The comments and responses relative to the Draft Program EIR are included in Appendix C of the Final Program EIR.

In addition to incorporating the comment letters and the responses to comments, some modifications have been made to the Draft Program EIR to make it a Final EIR. South Coast AQMD staff evaluated the modifications made to the proposed project after the release of the Draft Program EIR for public review and comment and concluded that none of the revisions constitute significant new information, because: 1) no new significant environmental impacts would result from the proposed project; 2) there is no substantial increase in the severity of an environmental impact; 3) no other feasible project alternative or mitigation measure was identified that would clearly lessen the environmental impacts of the project and was considerably different from others previously analyzed; and 4) the Draft Program EIR did not deprive the public from meaningful review and comment. In addition, revisions to the proposed project and analysis in response to verbal or written comments during the plan development process would not create new, avoidable significant effects. As a result, these revisions do not require recirculation of the Draft Program EIR pursuant to CEQA Guidelines Section 15088.5. Therefore, the Draft Program EIR has been revised to include the aforementioned modifications such that it is now the Final Program EIR. The Final Program EIR will be presented to the Governing Board prior to its December 2, 2022 public hearing (see Attachment E of the Governing Board package).

When considering for approval a proposed project that has one or more significant adverse environmental effects, a public agency must make one or more written findings for each significant adverse effect, accompanied by a brief rationale for each finding. [Public Resources Code Section 21081 and CEQA Guidelines Sections 15065 and 15091].

In addition, for a proposed project with significant adverse environmental impacts, CEQA requires the lead agency to balance the economic, legal, social, technological, or other benefits of a proposed project against its significant unavoidable environmental impacts when determining whether to approve the proposed project. Under CEQA Guidelines Section 15093(a), "If the specific economic, legal, social, technological, or other benefits of a project outweigh the unavoidable significant adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'" Thus, in addition to making Findings, the lead agency must also adopt a "Statement of Overriding Considerations" to approve a proposed project with significant adverse environmental effects.

When a lead agency adopts measures to mitigate or avoid significant adverse environmental effects, a mitigation, monitoring, and reporting plan is required pursuant to CEQA Guidelines Section 15097 and Public Resources Code Section 21081.6. The Final Program EIR identified CEQA mitigation measures within the authority of South Coast AQMD or other agencies and utilities, as applicable to adopt or implement.

In light of these aforementioned CEQA requirements, this document includes Findings, a Statement of Overriding Considerations, and a Mitigation, Monitoring, and Reporting Plan.

2.0 CALIFORNIA ENVIRONMENTAL QUALITY ACT PROVISIONS REGARDING FINDINGS

CEQA generally requires agencies to make certain written findings before approving a proposed project with significant environmental impacts. Relative to making Findings, CEQA Guidelines Section 15091 provides:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant 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. The possible findings are:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

(b) The findings required by subsection (a) shall be supported by substantial evidence in the record.

(c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

(d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

(e) The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.

(f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

The "changes or alterations" referred to in CEQA Guidelines Section 15091(a)(1) may include a wide variety of measures or actions as set forth in CEQA Guidelines Section 15370, including:

(a) Avoiding the impact altogether by not taking a certain action or parts of an action.

(b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.

(c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.

(d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

(e) Compensating for the impact by replacing or providing substitute resources or environments.

3.0 SUMMARY OF THE PROPOSED PROJECT

Implementation of the 2022 AQMP control strategies requires a cooperative partnership of governmental agencies at the federal, state, regional, and local level. At the federal level, the United States Environmental Protection Agency (U.S. EPA) is charged with regulating on-road motor vehicle standards; trains, airplanes, and ships; and certain non-road engines. At the state level, the California Air Resources Board (CARB) oversees on-road emission standards, fuel specifications, some off-road sources, and consumer product standards. At the regional level, the South Coast AQMD is responsible for regulating stationary sources and some mobile sources as well as indirect sources. In addition, South Coast AQMD has lead responsibility for the development of the 2022 AQMP. Furthermore, at the local level, the Southern California Association of Governments (SCAG) has a dual role of leader and coordinator. In their leadership role, they, in cooperation with local jurisdictions and sub-regional associations, develop strategies for these jurisdictions to implement. As a coordinator, they facilitate the implementation of these strategies (i.e., transportation control measures).

In 2015, the U.S. EPA strengthened the 8-hour NAAQS for ground-level ozone by lowering the primary and secondary ozone standard levels to 70 ppb. The Basin is classified as an “extreme” nonattainment area and the Coachella Valley is classified as a “severe-15” nonattainment area for the 2015 ozone NAAQS. The South Coast AQMD is requesting a voluntary reclassification of the Coachella Valley Portion of the Salton Sea Air Basin from “severe-15” to “extreme” nonattainment for the 2015 8-hour ozone standard, with an extension of the ozone attainment date from August 3, 2033 to August 3, 2038. The Coachella Valley is also pending a voluntary reclassification from “severe” to “extreme” nonattainment for the 2008 8-hour ozone standard which was approved by the South Coast AQMD Governing Board at the November 4, 2022 public hearing. The 2022 AQMP focuses on attaining the 2015 8-hour ozone NAAQS by 2037, and addressing the state Clean Air Act requirements.

The 2022 AQMP is designed to reduce emissions from existing emission sources and to promote the use of the cleanest available new emission sources. The proposed control measures in the 2022 AQMP focus on maximizing the implementation of existing zero emission and low NOx technologies. It also recognizes that new low NOx and zero emitting technologies and ultra-low NOx technologies may still need to be invented or may not yet be commercially available to achieve the necessary reductions in order to achieve the ambient air quality standards for ozone (e.g., 70 ppb for both the federal and state standards). Because NOx emissions are a precursor to

the formation of ozone and a key component to reduce ozone levels low enough to meet the standard, the 2022 AQMP primarily focuses on achieving NOx emission reductions in order to attain the ozone standard. Preliminary analyses indicate that in order to achieve the ozone standards by 2037, approximately 67 percent of additional NOx emission reductions will be needed, above and beyond the previously adopted measures in the 2016 AQMP.

VOC emissions are also a precursor to the formation of ozone such that achieving emission reductions of VOCs can help contribute to the overall goal of attaining the ozone standard and reduce exposure to harmful air pollutants. As such, some of the proposed control measures in the 2022 AQMP focus on achieving VOC emission reductions. However, VOC emission reductions are much less effective at reducing ozone at the low NOx levels needed for attainment.

Traditional air quality planning relies on a combination of controlling emissions at the tailpipe or exhaust stack, new engine technologies, and improvements to existing fuels. These traditional approaches are effective to an extent but since most affected sources are already equipped with NOx control equipment, traditional approaches are not expected to be able to achieve the additional 67 percent reduction needed to achieve the ozone standard. Under the 2022 AQMP, the proposed control measures would:

- accelerate the replacement of high-emitting mobile sources with zero emission or low NOx technologies;
- encourage the use of lower-emitting alternative fuels;
- affect stationary sources at existing commercial/industrial facilities and residential developments;
- develop incentives to remove/replace higher-emitting equipment;
- establish greater control of industrial stationary sources;
- control indirect sources of emissions;
- improve detection and procedures; and
- establish educational and outreach programs.

In order to attain the ozone standards, the majority of NOx emission reductions must come from mobile sources, including ships, aircraft, and locomotive engines, all of which are primarily regulated by federal and international laws, depending on the applicable jurisdiction, with limited authority by CARB at the state level and the South Coast AQMD at the local level. Attainment is not possible without significant reductions from these sources. The South Coast AQMD will continue to work closely with CARB in their efforts to further control mobile source emissions where federal or state actions do not meet regional needs.

The overall control strategy for the 2022 AQMP is designed to assist in the attainment of the 2015 federal 8-hour ozone standard (70 ppb) via reductions in emissions of NOx and VOC. The 2022 AQMP control measures consist of three main components: 1) the stationary and mobile source control measures that would be implemented by the South Coast AQMD; 2) CARB-developed control measures and strategies from CARB's 2022 Strategy for the SIP which include state and

federal mobile source control measures; and 3) SCAG-developed TCMs from SCAG's 2020 RTP/SCS (also called Connect SoCal).

A control measure is an emission reduction program based on specific technologies and methods identified for potential implementation to achieve reductions in air pollutant emissions to attain an air quality standard. The proposed stationary source ozone measures are designed to assist to attain the 2015 8-hour ozone standard (70 ppb) via reductions in emissions of NOx and VOC. These measures target a number of source categories, including Combustion Sources (CMB), Energy and Climate Change Programs (ECC), Petroleum Operations and Fugitive VOC Emissions (FUG), Coatings and Solvents (CTS), Compliance Flexibility Programs and Public Outreach (FLX), Multiple Component Sources (MCS), and Biogenic Sources (BIO). Combustion Sources are further divided into Residential Combustion Sources (R-CMB), Commercial Combustion Sources (C-CMB), and Large Combustion Sources (L-CMB). Each control measure may rely on several control methods. For the 2022 AQMP, the South Coast AQMD proposed a total of 48 control measures. Out of the 48 proposed control measures, 30 target reductions from stationary sources with the majority anticipated to be developed in the next several years and implemented prior to 2037.

4.0 POTENTIALLY SIGNIFICANT IMPACTS WHICH CANNOT BE REDUCED BELOW A SIGNIFICANT LEVEL

The Final Program EIR for the 2022 AQMP concluded that the following environmental topic areas would have significant and unavoidable adverse impacts, after feasible mitigation measures are applied: 1) air quality during construction; 2) energy due to increased electricity, natural gas, and hydrogen demand; 3) hazards and hazardous materials due to accidental release of ammonia, natural gas via pipeline, or liquified natural gas via on-road truck; 4) hydrology (water demand and water supply) and water quality; 5) construction noise and vibration at roadways; and 6) solid and hazardous waste from construction and early retirement of equipment. The analysis in the Final Program EIR is conservative as it makes the significance determinations assuming that almost all activities that will be undertaken to implement the various control measures and strategies will overlap, which may be unlikely once individual rules are developed and adopted with varying implementation schedules. Thus, the analysis in the Final Program EIR likely overestimates the potentially significant adverse impacts that cannot be reduced below a significant level for the following environmental topic areas.

A. Air Quality Impacts During Construction

Implementation of control measures in the 2022 AQMP is expected to result in emission reductions of 124 tons per day of NOx, a direct air quality benefit. However, implementation may also require construction activities involving: 1) the demolition or removal of components from existing buildings, or structures, such as equipment, mechanical systems, cooking devices, clothes dryers, water and/or space heating systems, and pool heaters; 2) the installation of new energy efficient equipment, mechanical systems, cooking devices, clothes dryers, water and/or space heating systems; and pool heaters; 3) the construction of additional infrastructure to produce more alternative fuels to support alternative-fueled vehicles (e.g., electric, hydrogen, natural gas); 4) the construction of additional infrastructure to produce more electricity to support electric

vehicles and the electrification of new sources (e.g., additional on-road vehicles and marine vessels, "wayside" electric power such as catenary lines); 5) the construction of air pollution control equipment at stationary sources (e.g., SCRs), the retrofit of existing equipment with low NOx technology (e.g., low or ultra-low NOx burners) or the use of cleaner stationary sources (e.g., Tier 4 engines and newer boilers); and 6) construction for the replacement of higher emitting combustion equipment with low NOx equipment. Analysis concluded that the emissions generated during construction activities would exceed the air quality significance thresholds for construction.

The 2022 AQMP control measures would result in significant adverse air quality impacts during construction and, when combined with past, present, and reasonably foreseeable activities, in particular with transportation projects projected in SCAG's Connect SoCal Plan and CARB's Proposed 2022 State SIP Strategy, would contribute to cumulatively considerable impacts to air quality related to criteria pollutant emissions during construction, a significant adverse and unavoidable cumulative impact.

Air quality mitigation measures for project-specific construction impacts are identified in the Mitigation Monitoring and Reporting Plan Section of this document (e.g., AQ-1 through AQ-26). While implementation of these air quality mitigation measures would reduce construction emissions to the maximum extent feasible, none will neither avoid the significant air quality impacts during construction nor reduce the construction-related air quality impacts to less than significant levels. No other feasible mitigation measures have been identified to reduce project-specific or cumulative construction air quality impacts to less than significant levels. Therefore, the 2022 AQMP is considered to have significant and unavoidable project-specific and cumulative air quality impacts during construction, after mitigation is applied.

B. Energy Impacts Due to Increased Electricity, Natural Gas, and Hydrogen Demand

Implementation of control measures in the 2022 AQMP could increase the electricity demand up to an estimated 11 percent by year 2037 due to an increased penetration of near-zero and zero emission technologies into market, combined with operating new air pollution control equipment. Because the projected increase in electricity demand would be expected to exceed the baseline by more than one percent of supply, the electricity demand impacts were concluded to have significant energy impacts. Feasible mitigation measures for reducing impacts related to potential electricity demand are required and have been identified in the 2022 AQMP Program EIR as E-1 through E-7.

Relative to the demand for natural gas, natural gas is generally widely available and supplies are not expected to be limited if the proposed project is implemented. Further, the combined increase in natural gas demand needed for producing electricity and hydrogen and for fueling vehicles may be somewhat offset over the long-term by a decrease in demand for natural gas appliances in commercial and residential settings. However, over the short-term, the natural gas demand is expected to increase, and the proposed project may result in significant adverse energy impacts relating to natural gas demand. Natural gas demand impacts would remain significant after mitigation. Feasible mitigation

measures for reducing impacts related to potential natural gas demand are required and have been identified in the 2022 AQMP Program EIR as E-8 through E-9.

Also, implementation of control measures in the 2022 AQMP could result in an increase in hydrogen demand and use that cannot be currently met by existing producers. In the short-term, hydrogen production would be expected to be produced through steam methane reforming of natural gas, resulting in potentially significant impacts on natural gas demand. Little excess hydrogen capacity is available to meet the increase in hydrogen demand and additional hydrogen production facilities will be necessary. Thus, the increased demand impacts for hydrogen fuel are expected to be significant. Feasible mitigation measures for reducing impacts related to potential hydrogen demand are required and have been identified in the 2022 AQMP Program EIR as E-10 through E-12.

Implementation of the 2022 AQMP control measures, the TCMs in SCAG's Connect SoCal Plan, CARB's Proposed 2022 State SIP Strategy, and other state policies, when combined with other past, present, and reasonably foreseeable activities, would result in a significant increase in electricity, natural gas, and hydrogen demand which may not currently be available and would contribute to cumulatively considerable impacts. As electricity, natural gas, and hydrogen are expected to be used instead of petroleum fuels and other alternative fuels, the use of these alternative fuels is expected to decrease and impacts on these energy resources would be less than significant. The same feasible mitigation measures that were identified to reduce significant adverse energy impacts from electricity, natural gas, and hydrogen demand at the project level were also concluded to reduce the significant and cumulatively considerable energy impacts.

Energy mitigation measures for project-specific impacts are identified in the Mitigation Monitoring and Reporting Plan Section of this document (e.g., E-1 through E-7 for electricity demand, E-8 through E-9 for natural gas demand, and E-10 through E-12 for hydrogen demand). However, while implementation of mitigation measures E-1 through E-12 would reduce the identified energy impacts, the overall energy impacts after mitigation are expected to remain significant. No other feasible mitigation measures have been identified that would reduce project-specific or cumulative energy impacts to less than significant levels. Therefore, the proposed project is considered to have significant and unavoidable project-specific and cumulatively considerable energy impacts, after mitigation is applied.

C. Hazards and Hazardous Materials Impacts Due to Accidental Release of Ammonia, Natural Gas via Pipeline, or Liquified Natural Gas (LNG) via On-Road Trucks; and Reformulation of Coatings, Solvents, Adhesives and Lubricants

Implementation of control measures in the 2022 AQMP could result in increased use of ammonia in some air pollution control equipment such as selective catalytic reduction (SCR) technology. Use of SCR technology would require each affected facility to have deliveries and storage of ammonia at their site. There is potential for accidental release during routine transport of ammonia and through tank rupture from ammonia storage. Because sensitive receptors have the potential to be located within the toxic endpoint from both scenarios, potential hazards and hazardous materials impacts from accidental release

of ammonia are concluded to be significant. Feasible mitigation measures for reducing impacts related to potential hazards and hazardous materials impacts from accidental release of ammonia are required and have been identified in the 2022 AQMP Program EIR as HZ-1 through HZ-6.

Implementation of control measures in the 2022 AQMP could result in increased transmission of natural gas for hydrogen production, and the transport and use of LNG as an alternative fuel. It is expected that natural gas is transmitted for hydrogen production via new or existing pipeline and LNG by tanker truck via public roads. With a new natural gas pipeline as well as during the routine transport of LNG, there is a potential for an accidental release, and because sensitive receptors have the potential to be located within the toxic endpoint of such an event, potential hazards and hazardous materials impacts from accidental release of natural gas via pipeline or LNG via tanker truck are concluded to be significant. While mitigation measures for reducing impacts related to potential hazards and hazardous materials impacts from accidental release of natural gas via pipeline or LNG via tanker truck are required, no feasible mitigation measures have been identified in the 2022 AQMP Program EIR for this environmental impact area beyond the extensive state and federal requirements applicable to new and existing natural gas pipelines and LNG transport.

Implementation of control measures in the 2022 AQMP could result in the reformulation of coatings, solvents, adhesives, and lubricants with less toxic, but more flammable solvents. Without knowing how many facilities currently using water-based products would switch to using reformulated solvent-based products, significant impacts on fire hazards associated with some reformulated coatings, solvents, adhesives, and lubricants could potentially occur if the products are reformulated with more flammable materials. Therefore, hazards and hazardous materials impacts associated with increased flammability of potential replacement solvents are concluded to be significant. However, feasible mitigation measures for reducing impacts related to potential hazards and hazardous materials impacts from flammable reformulations, if any, are required and have been identified in the 2022 AQMP Program EIR as HZ-7 through HZ-8. After applying these mitigation measures, the potential hazards and hazardous materials impacts from flammable reformulations would be reduced to less than significant levels.

