

BOARD MEETING DATE: March 2, 2018

AGENDA NO. 26

REPORT: Mobile Source Committee

SYNOPSIS: The Mobile Source Committee held a meeting on Friday, February 16, 2018. The following is a summary of the meeting.

RECOMMENDED ACTION:  
Receive and file.

Dr. Clark E. Parker, Sr., Chair  
Mobile Source Committee

PMF:AF

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**Committee Members**

Present: Dr. Clark E. Parker, Sr./Chair (videoconference), Dr. Joseph Lyou/Vice Chair, Supervisor Marion Ashley (videoconference); Mayor Larry McCallon; Mayor Pro Tem Judith Mitchell; and Supervisor Hilda L. Solis

Absent: None

**Call to Order**

Chair Parker called the meeting to order at 8:00 a.m.

**INFORMATIONAL ITEM:**

**1. Potential Strategies for Facility-Based Mobile Source Measures Adopted in Final 2016 AQMP**

Ian MacMillan, Planning & Rules Manager, presented staff's recommended voluntary and regulatory emission reduction control strategies for the Facility-Based Mobile Source Measures (FBMSMs) adopted in the 2016 AQMP based on information gathered from the FBMSM working group meetings over the last 12 months.

Dr. Parker and Supervisor Ashley thanked staff for the good work incorporated into the presentation and Dr. Parker opened the meeting for Board Member comments. Mayor McCallon stated that Indirect Source Regulations (ISRs), especially for the warehouse sector, are not an effective way to achieve emission reductions and the federal government should take the lead in regulating mobile sources. Dr. Lyou requested clarification on the voluntary fleet certification concept because he was not sure how voluntary agreements work within a regulatory measure. Dr. Philip Fine, Deputy Executive Officer/Planning, Rule Development and Area Sources, explained that fleets could voluntarily certify at a cleaner level than would be required by regulation, but the driver for them to do that would be requirements on facilities to meet those levels. Dr. Fine added that such a voluntary program for fleet operators would not jeopardize their ability to apply for incentive funding. Mayor Pro Tem Mitchell requested clarification on how fleet averaging would work recognizing that most trucking company fleets are very small or owner/operator fleets. Mr. MacMillan agreed that many fleets are small and noted potential business advantages to any fleet, including small owner/operator fleets, to voluntarily certify.

Supervisor Solis asked about opportunities for the public to participate in any Memorandum of Understanding (MOU) process and how to ensure that an MOU would be able to achieve emission reductions. Mr. MacMillan stated that any future MOU process would have an extensive public involvement component and would be transparent. Executive Officer Wayne Nastri added that the way to provide emission reductions with 'muscle' is through working with local, state, federal, and international partners to develop programs, including incentives that level the playing field. He added that the public had involvement with the development of the Ports' Clean Air Action Plans (CAAP), and the public and the Board will continue to have involvement in any future MOU to make sure that it would be effective. Dr. Lyou stated that one of the guiding principles of the federal Clean Air Act is that it guarantees the public's right to take action to ensure emission reduction commitments and suggested that any future MOU should preserve the public's right to take independent compliance actions. Dr. Lyou stated that we should be very transparent in any MOU process. Dr. Fine added that in addition to the CAAP and MOU processes described, in order to receive SIP credit for an MOU there must be transparency, including public reporting on status, and that the MOU would not take away the authority of citizens to hold SCAQMD accountable for committed emission reductions.

Dr. Lyou asked if the warehouse program would apply to new and existing developments and noted that staff should include short haul railroads in future programs. Mr. MacMillan clarified that both new and existing warehouse projects are included in staff's recommended approach for voluntary and regulatory measures and that short-haul railroads are included in the proposal. Dr. Lyou then noted that

previously developed railroad regulatory programs cannot be implemented and asked if staff has considered a new approach to ensure that future programs are enforceable. Barbara Baird, Chief Deputy Counsel, explained the current regulations cannot be enforced because they were not SIP approved due to an injunction, thus are not able to be harmonized with the Interstate Commerce Commission Termination Act (ICCTA). Any future efforts would involve establishing that enforcement of any rule would not occur until it is approved in the SIP and harmonized with ICCTA and would also identify multiple compliance options to seek increased industry acceptance. Dr. Lyou discussed implementation timelines included in the presentation and asked when a more definite timeline could be developed. Dr. Fine agreed that the timelines are aggressive and indicated the information would be updated after receiving Board direction at the March 2018 meeting.

