



**South Coast  
Air Quality Management District**  
21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 ♦ www.aqmd.gov

**TO: SCAQMD Mobile Source Committee  
Dr. Clark E. Parker, Sr., Chair  
Dr. Joseph Lyou, Vice Chair  
Sheila Kuehl, Larry McCallon and Judith Mitchell**

**FROM: Philip M. Fine, DEO, Planning, Rule Development & Area Sources**

**MOBILE SOURCE COMMITTEE MEETING  
February 17, 2017 ♦ 9:00 a.m. ♦ CC8  
21865 Copley Drive, Diamond Bar, CA 91765**

**TELECONFERENCE LOCATION**

**11461 West Sunset Blvd.  
Brentwood Room  
Los Angeles, CA 90049**

**(The public may participate at any location listed above.)**

*Call-in for listening purposes only is available by dialing:  
Toll Free: 866-244-8528  
Listen Only Passcode: 5821432*

*In addition, a webcast is available for viewing and listening at:  
<http://www.aqmd.gov/home/library/webcasts>*

**AGENDA**

**ACTION ITEM:**

- |   |               |  |
|---|---------------|--|
| <b>1. Approve Year-Round Electric Lawn Mower Rebate Program and Authorize Rebate Payments</b> | <b>15 min</b> | <b>Vasken Yardemian</b><br><i>Sr. Staff Specialist</i> |
|---|---------------|--|

For the past 14 years, the SCAQMD has implemented an Electric Lawn Mower Exchange Program. Over the last two years, the Program has experienced declining exchanges, likely due to the severe drought across California and market saturation. Staff proposes to modify the Program by offering a year-round Electric Lawn Mower Rebate Program on a first-come, first-served basis, where participants would receive a rebate through an online application process after purchasing a new battery-electric lawn mower and scrapping their old gasoline-powered lawn mower at a participating licensed

dismantler. This action is to approve the year-round Electric Lawn Mower Rebate Program on a first-come, first-served basis and authorize the Executive Officer to issue rebates to program participants in an amount not to exceed \$250,000 from the Rule 2202 Air Quality Investment Fund (27).

*(Attachment 1)*

### **INFORMATIONAL ITEM:**

2. **In-Use Emission Measurements of Heavy-Duty Trucks**

**10 min** **Kent Johnson**  
*UC Riverside –  
CE-CERT*

An overview of recent emission measurements of on-road heavy-duty diesel and natural gas engines collected by the University of California, Riverside – Center for Environmental Research and Technology will be provided.

*(Attachment 2)*

### **WRITTEN REPORTS**

3. **Rule 2202 Activity Report: Rule 2202 Summary Status Report**

**Philip M. Fine**  
*Deputy Executive  
Officer*

The Rule 2202 Summary Status Report summarizes Rule 2202 activities for the period January 1, 2017 to January 31, 2017. The report breaks down the plan submittal activities by option type and lists Air Quality Investment Program funds collected by county.

*(Attachment 3)*

4. **Monthly Report on Environmental Justice Initiatives: CEQA Document Commenting Update**

**Philip M. Fine**

The SCAQMD's log of incoming CEQA documents received between January 1, 2017 and January 31, 2017 will be provided.

*(Attachment 4)*

### **OTHER MATTERS**

5. **Other Business**

*Any member of the committee, on his or her own initiative or in response to questions posed by the public may ask a question for clarification, may make a brief announcement or report on his or her own activities, provide a reference to the Executive Officer regarding factual information, request the Executive Officer to report back at a subsequent meeting concerning any matter, or may take action to direct the Executive Officer to place a matter of business on a future agenda. (Govt. Code Section 54954.2)*

6. **Public Comment**

*Members of the public may address the Mobile Source Committee concerning any agenda item before or during consideration of that item (Govt. Code Section 54954.3(a)). All agendas for regular meetings are posted at SCAQMD Headquarters, 21865 Copley Drive, Diamond Bar, California, at least 72 hours in advance of a regular meeting. At the end of the regular meeting agenda, an opportunity is also provided for the public to speak on any subject within the Mobile Source Committee's authority. Speakers may be limited to three (3) minutes each.*

### **Document Availability**

*All documents (i) constituting non-exempt public records, (ii) relating to an item on an agenda for a regular meeting, and (iii) having been distributed to at least a majority of the Committee after the agenda is posted, are available prior to the meeting for*

public review at the South Coast Air Quality Management District, Public Information Center, 21865 Copley Drive, Diamond Bar, CA 91765.