Implementation of the 2022 AQMP control measures, the TCMs in SCAG's Connect SoCal Plan, CARB's Proposed 2022 State SIP Strategy, and other state policies, when combined with other past, present, and reasonably foreseeable activities, would result in a significant increase in the use of hazards and hazardous materials. Feasible mitigation measures have been developed to reduce the significant hazard impacts. No additional feasible mitigation measures have been identified to further reduce the cumulative hazard impacts to less than significant levels. Therefore, cumulative impacts to hazards and hazardous materials would remain significant and unavoidable.

Six mitigation measures are identified in the Mitigation Monitoring and Reporting Plan Section of this document (e.g., HZ-1 through HZ-6) to address the transportation and storage impacts associated with ammonia. However, none of these mitigation measures

will reduce all the significant hazard and hazardous materials impacts relating to ammonia transportation and storage to less than significant levels.

Relative to potential hazards and hazardous materials impacts from accidental release of natural gas via pipeline or LNG via tanker truck, no feasible mitigation measures have been identified in the 2022 AQMP Program EIR for this environmental impact area that would reduce the significant impacts beyond the extensive state and federal requirements applicable to new and existing natural gas pipelines and LNG transport.

Relative to potential fire hazards that may be associated with using reformulated products that may have increased flammability, two mitigation measures are identified in the Mitigation Monitoring and Reporting Plan Section of this document (e.g., HZ-7 and HZ-8). They were crafted to require the to-be-developed rule language to inform consumers about any potential for increased flammability and they were identified as effective at informing consumers about the potential fire hazards associated with reformulated coatings, solvents, adhesives and lubricants. Thus, after mitigation, no remaining significant impacts on fire hazards would be expected from reformulated products. Therefore, after implementation of mitigation measures HZ-7 through HZ-8, no remaining significant impacts on fire hazards relating to reformulated products are expected.

Therefore, the proposed project is considered to have significant and unavoidable project-specific and cumulatively considerable hazards and hazardous materials impacts, after mitigation is applied.

D. Hydrology (Water Demand and Water Supply) and Water Quality Impacts

Implementation of control measures in the 2022 AQMP could result in the increased use of water during operational activities. For control measures where water demand can be estimated, the increase in daily water demand would exceed the 262,820 gallons per day significance threshold for potable water. Additional water use is required for construction activities and also may be required for the manufacture of alternative fuels. Due to the extreme drought conditions and uncertainty about future water supplies, implementation of the control measures in the 2022 AQMP as a whole may have a significant impact on both water demand and water supplies. Feasible mitigation measures for reducing water demand and water supply impacts are required and have been identified in the 2022 AQMP Program EIR as HWQ-1 through HWQ-4. While generally the mitigation measures could help minimize some of the water demand and water supply impacts on an individual facility-basis, the availability of water supplies varies throughout the region. Thus, not all mitigation measures will be applied in all situations. For this reason, the mitigation measures are not expected to fully eliminate the significant water demand and water supply impacts. Therefore, water demand and water supply impacts that may result from the proposed project are expected to remain significant and unavoidable.

Relative to the topic of water quality, in the absence of facility-specific information regarding the potential increased amounts of wastewater that could be generated in order to determine whether a revision to an Industrial Waste Discharge Permit and/or a NPDES permit would be needed, and whether a relocation or construction of new or expanded

wastewater or storm water treatment facility would be needed; out of an abundance of caution, the analysis in the Program EIR concludes that implementation of the 2022 AQMP has the potential to require or result in the relocation or construction of new or expanded wastewater treatment or storm water drainage facilities. Thus, the proposed project could result in significant adverse wastewater impacts associated with the quantity of effluent to be treated and discharged, and the potential lack of existing capacity in the existing wastewater and stormwater treatment systems to handle the potential increases. Therefore, significant water quality impacts due to the potential for increased discharges of wastewater are expected. One feasible mitigation measure for reducing wastewater discharge has been identified in the 2022 AQMP Program EIR as HWQ-5. While the issuance of facility-specific industrial wastewater permits or NPDES permits, by their regulatory nature, would likely minimize the water quality impacts to fullest extent possible, this mitigation measure is not expected to fully eliminate the significant water quality impacts. Therefore, water quality impacts that may result from the proposed project are expected to remain significant and unavoidable, after mitigation is applied.

Implementation of the 2022 AQMP control measures, the TCMs in SCAG's Connect SoCal Plan, CARB's Proposed 2022 State SIP Strategy, and other state policies, when combined with other past, present, and reasonably foreseeable activities, are expected to result in additional pollutant loading over the wastewater that is currently discharged. Because of permit limits, physical modifications to wastewater treatment and stormwater collection systems may be needed and therefore, would be expected to contribute to cumulative water quality impacts.

California has been hit with extreme drought conditions and a Tier 2 water shortage has been declared for the Colorado River and surrounding states. Therefore, the measures that are currently being taken by agencies involved with developing measures to comply with the 70 ppb 8-hour ozone standard, along with the population growth identified in SCAG's Connect SoCal Plan, are expected to result in cumulatively considerable water demand and water supply impacts. No additional feasible mitigation measures have been identified to further reduce cumulative water demand, water supply, and water quality impacts. Therefore, cumulative impacts to water demand, water supply, and water quality would remain significant and unavoidable.

Four mitigation measures are identified in the Mitigation Monitoring and Reporting Plan Section of this document (e.g., HWQ-1 through HWQ-4) to address the project-specific water demand impacts. While these mitigation measures could help minimize some of the water demand on an individual facility-basis, the availability of water supplies varies throughout the region; thus, all mitigation measures may not be applied in all situations. However, none of these mitigation measures will fully eliminate the water demand and water supply impacts or reduce these impacts to less than significant levels. One mitigation measure was identified to reduce water quality impacts (HWQ-5). No other feasible mitigation measures have been identified that would avoid or reduce the project-specific or cumulative water demand, water supply, and water quality impacts to less than significant levels. Therefore, even after implementation of mitigation measures HWQ-1 through HWQ-5, the 2022 AQMP is considered to have significant and unavoidable

project-specific and cumulatively considerable hydrology (water demand and water supply) and water quality impacts.

E. Noise and Vibration Impacts During Construction of Roadway Infrastructure

Implementation of control measures in the 2022 AQMP is expected to require construction activities that include: 1) installation of new equipment or devices; 2) removal of older equipment or devices; 3) modification or retrofit of existing equipment and facilities; and 4) modification of existing roadways to install new equipment and roadway infrastructure. The potential noise impact of construction activities would vary depending on the existing noise levels in the environment and the location of sensitive receptors (e.g., residences, hotels, hospitals, etc.) with respect to construction activities. While some of the control measures could result in minor construction activities that could create minimal noise, the construction of roadway infrastructure would result in additional construction noise sources near transportation corridors, and it is not uncommon for residences and other sensitive receptors to be located within several hundred feet of the existing roadways. Therefore, the noise and vibration impacts during construction activities are considered significant. Feasible mitigation measures for reducing the construction noise and vibration impacts are required and have been identified in the 2022 AQMP Program EIR as NS-1 through NS-14. However, none of these mitigation measures will reduce all the construction noise and vibration impacts to less than significant levels. Therefore, construction noise and vibration impacts that may result from the proposed project are expected to remain significant and unavoidable after mitigation is applied.

Implementation of the 2022 AQMP control measures, the TCMs in SCAG's Connect SoCal Plan, CARB's Proposed 2022 State SIP Strategy, and other state policies, when combined with other past, present, and reasonably foreseeable activities, would result in additional potentially significant noise and vibration impacts associated with construction activities, and would contribute to cumulatively considerable impacts to noise and vibration.

14 mitigation measures are identified in the Mitigation Monitoring and Reporting Plan Section of this document (e.g., NS-1 through NS-14) to address construction noise and vibration impacts. While these mitigation measures could minimize some of the noise and vibration impacts during construction activities, the South Coast AQMD cannot predict how a lead agency or responsible agency might choose to mitigate the significant construction noise and vibration impacts for a future project. Further, none of these mitigation measures will avoid the construction noise and vibration impacts or reduce these impacts to less than significant levels. No other feasible mitigation measures have been identified that would reduce the project-specific or cumulative construction noise and vibration impacts to less than significant levels. Therefore, even after implementation of mitigation measures NS-1 through NS-14, the 2022 AQMP is considered to have significant and unavoidable project-specific and cumulatively considerable noise and vibration impacts during construction.

F. Solid and Hazardous Waste Impacts from Construction and Early Retirement of Equipment

Installation of air pollution control equipment (e.g., low NOx burners, SCR systems, electrification of sources); replacement of existing equipment; installation of roadway infrastructure (wayside power and catenary lines or other similar technologies); installation of battery charging infrastructure; and installation of alternative fuel infrastructure are expected to generate solid and hazardous waste associated with construction activities. The extent of solid and hazardous waste impacts from early retirement of equipment is difficult to quantify, but concluded to generate significant adverse impacts because available landfill space is limited to approximately 100,000 tons per day with only four solid waste landfills in Southern California having capacity past 2039. Feasible mitigation measures for reducing the solid and hazardous waste impacts are required and have been identified in the 2022 AQMP Program EIR as SHW-1 through SHW-3. However, because it is difficult to quantify the construction and demolition waste, and waste from early retirement of equipment generated by implementing control measures from the 2022 AQMP, solid and hazardous waste impacts from construction are concluded to remain significant after mitigation is applied.

Implementation of the 2022 AQMP control measures, the TCMs in SCAG's Connect SoCal Plan, CARB's Proposed 2022 State SIP Strategy, and other state policies, when combined with other past, present, and reasonably foreseeable activities, would result in a significant increase in solid and hazardous waste, and would contribute to cumulatively considerable impacts to solid and hazardous waste. Feasible mitigation measures to reduce significant adverse cumulative solid waste impacts were identified in the Program EIR for SCAG's Connect SoCal Plan. No other feasible mitigation measures have been identified that would reduce the project-specific or cumulatively considerable solid and hazardous waste impacts to less than significant levels. Therefore, the 2022 AQMP is considered to have significant and unavoidable project-specific and cumulatively considerable solid and hazardous waste impacts from construction and early retirement of equipment.

5.0 FINDINGS REGARDING POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS

Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a) provide that a public agency shall not approve or carry out a project with significant environmental effects 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. Additionally, the findings must be supported by substantial evidence in the record. [CEQA Guidelines Section 15091(b)]. Three potential findings can be made for potentially significant impacts:

Finding 1: Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final Program EIR. [Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1)].

Finding 2: Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. [Public Resources Code Section 21081(a)(2) and CEQA Guidelines Section 15091(a)(2)].

Finding 3: Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or project alternatives identified in the Final Program EIR. [Public Resources Code Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3)].

As identified in the Final Program EIR and summarized in Section 4.0 of this document, the 2022 AQMP has the potential to create significant adverse impacts for the following environmental topic areas: air quality during construction; energy due to increased electricity, natural gas, and hydrogen demand; hazards and hazardous materials due to accidental release of ammonia, natural gas via pipeline, or liquified natural gas via on-road truck, and potential fire hazard from reformulated coatings, solvents, adhesives and lubricants; hydrology (water demand and water supply) and water quality; construction noise and vibration at roadways; and solid and hazardous waste from construction and early retirement of equipment. The South Coast AQMD Governing Board, therefore, makes the following findings regarding the 2022 AQMP. 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. The findings made by the South Coast AQMD Governing Board are based on the following significant adverse impacts identified in the Final Program EIR:

A. Potential construction air quality impacts exceed the South Coast AQMD's applicable significance air quality thresholds and cannot be mitigated to less than significant levels.

Findings and Explanation:

Implementation of control measures in the 2022 AQMP may require construction activities such as: 1) the demolition or removal of components from existing buildings, or structures, such as equipment, mechanical systems, cooking devices, clothes dryers, water and/or space heating systems, and pool heaters; 2) the installation of new energy efficient equipment, mechanical systems, cooking devices, clothes dryers, water and/or space heating systems; and pool heaters; 3) the construction of additional infrastructure to produce more alternative fuels to support alternative-fueled vehicles (e.g., electric, hydrogen, natural gas); 4) the construction of additional infrastructure to produce more electricity to support electric vehicles and the electrification of new sources (e.g., additional on-road vehicles and marine vessels, "wayside" electric power such as catenary lines); 5) the construction of air pollution control equipment at stationary sources (e.g., SCRs), the retrofit of existing equipment with low NOx technology (e.g., low or ultra-low NOx burners) or the use of cleaner stationary sources (e.g., Tier 4 engines and newer boilers); and 6) construction for the replacement of higher emitting combustion equipment with low NOx equipment. On an individual facility basis, the construction activities may not be expected to have emissions that exceed the South Coast AQMD's air quality significance thresholds for construction. However, over the extended timeline of implementing the 2022 AQMP, on any given day, it is possible for multiple facilities to have construction activities concurrently occur. Based on the size of any single project, or if more than one facility

undergoes construction on any given day, the emissions could exceed the South Coast AQMD's air quality significance construction threshold for NOx, VOC and particulate matter (PM), including diesel PM. Therefore, construction emissions are considered potentially significant.

Due to the potential for significant adverse air quality impacts during construction, feasible mitigation measures that can substantially lessen the impacts were required and are included in the Final Program EIR. However, none of the identified feasible mitigation measures are capable of avoiding or reducing the significant adverse construction air quality impacts to less than significant levels. **Thus, Finding 1 is applicable to the significant adverse air quality impacts during construction.**

The Governing Board finds that changes or alterations have been required in, or incorporated into, the project which substantially lessen the project-level and cumulative significant adverse construction air quality impacts identified in the Final Program EIR, though the impacts will ultimately remain significant and unavoidable. [Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1)].

Implementation of all of the mitigation measures for construction air quality which are identified in the Final Program EIR may be within the authority of either the South Coast AQMD or other public agencies, as applicable if air permits are not required, to adopt or implement, depending on the individual facility projects that will occur in the future. **Thus, Finding 2 is applicable to the construction air quality mitigation measures.**

The Governing Board finds that, for project-level activities that do not require air permits from the South Coast AQMD, changes or alterations which avoid or substantially lessen the significant construction air quality impacts as identified in the Final Program EIR are within the responsibility and jurisdiction of another public agency and not South Coast AQMD. Such changes, if feasible, can and should be adopted by such other agency as details of project-level actions become known. [Public Resources Code Section 21081(a)(2) and CEQA Guidelines Section 15091(a)(2)].

The construction air quality mitigation measures identified in the Final Program EIR are feasible. As such, there are no specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures identified in the Final Program EIR. **Thus, Finding 3 is not applicable to the construction air quality mitigation measures.** [Public Resources Code Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3)].

B. Potential energy impacts from increased electricity demand exceed the South Coast AQMD significance threshold for electricity; impacts from increased natural gas demand are expected to be significant in the short-term; impacts from increased hydrogen demand would be unable to be met by existing capacity; and energy impacts from increased electricity, natural gas, and hydrogen demand cannot be mitigated to less than significant levels.

Findings and Explanation:
The majority of the control measures in the 2022 AQMP predominantly rely on electric-powered technologies for both stationary and mobile sources to be utilized in residential, commercial, and industrial settings. The analysis in the Final Program EIR concluded that implementation of some control measures could increase the electricity demand by approximately 11 percent over 2020 consumption (greater than the South Coast AQMD significance threshold of 1%) and this amount does not take into account the electricity that may be needed to operate additional air pollution control equipment or to convert combustion equipment to fully electric. Natural gas is generally widely available through existing infrastructure and expected to be used for producing electricity and hydrogen. Short-term natural gas demand is expected to be significant, although offset by long-term decrease in demand for natural gas appliances in commercial and residential setting. Hydrogen fuel cells are proven technology, but more work is needed to make them cost-effective for use in cars, trucks, homes, or businesses. Existing hydrogen plants currently operate at full capacity, largely to produce petroleum fuels. With little excess hydrogen capacity available to meet the increase in hydrogen demand, additional hydrogen production facilities will be necessary. Therefore, increases in electricity, natural gas, and hydrogen demand were concluded in the Final Program EIR to have potentially significant adverse energy impacts.

Due to the potential for significant adverse energy impacts, feasible mitigation measures that can substantially lessen the impacts were required and are included in the Final Program EIR. However, none of the identified feasible mitigation measures are capable of avoiding or reducing the significant adverse energy impacts to less than significant levels. **Thus, Finding 1 is applicable to the significant adverse energy impacts.**

The Governing Board finds that changes or alterations have been required in, or incorporated into, the project which substantially lessen the project-level and cumulative significant adverse energy impacts identified in the Final Program EIR, though the impacts will ultimately remain significant and unavoidable. [Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1)].

Implementation of all of the mitigation measures for energy which are identified in the Final Program EIR may be within the authority of either the South Coast AQMD or other public agencies, as applicable if air permits are not required, to adopt or implement, depending on the individual facility projects that will occur in the future. **Thus, Finding 2 is applicable to the energy mitigation measures.**

The Governing Board finds that changes or alterations which avoid or substantially lessen the significant energy impacts as identified in the Final Program EIR are within the responsibility and jurisdiction of another public agency and not South Coast AQMD. Such changes, if feasible, can and should be adopted by such other agency as details of project-level actions become known. [Public Resources Code Section 21081(a)(2) and CEQA Guidelines Section 15091(a)(2)].

The energy mitigation measures identified in the Final Program EIR are feasible. As such, there are no specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures identified in the Final Program EIR. **Thus, Finding 3 is not applicable to the energy mitigation measures.** [Public Resources Code Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3)].

C. 1. Potential hazards and hazardous materials impacts due to accidental release of ammonia could affect sensitive receptors within their respective toxic endpoint distances and cannot be mitigated to less than significant levels.

Findings and Explanation:
Implementation of the control measures in the 2022 AQMP could result in the use of SCR technology to reduce NOx emissions from commercial and industrial combustion sources. Operation of SCR requires the transport, storage, and use of ammonia. Three accidental release scenarios for ammonia were evaluated for: 1) routine transport; 2) use at non-RECLAIM facilities; and 3) use at RECLAIM facilities. Each scenario was concluded to generate significant adverse hazards and hazardous materials impacts (sensitive receptors potentially located within 0.4 mile of a transport release, or 0.1 mile of a facility release).