Dr. Parker asked about warehousing emissions and noted the potential use of trip rate information that SCAQMD helped develop as a national standard. Mr. MacMillan responded that SCAQMD staff continues to use the calculation developed by the National Institute of Transportation Engineers. Supervisor Solis commented that future programs for new and redevelopment projects should include considerations for urgently needed projects such as homeless shelters and low income housing. Mr. MacMillan noted that considerations for unique circumstances can be examined during the rule development process.

Mayor Pro Tem Mitchell asked for more details on how a CEQA mitigation fund would work and the difference between a mitigation fund and a settlement agreement. Mr. MacMillan said that local governments would maintain land use approval authority but projects could opt-in to a program where fees are collected and directed to SCAQMD emission reduction projects. Dr. Fine added that the World Logistics Center in Moreno Valley is one mitigation fund example. The goal would be to develop a more uniform approach and local governments could still direct mitigation funds locally. Mayor Pro Tem Mitchell then described that local governments can assign local developer impact fees and asked if they could also impose air quality impact fees. Ms. Baird stated that she is not aware of any statutory mention of this, but that local governments should have this authority under their “police power” if they chose to do so. Ms. Baird also explained that one potential CEQA mitigation fee program advantage would be for a developer to mitigate project emissions below CEQA significance thresholds to be able to prepare a mitigated negative declaration instead of an environmental impact report. Mayor Pro Tem Mitchell commented on the potential timeframes discussed and asked if MOUs could be pursued in 2018 with regulations implemented in 2019 if MOUs were not successful. Mr. MacMillan replied that work would begin on MOUs in 2018, but they would probably come before the Board for approval beginning in

2019. Dr. Fine added that staff would frequently update the Board which would provide additional opportunities for Board direction.

Mayor McCallon stated the region is experiencing a housing affordability crisis and special consideration should be made before adopting any program that could impact future housing costs. Mayor McCallon added that voluntary and incentive programs are preferred. A voluntary fleet certification program is acceptable but warehouse and other facilities should not have to monitor truck fleets.

The Committee heard verbal testimony from a variety of public representatives. Sarah Wiltfong, representing Los Angeles County Business Federation, stated that the adoption of an ISR and similar measures could limit investments in California's infrastructure system, kill jobs and hurt competitiveness in California's freight system. Florence Gharibian, representing the Del Amo Action Committee, stated concerns about warehouse activities that could destroy local communities and expressed interest in air pollution controls for locomotives at railyards similar to air pollution controls that can be used on ships at marine ports. Karissa Willette, representing the Building Industry Association of Southern California, expressed opposition to an ISR on new development and redevelopment projects and stated a willingness to work with SCAQMD on emission reductions from advancements such as efficiency improvements. Adrian Martinez, representing EarthJustice, expressed support for moving forward with regulatory FBMSMs and concerns about the effectiveness of voluntary measures.

Heather Tomley, representing the Port of Long Beach, agreed with staff's proposed approach on implementing the 2017 CAAP, but opposed a future ISR. Thomas Jelenic, representing Pacific Merchant Shipping Association, stated that ISRs do not provide the technology necessary to reduce emissions, create uncertainty for logistics operators and could affect stakeholders throughout the supply chain. Chris Cannon, representing the Port of Los Angeles, stated that ISRs are a flawed regulatory approach because they could have unintended consequences and result in adverse impacts on the economy. Mr. Cannon expressed support for staff's proposed collaborative approach with the Ports going forward. John Orta, representing the Inland Empire Economic Partnership, stated that ISRs are costly, likely to be delayed due to litigation, and therefore are not a feasible strategy for 2023 emission reductions. Sylvia Betancourt, representing Long Beach Alliance for Children with Asthma, stated concerns about health impacts from railyards, ports and the 710 freeway. Ms. Betancourt also expressed a need for enforcement through regulation on railyards. Marvin Pineta, representing International Longshore and Warehouse Union (ILWU) Locals 13, 63, and 94, supported opportunities to implement the recently adopted 2017 CAAP, but opposed any action that would limit activity at the terminals to avoid job losses at the ports.