### **Americans with Disabilities Act**

*The agenda and documents in the agenda packet will be made available, upon request, in appropriate alternative formats to assist persons with a disability (Gov't Code Section 54954.2(a)). Disability-related accommodations will also be made available to allow participation in the Mobile Source Committee meeting. Any accommodations must be requested as soon as practicable. Requests will be accommodated to the extent feasible. Please contact Arlene Farol Martinez at (909) 396-2250 from 7:00 a.m. to 5:30 p.m., Tuesday through Friday, or send the request to [afarol@aqmd.gov](mailto:afarol@aqmd.gov).*


### **Next meeting: March 17, 2017**

cc: SCAQMD Board Members  
Executive Council

**AGENDA ITEM #1:**

**Approve Year-Round Electric Lawn Mower Rebate Program  
and Authorize Rebate Payments**

## Agenda Item #1

Approve Year-Round Electric  
Lawn Mower Rebate Program and  
Authorize Rebate Payments 

Vasken Yardemian

## Background Electric Lawn Mower Exchange Program

- SCAQMD has conducted an Electric Lawn Mower Exchange Program for the past 14 years
- 55,805 gasoline-powered lawn mowers exchanged for cordless zero emission electric mowers
- 101 exchange events in four counties



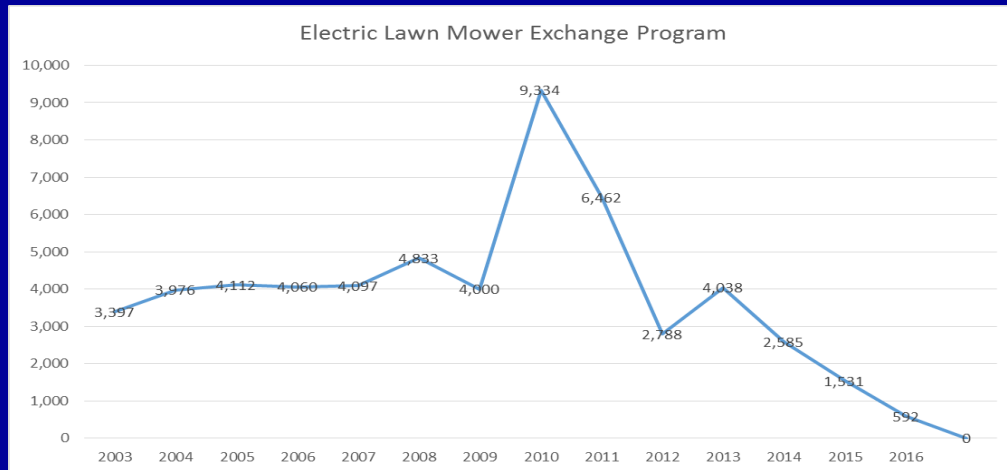
## Electric Lawn Mower Exchange Program

- Over past two years decline in numbers of exchanges
  - Impact of severe drought in California over last four years
  - Governor's mandate to reduce water consumption by 25%
  - Financial incentives to remove lawn and limit residential watering offered by various government agencies and water districts

## Electric Lawn Mower Exchange Program

- Market Saturation
  - 23 companies manufacture battery-powered electric lawn mowers
  - Available online and in local hardware and home improvement stores

## Electric Lawn Mower Exchange Program



101 events held over 14-year program cycle

## Proposal Electric Lawn Mower Rebate Program

- New format will provide consumers with year-round access to purchase new battery-operated electric lawn mower on a first-come, first-served basis
- Steps to receive rebate:
  - Purchase new equipment
  - Turn in old gasoline-powered lawn mower to a participating licensed dismantler for permanent destruction within 60 calendar days of new purchase
  - Complete and submit an online application
  - Receive a rebate based on the purchase price of the new lawn mower

## Proposed Electric Lawn Mower Rebate Program

Purchase Price	Eligible Rebate Amount
\$250 or less	\$150*
\$251 to \$400	\$200
\$401 or more	\$250

\* Rebate amount cannot be greater than the purchase price

## Proposed Electric Lawn Mower Rebate Program

- Staff compiled a list of electric lawn mower manufacturers for eligibility in rebate program
- Staff also reached out to dismantlers in the four counties to develop an eligible vendor list
- Both lists would be posted online and updated as needed