Due to the potential for significant adverse hazards and hazardous materials impacts pertaining to accidental release of ammonia, feasible mitigation measures that can substantially lessen the impacts were required and are included in the Final Program EIR. However, none of the identified feasible mitigation measures are capable of avoiding or reducing the for significant adverse hazards and hazardous materials impacts pertaining to the accidental release of ammonia to less than significant levels. **Thus, Finding 1 is applicable to the significant adverse hazards and hazardous materials impacts pertaining to the accidental release of ammonia.**

The Governing Board finds that changes or alterations have been required in, or incorporated into, the project which substantially lessen the project-level and cumulative significant adverse hazards and hazardous materials impacts pertaining to the accidental release of ammonia as identified in the Final Program EIR, though the impacts will ultimately remain significant and unavoidable. [Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1)].

Implementation of all of the mitigation measures for hazards and hazardous materials impacts pertaining to the accidental release of ammonia which are identified in the Final Program EIR are within the authority of the South Coast AQMD to adopt or implement, depending on the individual facility projects that will occur in the future. **Thus, Finding 2 is not applicable to the mitigation measures for hazards and hazardous materials impacts pertaining to the accidental release of ammonia.** [Public Resources Code Section 21081(a)(2) and CEQA Guidelines Section 15091(a)(2)].

The mitigation measures identified for hazards and hazardous materials impacts pertaining to the accidental release of ammonia in the Final Program EIR are feasible. As such, there are no specific economic, legal, social, technological, or other considerations make

infeasible the mitigation measures identified in the Final Program EIR. **Thus, Finding 3 is not applicable to the mitigation measures for hazards and hazardous materials impacts pertaining to the accidental release of ammonia.** [Public Resources Code Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3)].

C. 2. Potential hazards and hazardous materials impacts due to the accidental release of natural gas via pipeline and/or LNG via on-road trucks could affect sensitive receptors within their respective toxic endpoint distances and cannot be mitigated to less than significant levels.

Findings and Explanation:
Implementation of the control measures in the 2022 AQMP may result in need to construct additional hydrogen production facilities and new pipelines to deliver natural gas for the purpose of hydrogen production. Natural gas pipelines pose a potential torch fire risk to surroundings located within 183 feet of a release, and sensitive receptors may be located within this radius. Extensive state and federal requirements on new and existing natural gas pipelines are expected to be implemented and enforced; no mitigation measures have been identified.

In addition, implementation of control measures in the 2022 AQMP could result in increased transmission of natural gas for hydrogen production and the transport and use of LNG as an alternative fuel. It is expected that natural gas is transmitted for hydrogen production via new or existing pipeline, and LNG by tanker truck via public roads. For a new natural gas pipeline or during the routine transport of LNG, there is a potential for an accidental release, and because sensitive receptors have the potential to be located within the toxic endpoint of such an event, potential hazards and hazardous materials impacts from accidental release of natural gas via pipeline or LNG via tanker truck are concluded to be significant. Four transport release scenarios were considered, and the furthest adverse impact distance was calculated to be 0.3 mile from point of release. Sensitive receptors may be located within this radius. While mitigation measures for reducing impacts related to potential hazards and hazardous materials impacts from accidental release of natural gas via pipeline or LNG via tanker truck are required, no feasible mitigation measures have been identified in the 2022 AQMP Program EIR for this environmental impact area beyond the extensive state and federal requirements applicable to new and existing natural gas pipelines and LNG transport. **Thus, Finding 1 is not applicable to the significant adverse hazards and hazardous materials impacts pertaining to the accidental release of natural gas or LNG.**

The Governing Board finds that there are no mitigation measures specific to the accidental release of natural gas or LNG that would avoid or substantially lessen the project-level and cumulative significant adverse hazards and hazardous materials impacts pertaining to the accidental release of natural gas or LNG to less than significant levels. [Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1)].

Since there are no feasible mitigation measures for hazards and hazardous materials impacts pertaining to the accidental release of natural gas or LNG identified in the Final Program EIR, **Findings 2 and 3 are not applicable to the hazards and hazardous materials impacts pertaining to the accidental release of natural gas or LNG.** [Public Resources Code Section 21081(a)(2)-(a)(3) and CEQA Guidelines Section 15091(a)(2)-(a)(3)].

C. 3. Potentially significant hazards and hazardous materials impacts due to the increased risk of fire hazard from reformulating coatings, solvents, adhesives, and lubricants can be mitigated to less than significant levels.

Findings and Explanation:
Implementation of Control Measure CTS-01 would remove the VOC exemption status for parachlorobenzotriflouride (PCBTF) and tert-butyl acetate (tBAc) to address toxicity concerns and could require reformulation of certain coatings, adhesives, and lubricants to meet lower future VOC content limits. The reformulations could have widely varying flammability and health effects depending on the chemical characteristics of the replacement solvents chosen. Without knowing how many facilities currently using water-based products would switch to using reformulated solvent-based products as a result of implementing the 2022 AQMP control measures, significant impacts on fire hazards associated with reformulated coatings, solvents, and consumer products could occur.

Feasible mitigation measures were required in the Final Program EIR to minimize the significant adverse hazards and hazardous materials impacts due to reformulation of coatings, solvents, adhesives, and lubricants. Implementation of these mitigation measures is expected to reduce the significant adverse impacts to less than significant levels. **Thus, Finding 1 is applicable to the significant adverse hazards and hazardous materials impacts pertaining to the increased risk of fire hazard from reformulating coatings, solvents, adhesives, and lubricants.**

The Governing Board finds that changes or alterations have been required in, or incorporated into, the project specific to reformulating coatings, solvents, adhesives, and lubricants that would avoid or substantially lessen the project-level and cumulative significant adverse fire hazard impacts as identified in the Final Program EIR to less than significant levels. [Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1)].

Implementation of the mitigation measures for hazards and hazardous materials impacts pertaining to the increased risk of fire hazard from reformulating coatings, solvents, adhesives, and lubricants which are identified in the Final Program EIR are within the authority of the South Coast AQMD to adopt or implement. **Thus, Finding 2 is not applicable to the mitigation measures for hazards and hazardous materials impacts pertaining to the increased risk of fire hazard from reformulating coatings, solvents, adhesives, and lubricants.** [Public Resources Code Section 21081(a)(2) and CEQA Guidelines Section 15091(a)(2)].

The mitigation measures identified for hazards and hazardous materials impacts pertaining to the increased risk of fire hazard from reformulating coatings, solvents, adhesives, and lubricants in the Final Program EIR are feasible. As such, there are no specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures identified in the Final Program EIR. **Thus, Finding 3 is not applicable to the mitigation measures for hazards and hazardous materials impacts pertaining to fire hazard.** [Public Resources Code Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3)].

D. 1. Potential hydrology (water demand and water supply) impacts exceed the South Coast AQMD significance threshold for potable water and cannot be mitigated to less than significant levels.

Findings and Explanation:
Implementation of the control measures in the 2022 AQMP is expected to increase operational water demand from 338,137 to 438,137 gallons per day. Additional water use is required for construction activities and also may be required for the manufacture of alternative fuels. This increased water demand does not exceed the South Coast AQMD significance threshold of 5,000,000 gallons per day of total water (comprised of potable, recycled and groundwater) demand, but it exceeds the 262,820 gallons per day significance threshold for potable water.

Due to the potential for significant adverse hydrology (water demand and water supply) impacts, feasible mitigation measures that can substantially lessen the impacts were required in the Final Program EIR. However, none of the identified feasible mitigation measures are capable of avoiding or reducing the significant adverse hydrology impacts pertaining to water demand and water supply to less than significant levels. **Thus, Finding 1 is applicable to the significant adverse hydrology impacts for hydrology (water demand and water supply).**

The Governing Board finds that changes or alterations have been required in, or incorporated into, the project which substantially lessen the project-level and cumulative significant adverse hydrology impacts pertaining to hydrology (water demand and water supply) as identified in the Final Program EIR, though the impacts will ultimately remain significant and unavoidable. [Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1)].

Implementation of all of the mitigation measures for hydrology impacts pertaining to water demand and water supply which are identified in the Final Program EIR may be within the authority of other public agencies, as applicable, to adopt or implement, depending on the individual facility projects that will occur in the future. **Thus, Finding 2 is applicable to the hydrology (water demand and water supply) mitigation measures.**

The Governing Board finds that changes or alterations which avoid or substantially lessen the significant hydrology impacts due to hydrology (water demand and water supply) as identified in the Final Program EIR are within the responsibility and

jurisdiction of another public agency and not South Coast AQMD. Such changes, if feasible, can and should be adopted by such other agency as details of project-level actions become known. [Public Resources Code Section 21081(a)(2) and CEQA Guidelines Section 15091(a)(2)].

The hydrology (water demand and water supply) mitigation measures identified in the Final Program EIR are feasible. As such, there are no specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures identified in the Final Program EIR. **Thus, Finding 3 is not applicable to the hydrology mitigation measures.** [Public Resources Code Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3)].

D. 2. Potential water quality impacts may require revision to an Industrial Waste Discharge Permit and/or a National Pollutant Discharge Elimination System (NPDES) permit, and cannot be mitigated to less than significant levels.

Findings and Explanation:
In general, for industrial operations, a 25 percent increase in wastewater discharged above an individual facility's industrial discharge permit limit would trigger a permit revision, and this would be considered a significant adverse wastewater impact. In the absence of facility-specific information regarding the potential increased amounts of wastewater that could be generated, the analysis in this Program EIR concludes that implementation of the 2022 AQMP has the potential for one or more facilities to increase the amount of wastewater to be discharged by 25 percent above the current discharge permit limit such that permit revision would be necessary.

Due to the potential for significant adverse water quality impacts, a feasible mitigation measure can substantially lessen the impacts was required in the Final Program EIR. However, the identified feasible mitigation measure is not capable of avoiding or reducing the significant adverse water quality impacts to less than significant levels. **Thus, Finding 1 is applicable to the significant adverse water quality impacts.**

The Governing Board finds that changes or alterations have been required in, or incorporated into, the project which substantially lessen the project-level and cumulative significant adverse water quality impacts as identified in the Final Program EIR, though the impacts will ultimately remain significant and unavoidable. [Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1)].

Implementation of the mitigation measure for water quality which is identified in the Final Program EIR may be within the authority of other public agencies, as applicable, to adopt or implement, depending on the individual facility projects that will occur in the future. **Thus, Finding 2 is applicable to the water quality mitigation measure.**

The Governing Board finds that changes or alterations which avoid or substantially lessen the significant water quality impacts as identified in the Final Program EIR are within the responsibility and jurisdiction of another public agency and not South

Coast AQMD. Such changes, if feasible, can and should be adopted by such other agency as details of project-level actions become known. [Public Resources Code Section 21081(a)(2) and CEQA Guidelines Section 15091(a)(2)].

The water quality mitigation measure identified in the Final Program EIR is feasible. As such, there are no specific economic, legal, social, technological, or other considerations make infeasible the mitigation measure identified in the Final Program EIR. **Thus, Finding 3 is not applicable to the water quality mitigation measure.** [Public Resources Code Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3)].

E. Potential construction noise impacts at roadways exceed three decibels above the existing noise level; vibration impacts at roadways exceed Federal Transit Administration threshold; and construction noise and vibration impacts at roadways cannot be mitigated to less than significant levels.

Findings and Explanation:
Implementation of Control Measures MOB-01, MOB-02A, and MOB-02B could require the installation of roadway infrastructure within or adjacent to existing roadways, streets, freeways, and/or transportation corridors. As specific construction projects are not currently proposed, the types and quantities of construction equipment necessary to implement these proposed control measures are not currently known. Construction equipment noise sources range from 76 decibels (dBA) to over 100 dBA; a typical construction site would be expected to generate noise levels of about 85 dBA at 50 feet from the center of construction activity, decreasing to about 61 dBA at about 800 feet from construction activities. It is not uncommon for residences and other sensitive receptors to be located within several hundred feet of the existing roadways so noise levels associated with construction activities could be in the range of 65-75 dBA, which could result in noise increases of three dBA or greater and generate potentially significant noise impacts, although temporary. Using the Federal Transit Administration quantitative construction vibration analysis methodology, predicted vibration during construction activities can be compared to the significance threshold of 72 vibration decibels. Vibration from construction activities could exceed the threshold for structures and sensitive receptors within 200 feet of construction activities if certain types of construction equipment are used.

Due to the potential for significant adverse construction noise and vibration impacts, feasible mitigation measures that can substantially lessen the impacts were required and are included in the Final Program EIR. However, none of the identified feasible mitigation measures are capable of avoiding or reducing the significant adverse construction noise and vibration impacts to less than significant levels **Thus, Finding 1 is applicable to the significant adverse construction noise and vibration impacts.**

The Governing Board finds that changes or alterations have been required in, or incorporated into, the project which substantially lessen the project-level and cumulative significant adverse construction noise and vibration impacts identified in the Final Program EIR, though the impacts will ultimately remain significant and

unavoidable. [Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1)].

Implementation of all of the mitigation measures for construction noise and vibration which are identified in the Final Program EIR may be within the authority of other public agencies, as applicable, to adopt or implement, depending on the individual facility projects that will occur in the future. **Thus, Finding 2 is applicable to the construction noise and vibration mitigation measures.**

The Governing Board finds that changes or alterations which avoid or substantially lessen the significant construction noise and vibration impacts as identified in the Final Program EIR are within the responsibility and jurisdiction of another public agency and not South Coast AQMD. Such changes, if feasible, can and should be adopted by such other agency as details of project-level actions become known. [Public Resources Code Section 21081(a)(2) and CEQA Guidelines Section 15091(a)(2)].

The construction noise and vibration mitigation measures identified in the Final Program EIR are feasible. As such, there are no specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures identified in the Final Program EIR. **Thus, Finding 3 is not applicable to the construction noise and vibration mitigation measures.** [Public Resources Code Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3)].

F. Potential solid and hazardous waste impacts from construction and early retirement of equipment are significant because Southern California landfill capacity is limited, and solid and hazardous waste impacts from construction and early retirement of equipment cannot be mitigated to less than significant levels.

Findings and Explanation:
Implementation of the control measures in the 2022 AQMP is expected to involve the installation of air pollution control equipment (e.g., low NOx/ultra-low NOx burners and SCR systems), the electrification of existing sources, and the replacement of existing equipment with construction activities generating solid waste due to demolition and site preparation, grading, and excavating. Solid and hazardous waste impacts from early retirement of equipment are difficult to quantify, but concluded to generate significant adverse impacts because available landfill space is limited to approximately 100,000 tons per day with only four solid waste landfills in Southern California having the capacity to accept waste after 2039.

Due to the potential for significant adverse solid and hazardous waste impacts from construction and early retirement of equipment, feasible mitigation measures that can substantially lessen the impacts were required and are included in the Final Program EIR. However, none of the identified feasible mitigation measures are capable of avoiding or reducing the significant adverse solid and hazardous waste impacts to less than significant levels **Thus, Finding 1 is applicable to the significant adverse solid and hazardous waste impacts.**

The Governing Board finds that changes or alterations have been required in, or incorporated into, the project which substantially lessen the project-level and cumulative significant adverse solid and hazardous waste impacts identified in the Final Program EIR, though the impacts will ultimately remain significant and unavoidable. [Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1)].

Implementation of all of the mitigation measures for solid and hazardous waste which are identified in the Final Program EIR may be within the authority of other public agencies, as applicable, to adopt or implement, depending on the individual facility projects that will occur in the future. **Thus, Finding 2 is applicable to the solid and hazardous waste mitigation measures.**

The Governing Board finds that changes or alterations which avoid or substantially lessen the significant adverse solid and hazardous waste impacts as identified in the Final Program EIR are within the responsibility and jurisdiction of another public agency and not South Coast AQMD. Such changes, if feasible, can and should be adopted by such other agency as details of project-level actions become known. [Public Resources Code Section 21081(a)(2) and CEQA Guidelines Section 15091(a)(2)].

The solid and hazardous waste mitigation measures identified in the Final Program EIR are feasible. As such, there are no specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures identified in the Final Program EIR. **Thus, Finding 3 is not applicable to the solid and hazardous waste mitigation measures.** [Public Resources Code Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3)].

5.1 FINDINGS FOR ALTERNATIVES TO THE PROPOSED PROJECT

A. Alternative 1: No Project Alternative

Finding and Explanation:
The Final Program EIR analyzes a No Project Alternative, referred to as Alternative 1, which consists of what would occur if the proposed project is not approved; in this case, not adopting the 2022 AQMP with continued implementation of the 2016 AQMP. The 2016 AQMP was adopted by the South Coast AQMD Governing Board in March 2017 and submitted to U.S. EPA in April 2017. The ozone portion and the 24-hour PM2.5 standard elements of the 2016 AQMP have been approved by the U.S. EPA into the SIP. Although Alternative 1 would not generate any additional significant adverse impacts to any environmental topic areas beyond those identified for the 2016 AQMP, neither would Alternative 1 provide any of the air quality benefits, or meet any project objectives, including the primary project objective of complying with the 2015 federal 8-hour ozone standard (70 ppb). All remaining necessary emission reductions to demonstrate attainment would be obtained through implementing CAA Section 182(e)(5), the methods of which are currently unknown.

The federal and state Clean Air Acts require the South Coast AQMD to revise the AQMP and implement the 2022 AQMP in order to attain the applicable ozone national ambient air quality standards. Continued implementation of the 2016 AQMP without additional reduction measures would not be a feasible alternative because the South Coast AQMD is required to submit to U.S. EPA an AQMP that demonstrates attainment of the 8-hour ozone NAAQS by 2037.

Because Alternative 1 does not achieve the primary project objectives, **Finding 3 is applicable to Alternative 1. Therefore, the Governing Board finds that the No Project Alternative is infeasible.** [Public Resources Code 21081(a)(3) and CEQA Guidelines Section 15091(a)(3); California Native Plant Society v. City of Santa Cruz (2009) 177 Cal.App.4th 957, 1000- 1001 (upholding finding of infeasibility where agency determined alternative failed to achieve project objective)].