Mary Jane Olhasso, representing the County of San Bernardino, stated that the regulatory environment in Southern California is untenable and rulemaking should be avoided. Chris Shimoda, representing the California Trucking Association, stated that there would likely be very few SIP creditable emission reductions with the proposed approaches and he highlighted the importance of voluntary measures as well as the need to enforce existing regulations such as the statewide Truck and Bus Rule. Angelo Logan, representing the East Yard Communities for Environmental Justice, expressed support to move away from the MOU approach and toward the regulatory approach because of the limited availability for public participation and enforcement in the MOU process. Mr. Logan also supports staff recommendations regarding the railroads, and recommended that staff further consider including emission and risk reduction targets. Robert Freeman, representing Los Angeles World Airports, discussed air quality commitments fulfilled by airports. Lisa Trifiletti, a consultant to Los Angeles World Airports concurred with staff's proposed voluntary approach. John Anderson, representing Los Angeles World Airports, highlighted existing and upcoming sustainability airport programs. David Pettit, representing the Natural Resources Defense Council, stated that time is running out to meet attainment goals for 2023 considering that measures need to be in place by 2020. Mr. Pettit also stated that the MOU approach is not enforceable and SCAQMD is unlikely to get SIP credit for it unless contingency measures are in the MOU itself, therefore decisions about regulations on ports and warehouses have to be made sooner rather than later. Peter Herzog, representing the National Association for Industrial and Office Parks, stated that ISRs are not needed, that there is no factual basis supporting ISRs, and air quality technology advancements have occurred without ISRs.

In closing comments, Dr. Lyou clarified with staff that CARB's decision to not pursue ISR programs was because their interpretation was that State law provides more direct ISR authority to local air districts. Dr. Lyou suggested that future staff presentations reiterate that State law requires implementation of all feasible measures. He also noted that voluntary programs are problematic and suggested consideration of drafting regulations now for use if other efforts are ineffective, and concurred with Mayor McCallon that staff should follow the full Board's direction on this. Dr. Parker stated that an MOU could be crafted to include benchmarks to monitor emission reduction progress. Mr. Nastri agreed that benchmarks can be included in an MOU and added that, similar to a rule, SCAQMD is responsible for the specific emission reductions so it is in the best interest of SCAQMD to develop an effective agreement.

## **WRITTEN REPORTS:**

2. **Rule 2202 Activity Report: Rule 2202 Summary Status Report**  
This item was received and filed.
3. **Monthly Report on Environmental Justice Initiatives: CEQA Document Commenting Update**  
This item was received and filed.

## **OTHER MATTERS:**

4. **Other Business**  
There was no other business.
5. **Public Comment Period**  
There were no public comments.
6. **Next Meeting Date:**  
The next regular Mobile Source Committee meeting is scheduled for Friday, March 16, 2018.

## **Adjournment**

The meeting adjourned at 10:25 a.m.

## **Attachments**

1. Attendance Record
2. Rule 2202 Activity Report – Written Report
3. Monthly Report on Environmental Justice Initiatives: CEQA Document Commenting Update – Written Report

# ATTACHMENT 1

## **SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT MOBILE SOURCE COMMITTEE MEETING Attendance – February 16, 2018**

Dr. Clark E. Parker, Sr. (videoconference) .....	SCAQMD Board Member
Dr. Joseph Lyou.....	SCAQMD Board Member
Mayor Larry McCallon .....	SCAQMD Board Member
Mayor Pro Tem Judith Mitchell .....	SCAQMD Board Member
Supervisor Marion Ashley (videoconference) .....	SCAQMD Board Member
Supervisor Hilda L. Solis .....	SCAQMD Board Member
David Czamanske .....	Board Consultant (Cacciotti)
Ron Ketcham.....	Board Consultant (McCallon)
Andrew Silva.....	Board Consultant (Rutherford)
Syliva Betancourt .....	Long Beach Alliance for Children with Asthma
Cynthia Carter .....	Los Angeles County Sanitation Districts
Todd Campbell .....	Clean Energy
Chris Cannon.....	Port of Los Angeles
Curt Coleman .....	Southern CA Air Quality Alliance
Joseph Edwards .....	Lewis Management Corp
John Erickson .....	Los Angeles World Airports
Robert Freeman .....	Los Angeles World Airports
Florence Gharibian .....	Del Amo Action Committee
Michael Grubbs .....	Pacific Merchant Shipping Association
Bill LaMarr.....	California Small Business Alliance
Angelo Logan .....	Moving Forward Network /East Yard Communities for Environmental Justice
Grace Lorentzen .....	EYCES
Eric Lu.....	Ramboll
Rongsheng Luo.....	Southern California Association of Governments
Margot Malarkey .....	CA Environmental Associates
Bridget McCann .....	Western States Petroleum Association
David Pettit.....	Natural Resources Defense Council
Marvin Pineda .....	ILWU Locals 13, 63, 94
Tim Pohle .....	Airlines for America
Peter Okurowski .....	California Environmental Associates
John Orta .....	Inland Empire Economic Partnership
Greg Roche.....	Clean Energy
Cody Rosenfield .....	Coalition for Clean Air
Patty Senecal .....	Western States Petroleum Association
Susan Stark.....	Andeavor
Heather Tomley .....	Port of Long Beach
Car Walecka .....	Carla Walecka Planning
Chris Waller .....	Alta Environmental
Peter Whittingham .....	Whittingham Public Affairs Advisors
Sarah Wiltfong.....	BizFed
Lisa Wunder .....	Port of Long Beach

**ATTACHMENT 1**

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
MOBILE SOURCE COMMITTEE MEETING  
Attendance – February 16, 2018**

Barbara Baird .....	SCAQMD Staff
Arlene Farol.....	SCAQMD Staff
Philip Fine .....	SCAQMD Staff
Ian MacMillan .....	SCAQMD Staff
Rosalee Mason.....	SCAQMD Staff
Matt Miyasato.....	SCAQMD Staff
Wayne Nastro.....	SCAQMD Staff
Zorik Pirveysian .....	SCAQMD Staff
Sarah Rees .....	SCAQMD Staff
Angelica Reyes .....	SCAQMD Staff
Lijin Sun.....	SCAQMD Staff
Laki Tisopulos .....	SCAQMD Staff
Jill Whynot .....	SCAQMD Staff
Kim White .....	SCAQMD Staff





# South Coast Air Quality Management District

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

## Rule 2202 Summary Status Report Activity for January 1, 2018 to January 31, 2018

Employee Commute Reduction Program (ECRP)	
# of Submittals:	21

Emission Reduction Strategies (ERS)	
# of Submittals:	42

Air Quality Investment Program (AQIP) Exclusively		
County	# of Facilities	\$ Amount
Los Angeles	3	\$ 6,636
Orange	1	\$ 12,150
Riverside	0	\$ 0
San Bernardino	1	\$ 2,430
<b>TOTAL:</b>	<b>5</b>	<b>\$ 21,215</b>

ECRP w/AQIP Combination		
County	# of Facilities	\$ Amount
Los Angeles	2	\$ 12,570
Orange	0	\$ 0
Riverside	0	\$ 0
San Bernardino	0	\$ 0
<b>TOTAL:</b>	<b>2</b>	<b>\$ 12,570</b>