B. Alternative 2: Mobile Source Reductions Only

Finding and Explanation:
The Final Program EIR analyzes Alternative 2, which consists of implementing mobile source control measures proposed by both CARB and the South Coast AQMD, but no stationary source control measures. The analysis of potential impacts from each of the project alternatives concludes that Alternative 2 is the environmentally superior alternative. When not considering the environmental benefits, this conclusion is based on the fact that removing the stationary source control measures would reduce the potentially significant hazard impacts associated with the storage and transportation of ammonia and eliminate further hazards from reformulated coatings and products. Other impacts would be less than the proposed project, although still significant, including construction emissions, short-term GHG emissions, construction noise, and solid and hazardous waste impacts associated with construction debris and the early retirement of equipment. Alternative 2 would achieve over 90 tons per day of NOx emission reductions, but additional emission reductions through implementing federal CAA Section 182(e)(5) measures (an estimated 37 pounds to achieve the carrying capacity of the Basin) would be needed to comply with the federal 8-hour ozone standard (70 ppb). Alternative 2 would meet some of the project objectives with the exception that it would not attain the 2015 federal 8-hour ozone standard unless other control measures are implemented; and would not achieve widespread adoption of zero emission and low NOx technologies across all stationary sources.

The federal and state CAAs require the South Coast AQMD to revise the AQMP in order to attain the applicable ozone national ambient air quality standards. Alternative 2 would not be feasible because the South Coast AQMD is required to submit to U.S. EPA an AQMP that demonstrates attainment of the 8-hour ozone NAAQS by 2037.

Because Alternative 2 does not achieve the primary project objectives, **Finding 3 is applicable to Alternative 2. Therefore**, **the Governing Board finds that Alternative 2 is infeasible.** [Public Resources Code 21081(a)(3) and CEQA Guidelines Section 15091(a)(3); California Native Plant Society v. City of Santa Cruz (2009) 177 Cal.App.4th

957, 1000- 1001 (upholding finding of infeasibility where agency determined alternative failed to achieve project objective)].

C. Alternative 3: Early Implementation of Control Measures

Finding and Explanation:
The Final Program EIR analyzes Alternative 3, in which the proposed control measures identified in the project description would be unchanged, but the timeframe for implementing the proposed control measures would occur three years earlier so that all measures would be fully implemented by 2034. Alternative 3 would achieve all of the project objectives, including attainment of the 2015 federal 8-hour ozone standard (70 ppb) and would reduce ozone and its precursors on the faster implementation schedule.

Early implementation of Alternative 3 means that construction activities, including the removal and replacement of equipment (e.g., installation of new appliances and fleet turnovers) would occur over a shorter period of time. Alternative 3 would be expected to generate equivalent impacts to the proposed project in all environmental topic areas because it would implement the same control measures in a faster manner. Air quality, noise, and solid waste impacts could be greater under Alternative 3 as they would be more concentrated in time. Alternative 3 would provide greater air quality and health benefits by complying with the federal 8-hour ozone standard three years sooner than the proposed project or other alternatives and would achieve all of the project objectives. For the environmental topic areas that are identified in Alternative 3 as having potentially significant impacts, the same mitigation measures as the proposed project would also apply to Alternative 3.

Except for the feasible mitigation measures identified for the potentially significant hazards and hazardous materials impacts due to the increased risk of fire hazard from reformulating coatings, solvents, adhesives, and lubricants which can be mitigated to less than significant levels, no feasible mitigation measures were identified that would eliminate or reduce the project-level and cumulative significant adverse environmental impacts to less than significant levels if Alternative 3 is implemented for the following environmental topic areas: 1) air quality during construction; 2) energy due to increased electricity, natural gas, and hydrogen demand; 3) hazards and hazardous materials due to accidental release of ammonia, natural gas via pipeline, or liquified natural gas via on-road truck; 4) hydrology (water demand and water supply) and water quality; 5) construction noise and vibration at roadways; and 6) solid and hazardous waste from construction and early retirement of equipment.

Because Alternative 3 will have greater significant impacts over a shorter-period of time without reducing the potentially significant impacts to less than significant levels, the Governing Board finds that Alternative 3, if implemented in lieu of the proposed project, will not avoid or substantially lessen the significant environmental effects. [Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1)].

D. Alternative 4: All Regulatory/Non-Incentive Alternative

Finding and Explanation:
The Final Program EIR analyzes Alternative 4, which consists of implementing only control measures that could be directly implemented by the South Coast AQMD or CARB, and for which the South Coast AQMD has the authority to regulate or for which CARB has the authority to regulate; incentive measures would be eliminated. Omitting these incentive measures from Alternative 4 would mean that 6.8 tons per day of additional emission reductions would need to be achieved through other control measures in order to attain the 70 ppb 8-hour ozone standard. The additional emission reductions needed to compensate for the omitted incentive measures could come from any of the stationary source measures through implementing federal CAA Section 182(e)(5) measures, which are currently unknown. The emission reduction goals from any or all of the stationary source measures would need to be increased in order to compensate for the loss of the emission reductions from the incentive measures. Because Alternative 4 would not include incentive funding, this alternative would achieve most of the other project objectives with the exception of: "seeking substantial funding for incentives to implement early deployment and commercialization of low NOx and zero emission and technologies," and "prioritizing distribution of incentive funding to environmental justice areas."

The federal and state CAAs require the South Coast AQMD to revise the AQMP in order to attain the applicable ozone national ambient air quality standards. Alternative 4 would not be feasible because the South Coast AQMD is required to submit to U.S. EPA an AQMP that demonstrates attainment of the 8-hour ozone NAAQS by 2037.

Because Alternative 4 does not achieve the primary project objectives, **Finding 3 is applicable to Alternative 4. Therefore, the Governing Board finds that Alternative 4 is infeasible.** [Public Resources Code 21081(a)(3) and CEQA Guidelines Section 15091(a)(3); California Native Plant Society v. City of Santa Cruz (2009) 177 Cal.App.4th 957, 1000- 1001 (upholding finding of infeasibility where agency determined alternative failed to achieve project objective)].

5.2 FINDINGS CONCLUSION

The following contains a summary of the findings:

1) Feasible mitigation measures have been identified in the Final Program EIR to help minimize potentially significant adverse impacts but no feasible mitigation measures have been identified that would eliminate or reduce the significant adverse environmental impacts to less than significant levels for the following environmental topic areas of: 1) air quality during construction; 2) energy due to increased electricity, natural gas, and hydrogen demand; 3) hazards and hazardous materials due to accidental release of ammonia, natural gas via pipeline, or liquified natural gas via on-road truck; 4) hydrology (water demand and water supply) and water quality; 5) construction noise and vibration at roadways; and 6) solid and hazardous waste from construction and early retirement of equipment.

2) Feasible mitigation measures have been identified in the Final Program EIR that would reduce the significant adverse hazards and hazardous materials impacts due to reformulation of coatings, solvents, adhesives, and lubricants to less than significant levels.

3) The Final Program EIR considered alternatives pursuant to CEQA Guidelines Section 15126.6, but there is no alternative to the proposed project, other than Alternative 1: No Project Alternative, that would reduce the significant impacts to less than significant levels for all of the aforementioned environmental topic areas. Alternative 1 is not a legally viable alternative and was rejected as infeasible because it does not achieve the basic project objective that South Coast AQMD is required to submit to U.S. EPA an AQMP that demonstrates attainment of the 8-hour ozone NAAQS by 2037. [Public Resources Code 21081(a)(3) and CEQA Guidelines Section 15091(a)(3); California Native Plant Society v. City of Santa Cruz (2009) 177 Cal.App.4th 957, 1000- 1001 (upholding finding of infeasibility where agency determined alternative failed to achieve project objective)].

4) Alternative 2: Mobile Source Reductions Only and Alternative 4: All Regulatory/Non-Incentive Alternative do not achieve the basic project objectives that South Coast AQMD submit to U.S. EPA an AQMP that demonstrate attainment of the 8-hour ozone NAAQS by 2037. Alternatives 2 and 4 remove some proposed control measures which eliminate emission reductions necessary to demonstrate attainment through implementing CAA Section 182(e)(5), the methods of which are currently unknown. Therefore Alternatives 2 and 4 were rejected due to infeasibility. [Public Resources Code 21081(a)(3) and CEQA Guidelines Section 15091(a)(3); California Native Plant Society v. City of Santa Cruz (2009) 177 Cal.App.4th 957, 1000- 1001 (upholding finding of infeasibility where agency determined alternative failed to achieve project objective)].

5) Alternative 3: Early Implementation of Control Measures would be expected to generate equivalent benefits but more intense significant adverse impacts over a shorter period of time when compared to the proposed project for all environmental topic areas. However, Alternative 3 will not avoid or substantially lessen the significant environmental effects as identified in the Final Program EIR. [Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1)].

The Governing Board further finds that a Mitigation, Monitoring, and Reporting Plan pursuant to Public Resources Code Section 21081.6 and CEQA Guidelines Section 15097 needs to be prepared and is included herein (see Section 7.0 of this document) because feasible mitigation measures were identified for the topics of: air quality during construction; energy; hazards and hazardous materials; hydrology (water demand and water supply) and water quality; noise and vibration; and solid and hazardous waste.

The Governing Board specifies that the findings required by CEQA Guidelines Section 15091(a) are supported by substantial evidence in the record.

6.0 STATEMENT OF OVERRIDING CONSIDERATIONS

If significant adverse impacts of a proposed project remain after incorporating mitigation measures, or no measures or alternatives to mitigate the adverse impacts are identified, the lead agency must make a determination that the benefits of the project outweigh the unavoidable adverse environmental effects if it is to approve the project. CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. [CEQA Guidelines Section 15093(a)]. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable" [CEQA Guidelines Section15093(a)]. Accordingly, a Statement of Overriding Considerations regarding potentially significant adverse impacts to 1) air quality during construction; 2) energy due to increased electricity, natural gas, and hydrogen demand; 3) hazards and hazardous materials due to accidental release of ammonia, natural gas via pipeline, or liquified natural gas via on-road truck; 4) hydrology (water demand and water supply) and water quality; 5) construction noise and vibration at roadways; and 6) solid and hazardous waste from construction and early retirement of equipment that may result from the proposed project has been prepared. This Statement of Overriding Considerations is included as part of the record of the project approval for the proposed project. Pursuant to CEQA Guidelines Section 15093(c), the Statement of Overriding Considerations will also be noted in the Notice of Determination for the proposed project.

Having reduced the potential effects of the 2022 AQMP 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 1) air quality during construction; 2) energy due to increased electricity, natural gas, and hydrogen demand; 3) hazards and hazardous materials due to accidental release of ammonia, natural gas via pipeline, or liquified natural gas via on-road truck; 4) hydrology (water demand and water supply) and water quality; 5) construction noise and vibration at roadways; and 6) solid and hazardous waste from construction and early retirement of equipment, the South Coast AQMD finds that the following legal requirements and benefits of the 2022 AQMP outweigh the potentially significant and unavoidable impacts for the following reasons:

1. Failure to submit an AQMP, comply with required AQMP provisions, or implement an approved AQMP to meet health-based standards within the required timeframes could result in sanctions from the federal government including restrictions on funds granted for transportation/highway projects, increased offset ratio, and a Federal Implementation Plan pursuant to the CAA Section 179.
2. Failure to attain the 2015 federal 8-hour ozone standard (70 ppb) could result in stationary sources paying a fee as a penalty pursuant to federal CAA Section 185.
3. The analysis of potential adverse environmental impacts incorporates a "worst-case" approach. This entails the premise that whenever the analysis requires that assumptions be made, those assumptions that result in the greatest adverse impacts are typically chosen. This method likely overestimates the actual significant adverse environmental impacts from the proposed project.

4. The proposed project would reduce ozone to attain the 2015 8-hour ozone standard by reducing its precursors, including NOx emissions by 124 tons per day, on an expeditious implementation schedule, which would result in a public health benefit.
5. The proposed project demonstrates attainment of the 2015 federal 8-hour ozone standard (70 ppb) by 2037, as required by the federal CAA.
6. The proposed project would result in an overall reduction in toxic air contaminants, including a reduction in carcinogenic diesel PM emissions from engine exhaust, as well as a reduction in toxic air contaminants from gasoline such as benzene and 1,3-butadiene through the replacement of vehicles or equipment with more efficient, zero emission or alternative fuel vehicles or equipment.
7. The proposed project's 8-hour ozone attainment strategy will assist in meeting the federal and state 1-hour ozone standard, and federal 1997 and 2008 8-hour ozone standards.
8. The proposed project's NOx control strategy will assist in reducing PM2.5 emissions and move towards attainment of the PM2.5 air quality standards.
9. The proposed project would reduce population exposure to ozone through the progress towards attaining the federal 8-hour ozone standard by 2037.
10. The proposed project includes all feasible measures and an expeditious adoption schedule.
11. The proposed project will demonstrate compliance with the federal CAA requirements such as RACM evaluation, the RFP demonstration for interim milestone and attainment year, and transportation conformity budget.
12. The proposed project would update planning assumptions and the best available information such as SCAG's 2020 Connect SoCal Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).
13. The proposed project would update emission inventories using 2018 as the base year and incorporate emission reductions achieved from all applicable rules and regulations and the latest demographic forecasts.
14. The proposed project would update any remaining control measures from the 2016 AQMP, as appropriate.
15. The proposed project would commit to demonstrate compliance with federal contingency measure requirements as soon as U.S. EPA releases guidance on the contingency measure development.
16. The proposed project would calculate and take credit for co-benefits from other planning efforts (e.g., GHG reduction targets, energy efficiency, and transportation control measures).
17. The proposed project would prioritize distribution of incentive funding in environmental justice areas and implement opportunities to focus air quality benefits on the most disadvantaged communities.
18. The proposed project would implement Mitigation Measures AQ-1 through AQ-26 which would reduce significant adverse construction air quality impacts to the maximum extent feasible, but not to less than significant levels, while also providing construction emission

reduction co-benefits because using Tier 4 construction engines would additionally provide PM, hydrocarbon, and toxic air contaminant emission reduction benefits.

19. The proposed project would implement Mitigation Measures E-1 through E-12 which would reduce significant adverse energy impacts to the maximum extent feasible, but not to less than significant levels.
20. The proposed project would implement Mitigation Measures HZ-1 through HZ-6 which would reduce significant adverse hazards and hazardous materials impacts relating to the transportation and storage of ammonia to the maximum extent feasible, but not to less than significant levels.
21. The proposed project would implement Mitigation Measures HZ-7 through HZ-8 which would reduce significant adverse hazards and hazardous materials impacts pertaining to fire hazards associated with some reformulated coatings, solvents, adhesives, and lubricants to less than significant levels.
22. The proposed project would implement Mitigation Measures HWQ-1 through HWQ-5 which would reduce significant adverse hydrology and water quality impacts to the maximum extent feasible, but not to less than significant levels.
23. The proposed project would implement Mitigation Measures NS-1 through NS-14 which would reduce significant adverse construction noise and vibration impacts to the maximum extent feasible, but not to less than significant levels.
24. The proposed project would implement Mitigation Measure SHW-1 through SHW-3 which would reduce significant adverse solid and hazardous waste impacts to the maximum extent feasible, but not to less than significant levels.

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

7.0 MITIGATION, MONITORING, AND REPORTING PLAN

Pursuant to CEQA Guidelines Section 15097 and Public Resources Code Section 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. Public Resources Code Section 21081.6 states in part that when making the findings required by Public Resources Code Section 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 with jurisdiction by law over natural resources affected by the 2022 AQMP have requested changes or mitigation measures to be incorporated into the 2022 AQMP relative to the potentially significant adverse environmental impacts. Further, it should be noted that the South Coast AQMD does not construct or operate projects that may result from implementing 2022 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 South Coast AQMD, enforcement of implementing mitigation measures, monitoring, and reporting requirements described in this Mitigation, Monitoring, and Reporting Plan (MMRP) is the responsibility of the South Coast AQMD as the lead agency under CEQA. However, as noted in discussions under Findings, some of the mitigation measures identified in the Final Program EIR for the 2022 AQMP may not be within the jurisdiction of the South Coast AQMD, 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 MMRP. [CEQA Guidelines Section 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 conducting mitigation monitoring and reporting as described in this MMRP will vary depending on the location and jurisdiction of individual projects because the individual projects resulting from implementing 2022 AQMP control measures as rules or regulations may affect a wide variety of commercial, institutional, industrial, and residential emission sources located throughout the jurisdiction of the South Coast AQMD. It is expected that additional and more specific mitigation measures and monitoring requirements may be developed as specific rules are promulgated to implement the control measures in the 2022 AQMP. 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.

To fulfill the requirements of Public Resources Code Section 21081.6 and CEQA Guidelines Section 15097, the South Coast AQMD has developed this MMRP for anticipated impacts resulting from implementing the 2022 AQMP. Each operator of any facility required to comply with a MMRP shall keep records onsite of applicable compliance activities to demonstrate the steps taken to assure compliance with all of the mitigation measures, as applicable.

A. Air Quality Impacts During Construction

Impacts Summary: Project-specific and cumulative construction-related emissions of criteria air pollutants, based on a "worst-case" analysis, would exceed the South Coast AQMD's regional mass daily significance thresholds. Emission sources include worker vehicles and heavy construction equipment. The following mitigation measures are intended to minimize the emissions associated with these sources during construction activities. No feasible mitigation measures have been identified to reduce air quality during construction impacts to less than significant levels.

Mitigation Measures: The following construction air quality mitigation measures are intended to reduce potential construction emissions associated with construction-related emission sources to the maximum extent feasible and the timing of implementation would be ongoing for the life of the 2022 AQMP:

AQ-1 Develop a Construction Emission Management Plan to minimize emissions from vehicles including, but not limited to: consolidating truck deliveries so as to minimize the number of trucks on a peak day; scheduling deliveries to avoid peak hour traffic conditions; describing truck routing; describing deliveries including logging delivery times; describing entry/exit points; identifying locations of parking; identifying construction schedule; and prohibiting truck idling in excess of five consecutive minutes or another time-frame as allowed by the California Code of Regulations, Title 13 Section 2485 - CARB's Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. The Construction Emission Management Plan shall be submitted to South Coast AQMD – PRDI/CEQA for approval prior to the start of construction. At a minimum, the Construction Emission Management Plan would include the following types of mitigation measures and Best Management Practices.