### Total Active Sites as of January 31, 2018

ECRP (AVR Surveys)			TOTAL Submittals w/Surveys	AQIP	ERS	TOTAL
ECRP <sup>1</sup>	AQIP <sup>2</sup>	ERS <sup>3</sup>				
500	19	3	522	104	728	1,354
36.93%	1.4%	0.22%	38.55%	7.68%	53.77%	100% <sup>4</sup>

### Total Peak Window Employees as of January 31, 2018

ECRP (AVR Surveys)			TOTAL Submittals w/Surveys	AQIP	ERS	TOTAL
ECRP <sup>1</sup>	AQIP <sup>2</sup>	ERS <sup>3</sup>				
375,344	6,448	342	382,134	15,348	338,105	735,587
51.03%	.88%	0.05%	51.95%	2.09%	46.96%	100% <sup>4</sup>

- Notes:**
1. ECRP Compliance Option.
  2. ECRP Offset (combines ECRP w/AQIP). AQIP funds are used to supplement the ECRP AVR survey shortfall.
  3. ERS with Employee Survey to get Trip Reduction credits. Emission/Trip Reduction Strategies are used to supplement the ECRP AVR survey shortfall.
  4. Totals may vary slightly due to rounding.

















**ATTACHMENT A  
INCOMING CEQA DOCUMENTS LOG  
January 01, 2018 to January 31, 2018**

**DRAFT**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Transportation</i> <b>RVC180102-09</b> 1-10 Bypass: Banning to Cabazon Project	The proposed project consists of construction of a 3.3-mile, two-lane roadway from intersection of Hathaway Street and Westward Avenue in the City of Banning to intersection of Bonita Avenue and Apache Trail in the community of Cabazon. Reference RVC131113-01 and RVC121102-01  Comment Period: 12/29/2017 - 2/13/2018 Public Hearing: 1/25/2018	Notice of Availability of a Draft Environmental Impact Report/Draft Environmental Assessment	Riverside County Transportation Department	Document reviewed - No comments sent
<i>Transportation</i> <b>RVC180119-03</b> Avenue 50 Canal Crossing Project	The proposed project consists of construction of a bridge, utility extensions, drainage infrastructure, and roadway segment. The project is located near the northeast corner of Avenue 50 and Fillmore Street. Reference RVC170620-09  Comment Period: N/A Public Hearing: N/A	Final Environmental Assessment/ Finding of No Significant Impact	City of Coachella	Document reviewed - No comments sent
<i>Institutional (schools, government, etc.)</i> <b>LAC180103-01</b> Huntington Park High School Comprehensive Modernization Project	The proposed project consists of demolition of 12 buildings, and construction of four buildings totaling 89,436 square feet and recreational amenities on 22.5 acres. The project is located at 6020 Miles Avenue on the southeast corner of Miles Avenue and Belgrave Avenue in the City of Huntington Park. Reference LAC170824-06  Comment Period: 1/3/2018 - 2/19/2018 Public Hearing: 1/25/2018	Draft Environmental Impact Report	Los Angeles Unified School District	Document reviewed - No comments sent
<i>Institutional (schools, government, etc.)</i> <b>LAC180125-05</b> Norwalk High School New Stadium and Athletic Fields Improvement Project	The proposed project consists of demolition of a 20,000-square-foot aquatic center, and construction of athletic stadium with 2,500 seats and 8,162 square feet of support buildings. The project will also include 91,643 square feet of recreational uses on 29 acres. The project is located at 11356 Leffingwell Road on the southwest corner of Leffingwell Road and McRae Avenue in the City of Norwalk.  Comment Period: 1/23/2018 - 3/8/2018 Public Hearing: 3/1/2018	Draft Environmental Impact Report	Norwalk-La Mirada Unified School District	Document reviewed - No comments sent

# - Project has potential environmental justice concerns due to the nature and/or location of the project.

\*\* Disposition may change prior to Governing Board Meeting

Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.



















**ATTACHMENT A  
INCOMING CEQA DOCUMENTS LOG  
January 01, 2018 to January 31, 2018**

**DRAFT**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<p><i>Plans and Regulations</i></p> <p><b>SBC180119-02</b> Palm Desert Campus 2016 Master Plan</p>	<p>The proposed project consists of development of a planning framework, goals, and programs, and identification of facility needs for future growth in student enrollment. The project is located on the northeast corner of Cook Street and Frank Sinatra Drive in the City of Palm Desert, Riverside County. Reference SBC171012-04</p> <p style="text-align: center;">Comment Period: N/A</p>	Response to Comments	California State University	Document reviewed - No comments sent
	Public Hearing: 1/30/2018			

# - Project has potential environmental justice concerns due to the nature and/or location of the project.

\*\* Disposition may change prior to Governing Board Meeting

Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.







**ATTACHMENT B**  
**ONGOING ACTIVE PROJECTS FOR WHICH SCAQMD HAS**  
**OR IS CONTINUING TO CONDUCT A CEQA REVIEW**

**DRAFT**

SCAQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<b>General Land Use (residential, etc.)</b> <b>LAC171221-03</b> 1045 Olive Project (ENV-2016-4630-EIR)	The proposed project consists of demolition of four buildings totaling 34,673 square feet, and construction of a 751,777-square-foot building with 794 residential units, 100,652 square feet of open space, and subterranean parking on 41,603 square feet. The project is located on the northwest corner of West 11st Street and South Olive Street in the community of Central City.  <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/nop1045olive-011618.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/nop1045olive-011618.pdf</a>  Comment Period: 12/21/2017 - 1/19/2018                      Public Hearing: 1/10/2018	Notice of Preparation	City of Los Angeles	SCAQMD staff commented on 1/16/2018
<b>General Land Use (residential, etc.)</b> <b>RVC171226-02</b> 17-TM-02, TM 27357	The proposed project consists of construction of 309 residential units on 106.6 acres. The project is located on the southwest corner of Elm Avenue and Oak Valley Parkway.  <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/sp17tm02-010518.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/sp17tm02-010518.pdf</a>  Comment Period: 12/21/2017 - 1/11/2018                      Public Hearing: N/A	Site Plan	City of Beaumont	SCAQMD staff commented on 1/5/2018
<b>General Land Use (residential, etc.)</b> <b>RVC171226-03</b> Tentative Tract Map No. 37434 - EA 43092	The proposed project consists of subdivision of 214.7 acres for future development of 600 residential units. The project is located on the northeast corner of Jack Ivey Drive and Varner Road in the community of Western Coachella Valley.  <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/spttm37434-010218.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2018/spttm37434-010218.pdf</a>  Comment Period: 12/11/2017 - 1/4/2018                      Public Hearing: N/A	Site Plan	County of Riverside	SCAQMD staff commented on 1/2/2018