AQ-2 Tune and maintain all construction equipment to be in compliance with the manufacturer's recommended maintenance schedule and specifications that optimize emissions without nullifying engine warranties. All maintenance records for each equipment and their construction contractor(s) shall be made available for inspection and remain onsite for a period of at least two years from completion of construction.

AQ-3 Survey and document the 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. This documentation shall be provided as part of the Construction Emissions Management Plan.

AQ-4 Require the use of electric or alternative-fueled (i.e., renewable combustion fuels and hydrogen) construction equipment, if available, including but not limited to, concrete/industrial saws, pumps, aerial lifts, material hoist, air compressors, forklifts, excavator, wheel loader, and soil compactors.

AQ-5 Require all off-road diesel-powered construction equipment rated greater than 50 hp to meet Tier-4 off-road emission standards at a minimum. In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. Construction equipment shall incorporate, where feasible, emissions-reducing technology such as hybrid drives and specific fuel economy standards. In the event that any equipment required under this mitigation measure is not available, the project proponent shall provide documentation in the Construction Emissions Management Plan or associated subsequent status reports as information becomes available.

AQ-6 Require the use of zero-emission or near-zero emission on-road haul trucks such as heavy-duty trucks with natural gas engines that meet CARB'S adopted optional NO_X emissions standard.

AQ-7 Provide electric vehicle charging stations or at a minimum, provide the electrical infrastructure and electrical panels which shall be appropriately sized. Electrical hookups should be provided for trucks to plug in any onboard auxiliary equipment.

AQ-8 Provide temporary traffic controls such as a flag person, during all phases of significant construction activity to maintain smooth traffic flow, where necessary.

AQ-9 Provide dedicated turn lanes for the movement of construction trucks and equipment on- and off-site, where applicable.

AQ-10 Clearly identify truck routes with trailblazer signs to guide and ensure that the route shall avoid congested streets and sensitive land uses (e.g., residences, schools, day care centers, etc.), where applicable

AQ-11 Improve traffic flow by signal synchronization, where applicable and ensure that check-in point for trucks is inside the project site.

AQ-12 Ensure that vehicle traffic inside the project site is as far away as feasible from sensitive receptors.

AQ- 13 Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the project site.

AQ-14 Design the project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the project site.

AQ-15 Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.

AQ-16 Prohibit truck idling in excess of five minutes, on- and off-site.

AQ-17 Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable.

AQ-18 Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph.

AQ-19 Suspend use of all construction activities that generate air pollutant emissions during first stage smog alerts.

AQ-20 Configure construction parking to minimize traffic interference.

AQ-21 Require covering of all trucks hauling dirt, sand, soil, or other loose materials.

AQ-22 Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site for each trip.

AQ-23 Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).

AQ-24 Replace ground cover in disturbed areas as quickly as possible to minimize dust.

AQ-25 Pave road and road shoulders, where applicable.

AQ-26 Sweep streets at the end of the day with sweepers compliant with South Coast AQMD Rules 1186 and 1186.1 if visible soil is carried onto adjacent public paved roads (recommend water sweepers that utilize reclaimed water).

If, at the time when each facility-specific project is proposed, improved emission reduction technologies become available for on- and off-road construction equipment, the construction mitigation measures will be updated accordingly as part of the CEQA evaluation for the facility-specific project.

Implementing Parties: Because the 2022 AQMP is a regional plan that can be characterized as an ongoing regulatory program, some of the 2022 AQMP construction air quality mitigation measures in this MMRP may be described as general policies, although some refer to specific actions. The South Coast AQMD finds that the party or parties responsible for implementing construction air quality mitigation measures from the Final Program EIR for the 2022 AQMP for future projects that have the potential to generate construction air quality impacts from complying with 2022 AQMP control measures promulgated as rules or regulations would be project applicants, project sponsors, or public agencies within the jurisdiction of the South Coast AQMD.

To the extent that the South Coast AQMD is the lead agency for future projects that must comply with 2022 AQMP control measures promulgated as rules or regulations, the South Coast AQMD can enforce implementation of these construction air quality mitigation

measures through its authority to impose binding permit conditions at the time applications for air permits are processed and approved. Similarly, if the South Coast AQMD is a responsible agency for such future projects, it would still have the ability to enforce 2022 AQMP mitigation measures through its authority to impose permit conditions at the time applications seeking air permits are processed and approved. If the South Coast AQMD has no approval authority over future projects that have the potential to generate construction air quality impacts from complying with 2022 AQMP control measures which will be promulgated as rules or regulations, then the public agency with primary approval authority over these future projects can and should impose these construction air quality mitigation measures through its authority to impose permit conditions at the time applications seeking permits are processed and approved or through other legally binding instruments.

Monitoring Agency: Because future projects to implement 2022 AQMP control measures promulgated as rules or regulations could be undertaken by project applicants, project sponsors, or public agencies throughout the jurisdiction of the South Coast AQMD, the monitoring agency is expected to vary and may include a variety of public agencies performing the role of lead agency. Mitigation monitoring (MM) would be accomplished by the following implementation requirements for each mitigation measure:

MMAQ-1: A project applicant, project sponsor, or public agency shall include in all construction contracts the requirement to develop a Construction Emission Management Plan to: limit trucks, consolidate deliveries, describe truck routes, describe entry/exit points, identify parking, outline a construction schedule, prohibit idling in excess of five consecutive minutes, and include Best Management Practices. The Construction Emission Management Plan must be approved by the South Coast AQMD or lead agency or other public agency with project oversight, as applicable, prior to commencement of construction activities and must be available onsite during the entire construction phase.

MMAQ-2: A project applicant, project sponsor, or public agency, in cooperation with the construction contractors, will maintain vehicle and equipment maintenance records for the construction portion of the proposed project. All construction vehicles must be maintained in compliance with the manufacturer's recommended maintenance schedule. A project applicant, project sponsor, or public agency will maintain their construction equipment and the construction contractor will be responsible for maintaining their equipment and maintenance records. All maintenance records for each facility and their construction contractor(s) will remain on-site for a period of at least two years from completion of construction.

MMAQ-3: A project applicant, project sponsor, or public agency and/or their construction contractor(s) will conduct a survey of the proposed project construction area(s) to assess whether the existing infrastructure can provide access to electricity, as available, within the facility or construction

site, in order to operate electric on-site mobile equipment. For example, each project applicant, project sponsor, or public agency and/or their construction contractor(s) will assess the number of electrical welding receptacles available.

Construction areas within the facility or construction site where electricity is and is not available must be clearly identified on a site plan. The use of non-electric onsite mobile equipment shall be prohibited in areas of the facility that are shown to have access to electricity. The use of electric on-site mobile equipment within these identified areas of the facility or construction site will be allowed.

A project applicant, project sponsor, or public agency shall include in all construction contracts the requirement that the use of non-electric on-site mobile equipment is prohibited in certain portions of the facility as identified on the site plan. A project applicant, project sponsor, or public agency shall maintain records that indicate the location within the facility or construction site where all electric and non-electric on-site mobile equipment are operated, if at all, for a period of at least two years from completion of construction.

MMAQ-4: A project applicant, project sponsor, or public agency and/or their construction contractor(s) shall evaluate the use of alternative fuels (renewable combustion fuels and hydrogen) for on-site mobile construction equipment prior to the commencement of construction activities, provided that suitable equipment is available for the activity. Equipment vendors shall be contacted to determine the commercial availability of alternative-fueled construction equipment. Priority should be given during the bidding process for contractors committing to use alternative-fueled construction equipment. A list of equipment that can use alternative fuels, as well as those that cannot, will be maintained as part of the Construction Emissions Management Plan.

MMAQ-5: A project applicant, project sponsor, or public agency shall include in all construction contracts the requirement that all off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 4 off-road emission standards at a minimum. In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. In addition, construction equipment shall incorporate, where feasible, emissions savings technology such as hybrid drives and specific fuel economy standards. In the event that any equipment required under this mitigation measure is not available, the

project proponent shall provide documentation as information becomes available. A project applicant, project sponsor, or public agency shall include a copy of each unit's certified tier specification, BACT documentation, and CARB or South Coast AQMD operating permit as part of the Construction Emission Management Plan.

A project applicant, project sponsor, or public agency shall also encourage construction contractors to apply for South Coast AQMD "SOON" funding incentives to help accelerate the clean-up of off-road diesel vehicles, such as heavy duty construction equipment.

MMAQ-6 A project applicant, project sponsor, or public agency and/or their construction contractor(s) shall evaluate the availability of zero and near-zero emission on-road haul trucks prior to the commencement of construction activities, provided that suitable equipment is available for the activity. Equipment vendors shall be contacted to determine the commercial availability of zero and near-zero emission trucks. Priority should be given during the bidding process for contractors committing to use zero and near-zero emission trucks.

MMAQ-7 A project applicant, project sponsor, or public agency and/or their construction contractor(s) shall evaluate the availability of zero and near-zero emission construction equipment and the availability of electrical infrastructure prior to the commencement of construction activities. Equipment vendors shall be contacted to determine the commercial availability of zero and near-zero emission construction equipment. The infrastructure should be provided to support the use of such equipment, where feasible, including appropriately sized electric vehicle/equipment charging stations. Priority should be given during the bidding process for contractors committing to use zero and near-zero emission trucks.

MMAQ-8: A project applicant, project sponsor, or public agency shall provide temporary traffic controls such as a flag person, during all phases of significant construction activity to maintain smooth traffic flow.

MMAQ-9: A project applicant, project sponsor, or public agency shall provide dedicated turn lanes for the movement of construction trucks and equipment on- and off-site, where applicable.

MMAQ-10: A project applicant, project sponsor, or public agency shall re-route construction trucks away from congested streets or sensitive receptor areas using trailblazer signs, where applicable. Truck routes shall be provided to all construction workers prior to the beginning of construction activities.

MMAQ-11: A project applicant, project sponsor, or public agency shall coordinate with their local city to improve traffic flow by signal synchronization in the area

near the construction site. The check-in point for trucks will be inside the project area and shall be identified and provided to truck drivers prior to the beginning of construction activities.

MMAQ-12: A project applicant, project sponsor, or public agency shall identify routes for on-site vehicle traffic as far away from sensitive receptor areas as possible, where applicable. On-site vehicle routes shall be provided to all construction workers prior to the beginning of construction activities.

MMAQ-13: A project applicant, project sponsor, or public agency shall coordinate with the construction contractor to site truck parking areas onsite or at some designated location off-site that avoids parking in residential or other sensitive land use areas. The parking locations shall be identified and provided to truck drivers prior to the commencement of construction activities.

MMAQ-14: A project applicant, project sponsor, or public agency shall route construction trucks away from sensitive receptor locations, including the entrances and exits to the project site, where applicable. Truck routes shall be provided to all construction workers prior to the beginning of construction activities.

MMAQ-15: A project applicant, project sponsor, or public agency shall ensure that drivers understand that traffic speeds on all unpaved roads will be limited to 15 mph or less. In addition, a project applicant, project sponsor, or public agency shall post signs on all unpaved roads indicating a speed limit of 15 mph or less.

MMAQ-16: A project applicant, project sponsor, or public agency shall enter into a contract that notifies all vendors and construction contractors that during deliveries, truck idling time will be limited to no longer than five minutes or another time-frame as allowed by the California Code of Regulations, Title 13 Section 2485 - CARB's Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. For any delivery that is expected to take longer than five minutes, each project applicant, project sponsor, or public agency will require the truck's operator to shut off the engine. A project applicant, project sponsor, or public agency will notify the vendors of these idling requirements at the time that the purchase order is issued and again when trucks enter the gates of the facility. To further ensure that drivers understand the truck idling requirement, each project applicant, project sponsor, or public agency shall post signs at each facility entry gates stating idling longer than five minutes is not permitted.

MMAQ-17: A project applicant, project sponsor, or public agency shall schedule construction activities that affect traffic flow on the arterial system to occur during off-peak hours to the greatest extent practicable.

MMAQ-18: If and when winds speeds exceed 25 mph, each project applicant, project sponsor, or public agency shall suspend all excavating and grading activities and shall record the date and time when the use of construction equipment associated with these construction activities are suspended. This log shall be maintained on-site for a period of at least two years from completion of construction.

MMAQ-19: If and when any first stage smog alert occurs, each project applicant, project sponsor, or public agency shall record the date and time of each alert, shall suspend all construction activities that generate emissions, and shall record the date and time when the use of construction equipment and construction activities are suspended. This log shall be maintained on-site for a period of at least two years from completion of construction.

MMAQ-20: A project applicant, project sponsor, or public agency shall coordinate with the construction contractor to site parking areas to minimize interference with roadway traffic. The parking locations shall be identified and provided to construction workers prior to the commencement of construction activities.

MMAQ-21: A project applicant, project sponsor, or public agency shall include in all construction contracts the requirement to cover all haul trucks delivering or hauling away dirt, sand, soil, or other loose materials.

MMAQ-22: A project applicant, project sponsor, or public agency shall require the construction contractor to install and use wheel washers where vehicles travel on dirt roads and enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site for each trip to prevent drag-out.

MMAQ-23: A project applicant, project sponsor, or public agency shall require the construction contractor to apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (e.g., previously graded areas inactive for ten days or more).

MMAQ-24: A project applicant, project sponsor, or public agency shall require the construction contractor to replace ground cover in disturbed areas as quickly as possible to minimize dust, where applicable.

MMAQ-25: A project applicant, project sponsor, or public agency shall require the construction contractor to pave road and road shoulders, where applicable.

MMAQ-26: A project applicant, project sponsor, or public agency shall require the construction contractor to sweep streets at the end of the day using sweepers compliant with South Coast AQMD Rules 1186 and 1186.1 if visible soil is

carried onto adjacent public paved roads. In the event that water sweepers are used, each project applicant, project sponsor, or public agency shall recommend the construction contractor to use reclaimed water.

B. Energy Impacts Due to Increased Electricity, Natural Gas, and Hydrogen Demand

Impacts Summary: The 2022 AQMP could result in an increase in electricity demand of up to 11 percent by 2037 due to an increased penetration of near-zero and zero emission technologies combined with operating new control equipment. In addition, the 2022 AQMP could result in an increase in demand for natural gas and hydrogen, beyond that which is currently available as a result of the 2022 AQMP. Because the projected increase in electricity, hydrogen, and natural gas demand would be expected to exceed baseline use, these energy impacts were determined to be significant such that mitigation measures are required. The following mitigation measures are intended to minimize the energy impacts associated with these activities. No feasible mitigation measures have been identified to reduce energy impacts to less than significant levels.

Mitigation Measures: The energy mitigation measures identified in the following paragraphs are intended energy impacts to the maximum extent feasible. The timing of implementing the energy mitigation measures would be ongoing over the life of the 2022 AQMP and includes the following mitigation measures:

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

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-8 Projects that require a substantial increase in natural gas demand should consider the use of renewable gas, where available and feasible, including biofuel landfill gas and gas produced from renewable fuels projects.

E-9 Project sponsors should submit projected natural gas demand use 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-10 Project sponsors should pursue incentives to encourage the use of energy efficient equipment and vehicles and promote energy conservation associated with hydrogen production.

E-11 Project sponsors should site new facilities in areas where infrastructure exists to reduce the amount of energy necessary to build new hydrogen production facilities.

E-12 Project sponsors should pursue hydrogen production and delivery through the most energy efficient, least environmentally impactful methods, where feasible.

Implementing Parties: Because the 2022 AQMP is a regional plan that can be characterized as an ongoing regulatory program, some of the energy demand mitigation measures in this MMRP may be described as general policies, although some refer to specific actions. The South Coast AQMD finds that the party or parties responsible for implementing energy mitigation measures in the Final Program EIR for future projects with the potential to generate electricity, natural gas and hydrogen demand impacts due to complying with 2022 AQMP control measures promulgated as rules or regulations would be project applicants, project sponsors, and public agencies, including cities or counties, within South Coast AQMD's jurisdiction.

To the extent that the South Coast AQMD is the lead agency for future projects that must comply with 2022 AQMP control measures promulgated as rules or regulations, the South Coast AQMD may be able to enforce implementation of some of the energy mitigation measures through its authority to impose binding permit conditions at the time applications for air permits are processed and approved. Similarly, if the South Coast AQMD is a responsible agency for such future projects, it would still have the ability to enforce 2022 AQMP mitigation measures through its authority to impose permit conditions at the time applications seeking air permits are processed and approved. If the South Coast AQMD has no approval authority over future projects that have the potential to generate energy demand impacts from complying with 2022 AQMP control measures which will be promulgated as rules or regulations, then the public agency with primary approval authority over these future projects can and should impose 2022 AQMP Final Program EIR mitigation measures through its authority to impose permit conditions at the time

applications for permits are processed and approved or through other legally binding instruments. Similarly, to the extent allowed by state and federal regulations, electricity, natural gas, and hydrogen generating utilities located within the jurisdiction of the South Coast AQMD as the entities that provide energy resources to users may be responsible for implementing some of the 2022 AQMP Final Program EIR mitigation measures, specifically those mitigation measures that call for increased energy generating and supply capacities.

Monitoring Agency: Because future projects to implement 2022 AQMP control measures promulgated as rules or regulations could be undertaken by project applicants, project sponsors, or public agencies throughout the jurisdiction of the South Coast AQMD, the monitoring agency is expected to vary and may include a variety of public agencies performing the role of lead agency. Mitigation monitoring (MM) would be accomplished by the following implementation requirements for each mitigation measure:

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 of electricity generation.

MME-2: To the extent allowed by state and federal law, electricity generating utilities within the jurisdiction of the South Coast AQMD 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 shall 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 shall include energy analyses in environmental documentation with the goal of conserving energy through the wise and efficient use of energy. These analyses should be provided in the applicable CEQA documents, when required.