# - Project has potential environmental justice concerns due to the nature and/or location of the project.

\*\* Disposition may change prior to Governing Board Meeting

**ATTACHMENT C  
ACTIVE SCAQMD LEAD AGENCY PROJECTS  
THROUGH JANUARY 31, 2018**

PROJECT DESCRIPTION	PROPONENT	TYPE OF DOCUMENT	STATUS	CONSULTANT
Edgington Oil Company (Edgington) is proposing the following modifications at its existing Edgington Refinery site to allow for additional flexibility in using the site for terminal operations: 1) add 18 offloading arms at its existing rail tank car loading facility to allow for the offloading of distillates, biodiesel, and renewables (diesel and jet fuels), ethanol, naphtha, alkylates, reformate, and isooctane; 2) modify seven truck loading racks to allow distillates, biodiesel, and renewables to be loaded; 3) modify one rack (two arms) to allow unloading of crude oil from trucks; and 4) modify 16 existing fixed-roof asphalt storage tanks to allow storage of distillates, biodiesel, and renewables.	Edgington Oil Company	Initial Study (IS)	An Initial Study has been prepared by the consultant and SCAQMD staff has provided comments. The consultant is in the process of revising the Initial Study.	InterAct
The Phillips 66 (formerly ConocoPhillips) Los Angeles Refinery Ultra Low Sulfur Diesel project was originally proposed to comply with federal, state and SCAQMD requirements to limit the sulfur content of diesel fuels. Litigation against the CEQA document was filed. Ultimately, the California Supreme Court concluded that the SCAQMD had used an inappropriate baseline and directed the SCAQMD to prepare an EIR, even though the project has been built and has been in operation since 2006. The purpose of this CEQA document is to comply with the Supreme Court's direction to prepare an EIR.	Phillips 66 (formerly ConocoPhillips), Los Angeles Refinery	Environmental Impact Report (EIR)	The Notice of Preparation/Initial Study (NOP/IS) was circulated for a 30-day public comment period on March 26, 2012 to April 26, 2012. The consultant submitted the administrative Draft EIR to SCAQMD in late July 2013. The Draft EIR was circulated for a 45-day public review and comment period from September 30, 2014 to November 13, 2014. Two comment letters were received and responses to comments are being prepared.	Environmental Audit, Inc.
Quemetco is proposing an increase in the daily furnace feed rate.	Quemetco	Environmental Impact Report (EIR)	A Notice of Preparation/Initial Study (NOP/IS) has been prepared by the consultant and SCAQMD staff has provided comments. The consultant has provided a revised NOP/IS which is undergoing SCAQMD review.	Trinity Consultants

**ATTACHMENT C  
ACTIVE SCAQMD LEAD AGENCY PROJECTS  
THROUGH JANUARY 31, 2018**

PROJECT DESCRIPTION	PROPONENT	TYPE OF DOCUMENT	STATUS	CONSULTANT
<p>Southern California Edison (SCE) is proposing to modify the air pollution control system for the Barre Peaker unit to repair current and prevent future water damage by: 1) decreasing the water-injection rate into the turbine's combustor; 2) replacing the oxidation catalyst and increasing the overall area of catalyst beds in the selective catalytic reduction (SCR) unit; 3) replacing the ammonia injection grid to improve the deliverability of ammonia to the catalyst; and, 4) increasing the concentration of the aqueous ammonia that is delivered to the facility, stored on-site, and injected into the SCR unit from 19% to 29%. In addition, SCE is proposing to revise its SCAQMD Title V Operating Permit to allow the turbine to generate power over its full operating range, from less than one megawatt (MW) to full load (e.g., 45 MW net), while continuing to meet the emission limits in the current permit.</p>	<p>Southern California Edison</p>	<p>Addendum to the April 2007 Final Mitigated Negative Declaration for the Southern California Edison Barre Peaker Project in Stanton</p>	<p>A draft Addendum has been prepared by the consultant and is under review by SCAQMD staff.</p>	<p>Yorke Engineering, LLC</p>
<p>Southern California Edison (SCE) is proposing to modify the air pollution control system for the Mira Loma Peaker unit to repair current and prevent future water damage by: 1) decreasing the water-injection rate into the turbine's combustor; 2) replacing the oxidation catalyst and increasing the overall area of catalyst beds in the Selective Catalytic Reduction (SCR) unit; 3) replacing the ammonia injection grid to improve the deliverability of ammonia to the catalyst; and, 4) increasing the concentration of the aqueous ammonia that is delivered to the facility, stored on-site, and injected into the SCR unit from 19% to 29%. In addition, SCE is proposing to revise its SCAQMD Title V Operating Permit to allow the turbine to generate power over its full operating range, from less than one megawatt (MW) to full load (e.g., 45 MW net), while continuing to meet the emission limits in the current permit.</p>	<p>Southern California Edison</p>	<p>Addendum to the April 2007 Final Mitigated Negative Declaration for the Southern California Edison Mira Loma Peaker Project in Ontario</p>	<p>A draft Addendum has been prepared by the consultant and is under review by SCAQMD staff.</p>	<p>Yorke Engineering, LLC</p>