MME-5 The project applicant, project sponsor, or public agency shall evaluate the potential for reducing peak energy demand by encouraging charging of electrical vehicles and other mobile sources during off-peak hours.

MME-6 The project applicant, project sponsor, or public agency shall 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.

MME-7 The project applicant, project sponsor, or public agency shall 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).

MME-8 The project applicant, project sponsor, or public agency shall evaluate the potential for using renewable gas, where available and feasible, including biofuel landfill gas and gas from renewable fuels projects.

MME-9 The project applicant, project sponsor, or public agency shall submit projected natural gas calculations to the local gas company for any project anticipated to require substantial natural gas consumption. Such natural gas calculations can and should be used by the local gas provider when forecasting future natural gas demand. Any infrastructure improvements necessary should be completed according to the specifications of the natural gas provider.

MME-10: 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 for hydrogen production.

MME-11: A project applicant, project sponsor, or public agency shall encourage projects that provide energy to located in areas where existing infrastructure (e.g., pipelines) currently exists to minimize distance required to transport energy resources and reduce energy impacts.

MME-12: A project applicant, project sponsor, or public agency shall provide to the lead agency documentation that the location of any new hydrogen plant is in an area where hydrogen can be delivered efficiently to the end user(s).

C. Hazards and Hazardous Materials Impacts

Impacts Summary: The fire hazard impacts from the use reformulated coatings, solvents, and consumer products would be significant because more flammable materials may be used in these materials and because the South Coast AQMD cannot predict which materials and the quantities that maybe be used at each affected facility in the future as reformulated products become available. There may be significant hazards impacts associated with a rupture or spill occurring either during the transportation or storage of LNG and ammonia.

The following mitigation measures are intended to minimize the hazards associated with these activities. No feasible mitigation measures have been identified to reduce hazards and hazardous materials impacts to less than significant levels.

Mitigation Measures: The following mitigation measures are required to reduce hazards and hazardous materials impacts for any facility that would require a new aqueous ammonia storage tank and the offsite consequence analysis indicates that sensitive receptors will be located within the toxic endpoint distance. The timing of implementing the hazards and hazardous materials mitigation measures would be ongoing over the life of the 2022 AQMP and includes the following mitigation measures:

HZ-1 Use of aqueous ammonia at concentrations less than 19 percent by weight.

HZ-2 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-3 Install secondary containment such as dikes and/or berms to capture 110 percent of the storage tank volume in the event of a spill.

HZ-4 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 tank.

HZ-5 Equip the truck loading/unloading area with an underground gravity drain that flows to a large on-site retention basin to provide sufficient ammonia dilution to minimize the offsite hazards impacts to the maximum extent feasible in the event of an accidental release during transfer of aqueous ammonia.

HZ-6 Install tertiary containment that is capable of evacuating 110 percent of the storage tank volume from the secondary containment area.

HZ-7: Add consumer warning requirements for all flammable and extremely flammable products.

HZ-8: 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 multi-purpose solvents.

Implementing Parties: Because the 2022 AQMP 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 South Coast AQMD finds that the party or parties responsible for implementing hazards and hazardous materials mitigation measures in the Final Program EIR for the 2022 AQMP for future projects that have the potential to generate hazards and hazardous materials impacts from complying with 2022 AQMP control measures promulgated as rules or regulations would be project applicants, project sponsors, and public agencies, including cities or counties, within the jurisdiction of the South Coast AQMD.

To the extent that the South Coast AQMD is the lead agency for future projects that must comply with 2022 AQMP control measures promulgated as rules or regulations, the South Coast AQMD may be able to enforce implementation of some of the hazards and hazardous materials mitigation measures through its authority to impose binding permit conditions at the time applications for air permits are processed and approved. Similarly, if the South Coast AQMD is a responsible agency for such future projects, it would still have the ability to enforce 2022 AQMP mitigation measures through its authority to impose permit conditions at the time applications seeking air permits are processed and approved. If the South Coast AQMD has no approval authority over future projects that have the potential to generate hazards and hazardous materials impacts from complying with 2022 AQMP control measures which will be promulgated as rules or regulations, then the public agency with primary approval authority over these future projects can and should impose 2022 AQMP Final Program EIR mitigation measures through its authority to impose permit conditions at the time applications for permits are processed and approved or through other legally binding instruments.

Monitoring Agency: Because future projects to implement 2022 AQMP control measures promulgated as rules or regulations could be undertaken by project applicants, project sponsors, or public agencies throughout the jurisdiction of the South Coast AQMD, 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 by the following implementation requirements for each mitigation measure:

MMHZ-1 The project applicant, project sponsor, or public agency shall ensure that the aqueous ammonia used in air pollution control equipment is less than 19 percent ammonia by weight.

MMHZ-2 The project applicant, project sponsor, or public agency shall ensure that tank level monitors, temperature and pressure monitors, leak monitoring and detection systems, alarms, check valves, and emergency block valves are installed on all applicable equipment (e.g., LNG tanks).

MMHZ-3 The project applicant, project sponsor, or public agency shall ensure the installation of secondary containment (e.g., berms) for LNG tanks, and other tanks storing hazardous materials, as applicable.

MMHZ-4 The project applicant, project sponsor, or public agency shall ensure the installation of a grating-covered trench or other form of secondary containment to contain potential spills from tanker trucks during the transfer of aqueous ammonia from the delivery truck to the storage tank.

MMHZ-5 The project applicant, project sponsor, or public agency shall ensure the ammonia truck loading/unlading area is equipped with an underground gravity drain that flows to an onsite retention basin/containment area that provides sufficient ammonia dilution to minimize the potential offsite hazards impacts in the event of an accidental release during the transfer of aqueous ammonia.

MMHZ-6 The project applicant, project sponsor, or public agency shall ensure the installation of tertiary containment that is capable of evacuating 110 percent of the storage tank volume from the secondary containment area.

MMHZ-7 The project applicant, project sponsor, or public agency shall add consumer warning requirements for all flammable and extremely flammable products.

MMHZ-8 The project applicant, project sponsor, or public agency shall 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 reformulated products, especially for reformulated consumer paint thinners and multi-purpose solvents.

D. Water Demand and Water Quality Impacts

Impacts Summary: For control measures where water demand can be estimated, the increase in daily water demand would exceed the 262,820 gallons per day significance threshold for potable water. Additional water use is required for construction activities and also may be required for the manufacture of alternative fuels. Due to the extreme drought conditions and uncertainty about future water supplies, implementation of the control measures in the 2022 AQMP as a whole may have a significant impact on both water demand and water supplies. In addition, the analysis in this Program EIR concludes that implementation of the 2022 AQMP has the potential to require or result in the relocation or construction of new or expanded wastewater treatment facilities. While the issuance of facility-specific industrial wastewater permits or NPDES permits, by their regulatory nature, would likely minimize the water quality impacts to the fullest extent possible, the mitigation measures are not expected to fully eliminate the significant water quality impacts. Therefore, water quality impacts that may result from the proposed project are expected to remain significant after mitigation.

The following mitigation measures are intended to minimize the impacts associated with water supply, water demand, and water quality. No feasible mitigation measures have been identified to reduce water demand, supply, and water quality impacts to less than significant levels.

Mitigation Measures: The mitigation measures identified in the following paragraphs are intended to reduce water demand, supply, and water quality impacts to the maximum extent feasible. The timing of implementing the hydrology and water quality mitigation measures would be ongoing over the life of the 2022 AQMP and includes the following mitigation 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 California 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 or reclaimed 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 consumption.

HWQ-5: For any project that would increase the generation of wastewater, the facility must review diversion options for reusing the treated wastewater on-site, in lieu of discharge, where applicable and feasible.

Implementing Parties: Because the 2022 AQMP is a regional plan that can be characterized as an ongoing regulatory program, some of the water demand/supply and water quality mitigation measures in this MMRP may be described as general policies, although some refer to specific actions. The South Coast AQMD 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 2022 AQMP control measures promulgated as rules or regulations would be project applicants, project sponsors, public agencies, and water provider utilities within the jurisdiction of the South Coast AQMD.

To the extent that the South Coast AQMD is the lead agency for future projects that must comply with 2022 AQMP control measures promulgated as rules or regulations, the South Coast AQMD may be able to enforce implementation of some of the water demand and water quality mitigation measures through its authority to impose binding permit conditions at the time applications for air permits are processed and approved. Similarly, if the South Coast AQMD is a responsible agency for such future projects, it would still have the ability to enforce 2022 AQMP mitigation measures through its authority to impose permit conditions at the time applications seeking air permits are processed and approved. If the South Coast AQMD has no approval authority over future projects that have the potential to generate water demand and water quality impacts from complying with 2022 AQMP control measures which will be promulgated as rules or regulations, then the public agency with primary approval authority over these future projects can and should impose 2022 AQMP mitigation measures through its authority to impose permit conditions at the time applications for permits 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 jurisdiction of the South Coast AQMD as the entities that provide water to users, as well as wastewater treatment providers, may be responsible for implementing some of the 2022 AQMP Final Program EIR mitigation measures.

Monitoring Agency: Because future projects to implement 2022 AQMP control measures promulgated as rules or regulations could be undertaken by project applicants, project sponsors, public agencies, water provider utilities throughout the jurisdiction of the South Coast AQMD, the monitoring agency is expected to vary and may include a variety of public agencies performing the role of lead agency. Mitigation monitoring (MM) would be accomplished by the following implementation requirements for each mitigation measure:

MMHWQ-1 The project applicant, project sponsor, or public agency shall work with local water agencies to 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 The project applicant, project sponsor, or public agency shall 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 shall be required for projects that meet the size requirements specified in the regulations. In coordination with the local water provider, each project sponsor shall 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 shall be required at the time that a water connection permit application is submitted.

MMHWQ-3 The project applicant, project sponsor, or public agency shall implement water conservation measures and use recycled water for appropriate end uses.

MMHWQ-4 The project applicant, project sponsor, or public agency shall consult with the local water provider to identify feasible and reasonable measures to reduce water consumption.

MMHWQ-5 The project applicant, project sponsor, or public agency shall review and evaluate the options for reusing wastewater generated on-site, in lieu of discharge, where applicable and feasible.

E. Noise and Vibration Impacts During Construction

Impacts Summary: Implementing the 2022 AQMP is expected to require construction activities that include the construction of roadway near transportation corridors, and it is not uncommon for residences and other sensitive receptors to be located within several hundred feet of the existing roadways. Therefore, the noise and vibration impacts during construction activities are considered significant. The following mitigation measures are intended to minimize the emissions associated with construction noise and vibration. No feasible mitigation measures have been identified to reduce construction noise and vibration impacts to less than significant levels.

Mitigation Measures: The mitigation measures identified in the following paragraphs are intended to reduce construction noise and vibration impacts to the maximum extent feasible. The timing of implementing the construction noise and vibration mitigation measures would be ongoing over the life of the 2022 AQMP and includes the following mitigation measures:

NS-1 Install temporary noise barriers to protect sensitive receptors from excessive noise levels during construction.

NS-2 Schedule construction activities consistent within the allowable hours pursuant to the applicable general plan noise element or noise ordinance. For construction activities located near sensitive receptors, ensure noise-generating construction activities (including truck deliveries, pile driving, and blasting) are limited to the least noise-sensitive times of day (e.g., weekdays during the daytime hours). Where construction activities are authorized to occur outside of the limits established by the noise element of the general plan or noise ordinance, notify affected sensitive receptors and all parties who will experience noise levels in excess of the allowable limits for the specified land use, of the anticipated level of exceedance and duration of exceedance; and provide a list of protective measures that can be undertaken by the individual, including temporary relocation or use of hearing protective devices.

NS-3 Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors.

NS-4 Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted

construction days and hours, complaint procedures, and who to notify in the event of a problem.

NS-5 Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.

NS-6 Hold a preconstruction meeting with job inspectors and the general contractor/onsite project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.

NS-7 Designate an on-site construction complaint and enforcement manager for the project.

NS-8 Ensure that construction equipment is properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.

NS-9 Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction 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 be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.

NS-10 Locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors.

NS-11 Consider using flashing lights instead of audible back-up alarms on mobile equipment.

NS-12 For construction activities that require pile driving or other techniques that result in excessive noise or vibration, such as blasting, develop site-specific noise/vibration attenuation measures under the supervision of a qualified acoustical consultant.

NS-13 For construction activities at locations that require pile driving due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to

the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain.

NS-14 Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.

Implementing Parties: Because the 2022 AQMP is a regional plan that can be characterized as an ongoing regulatory program, some of the construction noise and vibration mitigation measures in this MMRP may be described as general policies, although some refer to specific actions. The South Coast AQMD finds that the party or parties responsible for implementing mitigation measures for future projects that have the potential to generate construction noise and vibration impacts from complying with 2022 AQMP control measures promulgated as rules or regulations would be project applicants, project sponsors, and public agencies within the jurisdiction of the South Coast AQMD.

To the extent that the South Coast AQMD is the lead agency for future projects that must comply with 2022 AQMP control measures promulgated as rules or regulations, the South Coast AQMD may be able to enforce implementation of some of the construction noise and vibration mitigation measures through its authority to impose binding permit conditions at the time applications for air permits are processed and approved. Similarly, if the South Coast AQMD is a responsible agency for such future projects, it would still have the ability to enforce 2022 AQMP mitigation measures through its authority to impose permit conditions at the time applications seeking air permits are processed and approved. If the South Coast AQMD has no approval authority over future projects that have the potential to generate construction noise and vibration impacts from complying with 2022 AQMP control measures which will be promulgated as rules or regulations, then the public agency with primary approval authority over these future projects can and should impose 2022 AQMP mitigation measures through its authority to impose permit conditions at the time applications for permits 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 jurisdiction of the South Coast AQMD as the entities that regulate noise sources through ordinances or general plan noise elements, may be responsible for implementing some of the 2022 AQMP Final Program EIR mitigation measures.

Monitoring Agency: Because future projects to implement 2022 AQMP control measures promulgated as rules or regulations could be undertaken by project applicants, project sponsors, or public agencies throughout the jurisdiction of the South Coast AQMD, the monitoring agency is expected to vary and may include a variety of public agencies performing the role of lead agency. Mitigation monitoring (MM) would be accomplished by the following implementation requirements for each mitigation measure:

MMNS-1 The project applicant, project sponsor, or public agency shall install temporary noise barriers to protect sensitive receptors from excessive noise levels during construction activities, where noise impacts are determined to exceed local noise ordinances.

MMNS-2 The project applicant, project sponsor, or public agency shall schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance. Noise-generating construction activities (including truck deliveries, pile driving, and blasting) shall be limited to the least noise-sensitive times of day (e.g., weekdays during the daytime hours) for projects near sensitive receptors. Where construction activities are authorized outside the limits established by the noise element of the general plan or noise ordinance, the project applicant, project sponsor, or public agency shall notify affected sensitive noise receptors and all parties who will experience noise levels in excess of the allowable limits for the specified land use of the level of exceedance and duration of exceedance and provide a list of protective measures that can be undertaken by the individual, including temporary relocation or use of hearing protective devices.

MMNS-3 The project applicant, project sponsor, or public agency shall prohibit idling for construction equipment to the minimum time possible near sensitive receptors, but in no case longer than five minutes per the requirements of California Code of Regulations, Title 13 Section 2485 - CARB's Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.

MMNS-4 The project applicant, project sponsor, or public agency shall post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.

MMNS-5 The project applicant, project sponsor, or public agency shall notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.

MMNS-6 The project applicant, project sponsor, or public agency shall hold a preconstruction meeting with the job inspectors and the general contractor/onsite project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, truck parking and idling, etc.) are completed.

MMNS-7 The project applicant, project sponsor, or public agency shall designate an on-site construction compliance and enforcement manager for the project.

MMNS-8 The project applicant, project sponsor, or public agency shall ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). Additionally, all intake and exhaust ports on power equipment shall be muffled or shielded.

MMNS-9 The project applicant, project sponsor, or public agency shall ensure that impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction are 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 shall be used. External jackets on the tools themselves shall be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.

MMNS-10 The project applicant, project sponsor, or public agency shall locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors.

MMNS-11 The project applicant, project sponsor, or public agency shall investigate the use of flashing lights instead of audible back-up alarms on mobile equipment, so long as they can be used and still protect the safety of workers and all other persons.

MMNS-12 For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, the project applicant, project sponsor, or public agency shall develop site-specific noise/vibration attenuation measures under the supervision of a qualified acoustical consultant.

MMNS-13 For construction activities at locations that require pile driving due to geological conditions, the project applicant, project sponsor, or public agency shall utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain.

MMNS-14 The project applicant, project sponsor, or public agency shall monitor the effectiveness of noise reduction measures by taking noise measurements during construction activities and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise

element of the general plan or noise ordinance for the applicable jurisdiction.

F. Solid and Hazardous Waste

Impacts Summary: The potential solid and hazardous waste impacts associated with implementing the various control measures during both construction and operation activities were determined to be potentially significant due to construction waste associated with the installation of air pollution control equipment and operational waste from processing/recycling spent batteries from electric vehicles. The following mitigation measures are intended to minimize the project impacts on solid and hazardous waste. No feasible mitigation measures have been identified to reduce solid and hazardous waste impacts to less than significant levels.

Mitigation Measures: The mitigation measures identified in the following paragraphs are intended to reduce solid and hazardous waste impacts to the maximum extent feasible. The timing of implementing the solid and hazardous waste mitigation measures would be ongoing over the life of the 2022 AQMP and includes the following mitigation measures:

SHW-1 During the planning, design, and project-level CEQA review process for individual development projects, lead agencies shall coordinate with waste management agencies and the appropriate local and regional jurisdictions to facilitate the development of measures and to encourage diversion of solid waste such as recycling and composting programs, as needed. This includes discouraging siting of new landfills unless all other waste reduction and prevention actions have been fully explored to minimize impacts to neighborhoods.

SHW-2 The lead agency should coordinate with waste management agencies, and the appropriate local and regional jurisdictions, to develop measures to facilitate and encourage diversion of solid waste such as recycling and composting programs.

SHW-3 In accordance with CEQA Guidelines Sections 15091(a)(2) and 15126.4(a)(1)(B), a Lead Agency for a project should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. These may include the integration of green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following:

1) Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities.
2) Include a waste management plan that promotes maximum C&D diversion.
3) Pursue source reduction through: a) the use of materials that are more durable and easier to repair and maintain; b) design to generate less scrap material through dimensional planning; c) increased recycled content; d) the

use of reclaimed materials; and e) the use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).

4) Reuse existing structure and shell in renovation projects.

5) Develop indoor recycling program and space.

6) Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.

7) Discourage exporting locally generated waste outside of the southern California region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with South Coast AQMD and Connect SoCal policies can and should be required.

8) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target.

9) Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices.

10) Develop ordinances that promote waste prevention and recycling activities such as requiring waste prevention and recycling efforts at all large events and venues, implementing recycled content procurement programs, and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities;

11) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts

12) Integrate reuse and recycling into residential industrial, institutional and commercial projects.

13) Provide education and publicity about reducing waste and available recycling services.

14) Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.

Implementing Parties: Because the 2022 AQMP is a regional plan that can be characterized as an ongoing regulatory program, some elements of the solid and hazardous

waste mitigation measures in this MMRP may be described as general policies, although some refer to specific actions. The South Coast AQMD finds that the party or parties responsible for implementing mitigation measures for future projects that have the potential to generate solid and hazardous waste impacts from complying with 2022 AQMP control measures promulgated as rules or regulations would be project applicants, project sponsors, and public agencies within the jurisdiction of the South Coast AQMD.

To the extent that the South Coast AQMD is the lead agency for future projects that must comply with 2022 AQMP control measures promulgated as rules or regulations, the South Coast AQMD may be able to enforce implementation of some of the solid and hazardous waste mitigation measures through its authority to impose binding permit conditions at the time applications for air permits are processed and approved. Similarly, if the South Coast AQMD is a responsible agency for such future projects, it would still have the ability to enforce 2022 AQMP mitigation measures through its authority to impose permit conditions at the time applications seeking air permits are processed and approved. If the South Coast AQMD has no approval authority over future projects that have the potential to generate significant adverse solid and hazardous waste impacts from complying with 2022 AQMP control measures which will be promulgated as rules or regulations, then the public agency with primary approval authority over these future projects can and should impose 2022 AQMP mitigation measures through its authority to impose permit conditions at the time applications for permits 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 jurisdiction of the South Coast AQMD as the entities that regulate solid and hazardous waste, may be responsible for implementing some of the 2022 AQMP Final Program EIR mitigation measures.

Monitoring Agency: Because future projects to implement 2022 AQMP control measures promulgated as rules or regulations could be undertaken by project applicants, project sponsors, public agencies, or local agencies, throughout the jurisdiction of the South Coast AQMD, the monitoring agency is expected to vary and may include a variety of public agencies performing the role of lead agency. Mitigation monitoring (MM) would be accomplished by the following implementation requirements for each mitigation measure:

MMSHW-1 The project applicant, project sponsor, or public agency shall coordinate with waste management agencies and the appropriate local and regional jurisdictions to facilitate the development of measures to encourage diversion of solid waste such as recycling and composting programs, as needed. This includes discouraging siting of new landfills unless all other waste reduction and prevention actions have been fully explored to minimize impacts to neighborhoods.

MMSHW-2 The project applicant, project sponsor, or public agency shall coordinate with waste management agencies and the appropriate local and regional jurisdictions to facilitate the development of measures to encourage diversion of solid waste such as recycling and composting programs, as needed.

MMSHW-3 The project applicant, project sponsor, or public agency should consider project-specific measures to reduce the generation of waste as part of the project approval process. These may include integration of green building measures consistent with California Building Code Title 24.

7.1 MITIGATION, MONITORING, AND REPORTING PLAN CONCLUSION

To the extent that the South Coast AQMD is the lead agency with primary approval authority over projects implementing 2022 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 A. All construction logs and other records shall be made available to South Coast AQMD 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 South Coast AQMD or lead agency 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. South Coast AQMD 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 2022 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 South Coast AQMD or other responsible agencies.

8.0 RECORD OF PROCEEDINGS

For purposes of CEQA, including the Findings; Mitigation, Monitoring, and Reporting Plan; and Statement of Overriding Considerations; the Record of Proceedings for the 2022 AQMP consists of the following documents and other evidence, at a minimum:

- The Final Program EIR for Proposed 2022 AQMP, including appendices and technical studies included or referenced in the Final Program EIR, and all other public notices issued by South Coast AQMD for the Final Program EIR.
- The Draft Program EIR for the proposed project including appendices and technical studies included or referenced in the Draft Program EIR, and all other public notices issued by South Coast AQMD for the Draft Program EIR.
- The 2022 AQMP, including appendices, staff responses to public comment letters submitted on the Draft 2022 AQMP and Revised Draft 2022 AQMP, materials presented at all AQMP related public meetings, and all other public notices issued by South Coast AQMD for the 2022 AQMP.
- All written and verbal public testimony presented during a noticed public hearings for the 2022 AQMP.
- The Resolution adopted by South Coast AQMD in connection with the 2022 AQMP, and all documents incorporated by reference therein.
- Matters of common knowledge to South Coast AQMD, including but not limited to federal, state, and local laws and regulations.

- Any documents expressly cited in the Findings; Mitigation, Monitoring, and Reporting Plan; and Statement of Overriding Considerations.
- Any other relevant materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e).
- The Notice of Determination, prepared in compliance with Public Resources Code 21152 and CEQA Guidelines Section 15094, if the Governing Board certifies the Final Program EIR and approves the 2022 AQMP.

To comply with CEQA Guidelines Section 15091(e), the South Coast AQMD specifies that the Deputy Executive Officer for Planning, Rule Development, and Implementation overseeing the development for the 2022 AQMP as the custodian of the documents or other materials which constitute the record of proceedings upon which the adoption and approval of the 2022 AQMP is based, and which are located at the South Coast Air Quality Management District, 21865 Copley Drive, Diamond Bar, California 91765.

Copies of these documents, which constitute the record of proceedings upon which the adoption and approval of the 2022 AQMP is based, are and at all relevant times have been and will be available upon request. This information is provided in accordance with Public Resources Code Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e).

TABLE A
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Construction Air Quality			
MMAQ-1: A project applicant, project sponsor, or public agency shall include in all construction contracts the requirement to develop a Construction Emission Management Plan to: limit trucks, consolidate deliveries, describe truck routes, describe entry/exit points, identify parking, outline a construction schedule, prohibit idling in excess of five consecutive minutes, and include Best Management Practices. The Construction Emission Management Plan must be approved by the South Coast AQMD or lead agency or other public agency with project oversight, as applicable, prior to commencement of construction activities and must be available onsite during the entire construction phase.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a Construction Emission Management Plan to assure compliance with the various requirements in this mitigation measure. The lead agency shall inspect site to ensure compliance.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and during construction activities.
MMAQ-2: A project applicant, project sponsor, or public agency, in cooperation with the construction contractors, will maintain vehicle and equipment maintenance records for the construction portion of the proposed project. All construction vehicles must be maintained in compliance with the manufacturer's recommended maintenance schedule. A project applicant, project sponsor, or public agency will maintain their construction equipment and the construction contractor will be responsible for maintaining their equipment and maintenance records. All maintenance records for each facility and their construction contractor(s) will remain on-site for a period of at least two years from completion of construction.	Project Applicant/ Project Sponsor/ Public Agency	During construction, maintain a log documenting daily equipment usage including model year. The log will be made available on-site and provided upon request to the appropriate agency.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and during construction activities.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Construction Air Quality (continued)			
MMAQ-3: A project applicant, project sponsor, or public agency and/or their construction contractor(s) will conduct a survey of the proposed project construction area(s) to assess whether the existing infrastructure can provide access to electricity, as available, within the facility or construction site, in order to operate electric on-site mobile equipment. For example, each project applicant, project sponsor, or public agency and/or their construction contractor(s) will assess the number of electrical welding receptacles available. Construction areas within the facility or construction site where electricity is and is not available must be clearly identified on a site plan. The use of non-electric onsite mobile equipment shall be prohibited in areas of the facility that are shown to have access to electricity. The use of electric on-site mobile equipment within these identified areas of the facility or construction site will be allowed. A project applicant, project sponsor, or public agency shall include in all construction contracts the requirement that the use of non-electric on-site mobile equipment is prohibited in certain portions of the facility as identified on the site plan. A project applicant, project sponsor, or public agency shall maintain records that indicate the location within the facility or construction site where all electric and non-electric on-site mobile equipment are operated, if at all, for a period of at least two years from completion of construction.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction emission management plan that details where existing infrastructure can provide access to electricity, as available, within the facility or construction site, in order to operate electric on-site mobile equipment During construction, maintain a log documenting daily equipment usage. The log will be made available on-site and be provided upon request to the appropriate agency inspector/monitor.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and during construction activities.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Construction Air Quality (continued)			
MMAQ-4: A project applicant, project sponsor, or public agency and/or their construction contractor(s) shall evaluate the use of alternative fuels (renewable combustion fuels and hydrogen) for on-site mobile construction equipment prior to the commencement of construction activities, provided that suitable equipment is available for the activity. Equipment vendors shall be contacted to determine the commercial availability of alternative-fueled construction equipment. Priority should be given during the bidding process for contractors committing to use alternative-fueled construction equipment. A list of equipment that can use alternative fuels, as well as those that cannot, will be maintained as part of the Construction Emissions Management Plan.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction emission management plan that details the availability of alternative fuels and the construction equipment that can use those fuels. During construction, maintain a log documenting daily equipment usage of alternative fuels. The log will be made available on-site and be provided upon request to the appropriate agency inspector/monitor	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and during construction activities.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Construction Air Quality (continued)			
MMAQ-5: A project applicant, project sponsor, or public agency shall include in all construction contracts the requirement that all off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 4 off-road emission standards at a minimum. In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. In addition, construction equipment shall incorporate, where feasible, emissions savings technology such as hybrid drives and specific fuel economy standards. In the event that any equipment required under this mitigation measure is not available, the project proponent shall provide documentation as information becomes available. A project applicant, project sponsor, or public agency shall include a copy of each unit's certified tier specification, BACT documentation, and CARB or South Coast AQMD operating permit as part of the Construction Emission Management Plan. A project applicant, project sponsor, or public agency shall also encourage construction contractors to apply for South Coast AQMD "SOON" funding incentives to help accelerate the clean-up of off-road diesel vehicles, such as heavy duty construction equipment.	Project Applicant/ Project Sponsor/ Public Agency	During construction, maintain a log documenting daily equipment usage including the model year and applicable emissions control equipment. The log will be made available on-site and provided upon request to the appropriate agency inspector/monitor. The lead agency shall be provided with documentation of South Coast AQMD "SOON" funding incentive program application. (if applicable).	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and during construction activities.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Construction Air Quality (continued)			
MMAQ-6: A project applicant, project sponsor, or public agency and/or their construction contractor(s) shall evaluate the availability of zero and near-zero emission on-road haul trucks prior to the commencement of construction activities, provided that suitable equipment is available for the activity. Equipment vendors shall be contacted to determine the commercial availability of zero and near-zero emission trucks. Priority should be given during the bidding process for contractors committing to use zero and near-zero emission trucks.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction emission management plan that includes the availability of zero and near-zero emissions trucks. During construction, maintain a log documenting daily truck usage including the model year. The log will be made available on-site and provided upon request to the appropriate agency inspector/monitor.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and during construction activities.
MMAQ-7: A project applicant, project sponsor, or public agency and/or their construction contractor(s) shall evaluate the availability of zero and near-zero emission construction equipment and the availability of electrical infrastructure prior to the commencement of construction activities. Equipment vendors shall be contacted to determine the commercial availability of zero and near-zero emission construction equipment. The infrastructure should be provided to support the use of such equipment, where feasible, including appropriately sized electric vehicle/equipment charging stations. Priority should be given during the bidding process for contractors committing to use zero and near-zero emission trucks.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction emission management plan that includes the availability of zero and near-zero emissions construction equipment. During construction, maintain a log documenting daily equipment usage including the model year. The log will be made available on-site and provided upon request to the appropriate agency inspector/monitor.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and during construction activities.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Construction Air Quality (continued)			
MMAQ-8: A project applicant, project sponsor, or public agency shall provide temporary traffic controls such as a flag person, during all phases of significant construction activity to maintain smooth traffic flow.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction emission management plan to ensure proper traffic management controls have been included. During construction, maintain a log documenting the use of traffic controls. The log will be made available on-site and provided upon request to the appropriate agency inspector/monitor.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and during construction activities.
MMAQ-9: A project applicant, project sponsor, or public agency shall provide dedicated turn lanes for the movement of construction trucks and equipment on- and off-site, where applicable.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction emission management plan to ensure proper traffic management controls have been included. During construction, maintain a log documenting the use of traffic controls. The log will be made available on-site and provided upon request to the appropriate agency inspector/monitor.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and during construction activities.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Construction Air Quality (continued)			
MMAQ-10: A project applicant, project sponsor, or public agency shall re-route construction trucks away from congested streets or sensitive receptor areas using trailblazer signs, where applicable. Truck routes shall be provided to all construction workers prior to the beginning of construction activities.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction emission management plan to ensure proper traffic management controls have been included. During construction, maintain a log documenting the use of traffic controls. The log will be made available on-site and provided upon request to the appropriate agency inspector/monitor.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and during construction activities.
MMAQ-11: A project applicant, project sponsor, or public agency shall coordinate with their local city to improve traffic flow by signal synchronization in the area near the construction site. The check-in point for trucks will be inside the project area and shall be identified and provided to truck drivers prior to the beginning of construction activities.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction emission management plan to ensure proper traffic management controls have been included. During construction, maintain a log documenting the use of traffic controls. The log will be made available on-site and provided upon request to the appropriate agency inspector/monitor.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and during construction activities.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Construction Air Quality (continued)			
MMAQ-12: A project applicant, project sponsor, or public agency shall identify routes for on-site vehicle traffic as far away from sensitive receptor areas as possible, where applicable. On-site vehicle routes shall be provided to all construction workers prior to the beginning of construction activities.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction emission management plan to ensure proper traffic management controls have been included. During construction, maintain a log documenting the use of traffic controls. The log will be made available on-site and provided upon request to the appropriate agency inspector/monitor.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and during construction activities.
MMAQ-13: A project applicant, project sponsor, or public agency shall coordinate with the construction contractor to site truck parking areas onsite or at some designated location off-site that avoids parking in residential or other sensitive land use areas. The parking locations shall be identified and provided to truck drivers prior to the commencement of construction activities.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction emission management plan to ensure proper traffic management controls have been included. During construction, maintain a log documenting the use of traffic controls. The log will be made available on-site and provided upon request to the appropriate agency inspector/monitor.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and during construction activities.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Construction Air Quality (continued)			
MMAQ-14: A project applicant, project sponsor, or public agency shall route construction trucks away from sensitive receptor locations, including the entrances and exits to the project site, where applicable. Truck routes shall be provided to all construction workers prior to the beginning of construction activities.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction emission management plan to ensure proper traffic management controls have been included. During construction, maintain a log documenting the use of traffic controls. The log will be made available on-site and provided upon request to the appropriate agency inspector/monitor.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and during construction activities.
MMAQ-15: A project applicant, project sponsor, or public agency shall ensure that drivers understand that traffic speeds on all unpaved roads will be limited to 15 mph or less. In addition, a project applicant, project sponsor, or public agency shall post signs on all unpaved roads indicating a speed limit of 15 mph or less.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction emission management plan to assure compliance with speed limit requirements. The lead agency shall inspect site to ensure proper signage is posted.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of construction activities.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Construction Air Quality (continued)			
MMAQ-16: A project applicant, project sponsor, or public agency shall enter into a contract that notifies all vendors and construction contractors that during deliveries, truck idling time will be limited to no longer than five minutes or another time-frame as allowed by the California Code of Regulations, Title 13 Section 2485 - CARB's Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. For any delivery that is expected to take longer than five minutes, each project applicant, project sponsor, or public agency will require the truck's operator to shut off the engine. A project applicant, project sponsor, or public agency will notify the vendors of these idling requirements at the time that the purchase order is issued and again when trucks enter the gates of the facility. To further ensure that drivers understand the truck idling requirement, each project applicant, project sponsor, or public agency shall post signs at each facility entry gates stating idling longer than five minutes is not permitted.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction emission management plan to ensure compliance with idling requirements. The lead agency shall inspect site to ensure proper signage is posted.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and during construction activities.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Construction Air Quality (continued)			
MMAQ-17: A project applicant, project sponsor, or public agency shall schedule construction activities that affect traffic flow on the arterial system to occur during off-peak hours to the greatest extent practicable.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction emission management plan to ensure that proper traffic management controls, including scheduling of construction activities that affect traffic flow during off-peak hours, have been included. During construction, maintain a log documenting the use of traffic controls. The log will be made available on-site and provided upon request to the appropriate agency inspector/monitor.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and during construction activities.
MMAQ-18: If and when winds speeds exceed 25 mph, each project applicant, project sponsor, or public agency shall suspend all excavating and grading activities and shall record the date and time when the use of construction equipment associated with these construction activities are suspended. This log shall be maintained on-site for a period of at least two years from completion of construction.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction emission management plan to ensure that applicable excavation and grading suspension scenarios are included. During construction, maintain a log detailing any suspension of construction activities. The log will be made available on-site and provided upon request to the appropriate agency inspector/monitor.	1. South Coast AQMD/Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and during construction activities.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Construction Air Quality (continued)			
MMAQ-19: If and when any first stage smog alert occurs, each project applicant, project sponsor, or public agency shall record the date and time of each alert, shall suspend all construction activities that generate emissions, and shall record the date and time when the use of construction equipment and construction activities are suspended. This log shall be maintained on-site for a period of at least two years from completion of construction.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction emission management plan to ensure that applicable construction suspension scenarios are included. During construction, maintain a log documenting the use of traffic controls. The log will be made available on-site and provided upon request to the appropriate agency inspector/monitor.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and during construction activities.
MMAQ-20: A project applicant, project sponsor, or public agency shall coordinate with the construction contractor to site parking areas to minimize interference with roadway traffic. The parking locations shall be identified and provided to construction workers prior to the commencement of construction activities.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve of the location of site parking areas to minimize interference with roadway traffic.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start construction activities.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Construction Air Quality (continued)			
MMAQ-21: A project applicant, project sponsor, or public agency shall include in all construction contracts the requirement to cover all haul trucks delivering or hauling away dirt, sand, soil, or other loose materials.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction emission management plan that details truck covering requirements. During construction, maintain a log documenting the import or export of dirt, sand, soil, or other loose materials. The log will be made available on-site and provided upon request to the appropriate agency inspector/monitor	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and during construction activities.
MMAQ-22: A project applicant, project sponsor, or public agency shall require the construction contractor to install and use wheel washers where vehicles travel on dirt roads and enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site for each trip to prevent drag-out.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction emission management plan that details truck entrance/exiting procedures. During construction, maintain a log detailing trucks entering/exiting the site. The log will be made available on-site and provided upon request to the appropriate agency inspector/monitor.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and during construction activities.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Construction Air Quality (continued)			
MMAQ-23: A project applicant, project sponsor, or public agency shall require the construction contractor to apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (e.g., previously graded areas inactive for ten days or more).	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction emission management plan that details the usage of soil stabilizers. During construction, maintain a log detailing soil stabilizer application. The log will be made available on-site and provided upon request to the appropriate agency inspector/monitor	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and during construction activities.
MMAQ-24: A project applicant, project sponsor, or public agency shall require the construction contractor to replace ground cover in disturbed areas as quickly as possible to minimize dust, where applicable.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction emission management plan that details ground covering requirements, where applicable. After construction, the lead agency shall inspect the re-vegetated disturbed soil areas of the site.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and following construction activities.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Air Quality (concluded)			
MMAQ-25: A project applicant, project sponsor, or public agency shall require the construction contractor to pave road and road shoulders, where applicable.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction emission management plan that details paving requirements, where applicable. After construction, the lead agency shall inspect the paved areas.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and following construction activities.
MMAQ-26: A project applicant, project sponsor, or public agency shall require the construction contractor to sweep streets at the end of the day using sweepers compliant with South Coast AQMD Rules 1186 and 1186.1 if visible soil is carried onto adjacent public paved roads. In the event that water sweepers are used, each project applicant, project sponsor, or public agency shall recommend the construction contractor to use reclaimed water.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction emission management plan that details sweeping requirements applicable. During construction, maintain a log detailing sweeping activities. The log will be made available on-site and be provided upon request to the appropriate agency inspector/monitor.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of and during construction activities.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Energy			
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 of electricity generation.	Project Applicant/ Project Sponsor/ Public Agency	The lead agency shall approve, as appropriate and adequate, any necessary documentation of incentives to encourage energy efficiency and conservation.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. During the environmental review process and throughout implementation of the 2022 AQMP.
MME-2: To the extent allowed by state and federal law, electricity generating utilities within the jurisdiction of the South Coast AQMD 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.	Electric Utilities	Local planning agencies shall maintain communications with electricity generating utilities to accurately forecast future electricity demand.	1. Electricity Utilities 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight/ Electricity Utilities 3. During the environmental review process and before the start of construction.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	4. Enforcement Agency 5. Monitoring Agency 6. Monitoring Phase
Energy (continued)			
MME-3: The project applicant, project sponsor, or public agency shall 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.	Project Applicant/ Project Sponsor/ Public Agency Electric Utilities	When forecasting future electricity demand and/or infrastructure improvements, electricity utilities should consider the effects of local projects on future energy demand.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight/Electricity Utilities 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight/ Electricity Utilities 3. During the environmental review process and before the start of construction
MME-4: The project applicant, project sponsor, or public agency shall include energy analyses in environmental documentation with the goal of conserving energy through the wise and efficient use of energy. These analyses should be provided in the applicable CEQA documents, when required.	Project Applicant/ Project Sponsor/ Public Agency	The lead agency shall carefully evaluate the adequacy of any required energy analyses and make a determination that all feasible energy conservation goals are identified.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Energy (continued)			
MME-5: The project applicant, project sponsor, or public agency shall evaluate the potential for reducing peak energy demand by encouraging charging of electrical vehicles and other mobile sources during off-peak hours.	Project Applicant/ Project Sponsor/ Public Agency	The lead agency shall carefully evaluate the adequacy of any required energy analyses that encourage charging electric vehicles and other mobile sources during off-peak hours.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. During the environmental review process.
MME-6: The project applicant, project sponsor, or public agency shall 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 shall 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. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. During the environmental review process.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Energy (continued)			
MME-7: The project applicant, project sponsor, or public agency shall evaluate the potential for reducing peak energy demand by encouraging the use of electrified stationary sources during off-peak hours.	Project Applicant/ Project Sponsor/ Public Agency	The lead agency shall carefully evaluate the adequacy of any required energy analyses that encourage using electrified stationary sources during off-peak hours.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. During the environmental review process.
MME-8: The project applicant, project sponsor, or public agency shall evaluate the potential for using renewable gas, where available and feasible, including biofuel landfill gas and gas from renewable fuels projects.	Project Applicant/ Project Sponsor/ Public Agency	The lead agency shall carefully evaluate the availability of renewable gas for any project that could use natural gas.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. During the environmental review process.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Energy (continued)			
MME-9: The project applicant, project sponsor, or public agency shall submit projected natural gas calculations to the local gas company for any project anticipated to require substantial natural gas consumption. Such natural gas calculations can and should be used by the local gas provider when forecasting future natural gas demand. Any infrastructure improvements necessary should be completed according to the specifications of the natural gas provider.	Project Applicant/ Project Sponsor/ Public Agency Gas Utilities	When forecasting future natural gas demand and/or infrastructure improvements, natural gas utilities should consider the effects of local projects on future energy demand.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight/Gas Utilities 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight/ Gas Utilities 3. During the environmental review process and before the start of construction
MME-10: 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 for hydrogen production.	Project Applicant/ Project Sponsor/ Public Agency	The lead agency shall approve, as appropriate and adequate, any necessary documentation of incentives to encourage energy efficiency and conservation.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. During the environmental review process and throughout implementation of the 2022 AQMP.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Energy (concluded)			
MME-11: A project applicant, project sponsor, or public agency shall encourage projects that provide energy to locate in areas where existing infrastructure (e.g., pipelines) currently exists to minimize distance required to transport energy resources and reduce energy impacts.	Project Applicant/ Project Sponsor/ Public Agency	When forecasting future energy demand and/or infrastructure improvements, utilities should consider the effects and location of local projects on future energy demand.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. During the environmental review process and before the start of construction
MME-12: A project applicant, project sponsor, or public agency shall provide to the lead agency documentation that the location of any new hydrogen plant is in an area where hydrogen can be delivered efficiently to the end user(s).	Project Applicant/ Project Sponsor/ Public Agency	The lead agency shall carefully evaluate the adequacy of infrastructure to support hydrogen production and distribution as part of the permitting process.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. During the environmental review process and before the start of construction

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Hazards and Hazardous Materials			
MMHZ-1: The project applicant, project sponsor, or public agency shall ensure that the aqueous ammonia used in air pollution control equipment is less than 19 percent ammonia by weight.	Project Applicant/ Project Sponsor/ Public Agency	The lead agency shall carefully evaluate projects and require the use of aqueous ammonia used in air pollution control equipment to be 19 percent ammonia by weight or less.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before operation begins
MMHZ-2: The project applicant, project sponsor, or public agency shall ensure that tank level monitors, temperature and pressure monitors, leak monitoring and detection systems, alarms, check valves, and emergency block valves are installed on all applicable equipment (e.g., LNG tanks)	Project Applicant/ Project Sponsor/ Public Agency	The lead agency shall coordinate with local fire departments to ensure that tank level monitors, temperature and pressure monitors, leaking monitors, alarms, valves, and emergency block valves have been installed, if necessary, before giving final approval of the project.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before operation begins.
MMHZ-3: The project applicant, project sponsor, or public agency shall ensure the installation of secondary containment (e.g., berms) for LNG tanks, and other tanks storing hazardous materials, as applicable.	Project Applicant/ Project Sponsor/ Public Agency	The lead agency shall coordinate with local fire departments to ensure that secondary containment has been installed before giving final approval of the project.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/Lead Agency or Other Public Agency with project oversight 3. Before operation begins

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Hazards and Hazardous Materials (continued)			
MMHZ-4: The project applicant, project sponsor, or public agency shall ensure the installation of a grating-covered trench or other form of secondary containment to contain potential spills from tanker trucks during the transfer of aqueous ammonia from the delivery truck to the storage tank.	Project Applicant/ Project Sponsor/ Public Agency	The lead agency shall coordinate with local fire departments to ensure that appropriate secondary containment has been installed before giving final approval of the project.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before operation begins
MMHZ-5: The project applicant, project sponsor, or public agency shall ensure the ammonia truck loading/unlading area is equipped with an underground gravity drain that flows to an onsite retention basin/containment area that provides sufficient ammonia dilution to minimize the potential offsite hazards impacts in the event of an accidental release during the transfer of aqueous ammonia.	Project Applicant/ Project Sponsor/ Public Agency	The lead agency shall coordinate with local fire departments to ensure that appropriate secondary containment has been installed before giving final approval of the project.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before operation begins

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Hazards and Hazardous Materials (continued)			
MMHZ-6: The project applicant, project sponsor, or public agency shall ensure the installation of tertiary containment that is capable of evacuating 110 percent of the storage tank volume from the secondary containment area.	Project Applicant/ Project Sponsor/ Public Agency	The lead agency shall coordinate with local fire departments to ensure that appropriate tertiary containment has been installed before giving final approval of the project.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before operation begins
MMHZ-7: The project applicant, project sponsor, or public agency shall add consumer warning requirements for all flammable and extremely flammable products.	Project Applicant/ Project Sponsor/ Public Agency	The lead agency shall coordinate with local fire departments or hazmat departments, as appropriate, to develop appropriate warnings and locations of warning labels.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. During the environmental review process and before consumer products are sold..

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Hazards and Hazardous Materials (concluded)			
MMHZ-8:The project applicant, project sponsor, or public agency shall 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 reformulated products, especially for reformulated consumer paint thinners and multi-purpose solvents.	Project Applicant/ Project Sponsor/ Public Agency	The lead agency shall 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. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. During the environmental review process and throughout the implementation of the 2022 AQMP.
Hydrology and Water Quality Impacts			
MMHWQ-1: The project applicant, project sponsor, or public agency shall work with local water agencies to 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 South Coast AQMD's jurisdiction shall 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 2022 AQMP.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Hydrology and Water Quality Impacts (continued)			
MMHWQ-2: The project applicant, project sponsor, or public agency shall 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 California law, a Water Supply Assessment shall be required for projects that meet the size requirements specified in the regulations. In coordination with the local water provider, each project sponsor shall 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 shall be required at the time that a water connection permit application is submitted.	Project Applicant/ Project Sponsor/ Public Agency	The lead agency shall 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. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. During the environmental review process and before the start of construction
MMHWQ-3: The project applicant, project sponsor, or public agency shall implement water conservation measures and use recycled water for appropriate end uses.	Project Applicant/ Project Sponsor/ Public Agency	The lead agency shall approve, as appropriate and adequate, any necessary documentation of incentives to encourage water conservation measures and recycled water use.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. During the environmental review process and before the start of construction.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Hydrology and Water Quality Impacts (concluded)			
MMHWQ-4: The project applicant, project sponsor, or public agency shall consult with the local water provider to identify feasible and reasonable measures to reduce water consumption.	Project Applicant/ Project Sponsor/ Public Agency	The lead agency shall carefully coordinate with local water providers to evaluate the adequacy of any required measures to reduce water consumption.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. During the environmental review process and before the start of construction.
MMHWQ-5: The project applicant, project sponsor, or public agency shall review and evaluate the options for reusing wastewater generated on-site, in lieu of discharge, where applicable and feasible.	Project Applicant/ Project Sponsor/ Public Agency	The lead agency shall coordinate with local wastewater treatment to evaluate the availability of options for reusing and recycling wastewater.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. During the environmental review process and before the start of construction.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Noise			
MMNS-1: The project applicant, project sponsor, or public agency shall install temporary noise barriers to protect sensitive receptors from excessive noise levels during construction activities, where noise impacts are determined to exceed local noise ordinances.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction management plan that details all applicable noise suppression requirements to be followed.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. During the environmental review process and before the start of construction.
MMNS-2: The project applicant, project sponsor, or public agency shall schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance. Noise-generating construction activities (including truck deliveries, pile driving, and blasting) shall be limited to the least noise-sensitive times of day (e.g., weekdays during the daytime hours) for projects near sensitive receptors. Where construction activities are authorized outside the limits established by the noise element of the general plan or noise ordinance, the project applicant, project sponsor, or public agency shall notify affected sensitive noise receptors and all parties who will experience noise levels in excess of the allowable limits for the specified land use of the level of exceedance and duration of exceedance and provide a list of protective measures that can be undertaken by the individual, including temporary relocation or use of hearing protective devices.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction management plan that details all applicable noise suppression requirements to be followed.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. During the environmental review process and before the start of construction.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Noise (continued)			
MMNS-3: The project applicant, project sponsor, or public agency shall prohibit idling for construction equipment to the minimum time possible near sensitive receptors, but in no case longer than five minutes per the requirements of California Code of Regulations, Title 13 Section 2485 - CARB's Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction management plan that details all applicable noise suppression requirements to be followed to minimize impacts to sensitive receptors.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. During the environmental review process and before the start of construction.
MMNS-4: The project applicant, project sponsor, or public agency shall post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction management plan that details all applicable noise suppression requirements to be followed.	1. South Coast AQMD/Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Prior to and during construction activities.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Noise (continued)			
MMNS-5: The project applicant, project sponsor, or public agency shall notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.	Project Applicant/ Project Sponsor/ Public Agency	The lead agency shall notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Before the start of construction.
MMNS-6: The project applicant, project sponsor, or public agency shall hold a preconstruction meeting with the job inspectors and the general contractor/onsite project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, truck parking and idling, etc.) are completed.	Project Applicant/ Project Sponsor/ Public Agency	The project applicant/sponsor shall hold a preconstruction meeting with the job inspectors and the general contractor/onsite project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Prior to construction.
MMNS-7: The project applicant, project sponsor, or public agency shall designate an on-site construction compliance and enforcement manager for the project.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction management plan that designates the on-site construction complaint and enforcement manager for the project.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Prior to construction.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Noise (continued)			
MMNS-8: The project applicant, project sponsor, or public agency shall ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). Additionally, all intake and exhaust ports on power equipment shall be muffled or shielded.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction management plan that details all applicable noise suppression requirements to be followed.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Prior to and during construction.
MMNS-9: The project applicant, project sponsor, or public agency shall ensure that impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction are hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. External jackets on the tools themselves shall be used, if such jackets are commercially available and could achieve a reduction of five dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction management plan that details all applicable noise suppression requirements to be followed.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Prior to and during construction.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Noise (continued)			
MMNS-10: The project applicant, project sponsor, or public agency shall locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction management plan that details all applicable noise suppression requirements to be followed.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/Lead Agency or Other Public Agency with project oversight 3. Prior to and during construction.
MMNS-11: The project applicant, project sponsor, or public agency shall investigate the use of flashing lights instead of audible back-up alarms on mobile equipment, so long as they can be used and still protect the safety of workers and all other persons.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction management plan that details applicable uses of flashing lights instead of audible back-up alarms on mobile equipment.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Prior to and during construction activities.
MMNS-12: For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, the project applicant, project sponsor, or public agency shall develop site-specific noise/vibration attenuation measures under the supervision of a qualified acoustical consultant.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction management plan that details measures to minimize known vibrational impacts.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Prior to and during construction.

TABLE A (continued)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Noise (concluded)			
MMNS-13: For construction activities at locations that require pile driving due to geological conditions, the project applicant, project sponsor, or public agency shall utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction management plan that details procedures to utilize quiet pile driving techniques, where applicable.	1. South Coast AQMD/Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Prior to and during construction.
MMNS-14: The project applicant, project sponsor, or public agency shall monitor the effectiveness of noise reduction measures by taking noise measurements during construction activities and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance for the applicable jurisdiction.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction management plan that details noise reduction measures and includes noise monitoring activities during construction activities, where applicable.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Prior to and during construction.

TABLE A (concluded)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Solid and Hazardous Waste			
MMSHW-1: The project applicant, project sponsor, or public agency shall coordinate with waste management agencies and the appropriate local and regional jurisdictions to facilitate the development of measures to encourage diversion of solid waste such as recycling and composting programs, as needed. This includes discouraging siting of new landfills unless all other waste reduction and prevention actions have been fully explored to minimize impacts to neighborhoods.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall coordinate with local waste management companies to develop measures to encourage recycling and composting programs.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. Prior to construction activities.
MMSHW-2: The project applicant, project sponsor, or public agency shall coordinate with waste management agencies and the appropriate local and regional jurisdictions to facilitate the development of measures to encourage diversion of solid waste such as recycling and composting programs, as needed.	Project Applicant/ Project Sponsor/ Public Agency	The lead agency shall coordinate with local waste management companies to develop measures to encourage recycling and composting programs.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. During project construction and operation.

TABLE A (concluded)
Mitigation, Monitoring, and Reporting Plan for the 2022 AQMP

Implementation Requirement for Mitigation Measures	Party Responsible for Implementation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Solid and Hazardous Waste (concluded)			
MMSHW-3: The project applicant, project sponsor, or public agency should consider project-specific measures to reduce the generation of waste as part of the project approval process. These may include integration of green building measures consistent with California Building Code Title 24.	Project Applicant/ Project Sponsor/ Public Agency	Prior to the start of construction, the lead agency shall consider measures to reduce waste generation.	1. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 2. South Coast AQMD/ Lead Agency or Other Public Agency with project oversight 3. During the environmental review process and before the start of construction.