## Electric Lawn Mower Manufacturers

Black+Decker	Homelite	Ryobi
Craftsman	Kobalt	Snapper
Earthwise	Lawn Master	STIHL
ECHO	Moe Joe	Sun Joe
EGO	Newton	Toro
Gardena	Poulon Pro	Weed Eater
Greenstation	Recharger Mower	WORX
Greenworks	Remington	

## Participating Dismantlers (As of 1/2017)

DISMANTLER	CITY	COUNTY
LKQ Pick Your Part	Anaheim	Orange
LKQ Pick Your Part	Bloomington	San Bernardino
LKQ Pick Your Part	Fontana	San Bernardino
H-Auto Dismantling	Garden Grove	Orange
LKQ Pick Your Part	Monrovia	Los Angeles
Japanese Unique Trucks	Montclair	San Bernardino
LKQ Pick Your Part	Ontario	San Bernardino
LKQ Pick Your Part	Riverside	Riverside
LKQ Pick Your Part	San Bernardino	San Bernardino
LKQ Pick Your Part	Santa Fe Springs	Los Angeles
LKQ Pick Your Part	Stanton	Orange
LKQ Pick Your Part	Sun Valley	Los Angeles
LKQ Pick Your Part	Thousand Palms	Riverside
LKQ Pick Your Part	Wilmington	Los Angeles
LKQ Pick Your Part	Wilmington	Los Angeles

## Recommended Action

Approve Implementation of Year-Round Electric Lawn Mower Rebate Program and Authorize Rebate Payment in an amount not to exceed \$250,000 from the Air Quality Investment Fund (27), Rule 2202 AQIP Account

BOARD MEETING DATE: March 3, 2017

AGENDA NO.

PROPOSAL: Approve Year-Round Electric Lawn Mower Rebate Program and Authorize Rebate Payments 

SYNOPSIS: For the past 14 years, the SCAQMD has implemented an Electric Lawn Mower Exchange Program. Over the last two years, the Program has experienced declining exchanges, likely due to the severe drought across California and market saturation. Staff proposes to modify the Program by offering a year-round Electric Lawn Mower Rebate Program on a first-come, first-served basis, where participants would receive a rebate through an online application process after purchasing a new battery-electric lawn mower and scrapping their old gasoline-powered lawn mower at a participating licensed dismantler. This action is to approve the year-round Electric Lawn Mower Rebate Program on a first-come, first-served basis and authorize the Executive Officer to issue rebates to program participants in an amount not to exceed \$250,000 from the Rule 2202 Air Quality Investment Fund (27).

COMMITTEE: Mobile Source, February 17, 2017; Recommended for Approval

**RECOMMENDED ACTION:**

Approve the implementation of the year-round Electric Lawn Mower Rebate Program on a first-come, first-served basis and authorize the Executive Officer to issue rebates under the terms of the program for the purchase of a battery-operated electric lawn mower in an amount not to exceed \$250,000 from the Rule 2202 Air Quality Investment Fund (27).

Wayne Nastri  
Executive Officer

MMM:FM:LCM:VY

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**Background**

For the past 14 years the SCAQMD has implemented the Electric Lawn Mower Exchange Program for residents in the SCAQMD's four-county region. The Program

required the public to pre-register to attend one of the events where they would exchange an operable gasoline-powered lawn mower for a new battery-electric model at a discounted price. Over the past two years the number of exchanges has declined by 64 and 86 percent, respectively, likely due to the severe drought across California and market saturation of battery-electric lawn mowers. In 2015, the State of California ordered a 25 percent reduction in urban water usage in first-ever mandatory statewide reductions. As a result, government agencies within the SCAQMD jurisdiction have responded by offering incentives to remove lawns and limit residential watering. Additionally, when the Program was originally initiated, there were only two companies manufacturing cordless electric lawnmowers. Today, there are over 20 companies manufacturing electric lawn mowers, with many of them available for purchase at local hardware and home improvement stores.

### **Proposal**

To respond to these challenges, staff proposes to modify the Program by offering a year-round Electric Lawn Mower Rebate Program on a first-come, first-served basis. The Program will allow residents living within the SCAQMD jurisdiction to turn in their fully functional old gasoline-powered lawn mower to a participating dismantler for permanent destruction and receive a rebate towards the purchase price of a new battery-operated electric lawn mower through an online application. The public will have the flexibility of purchasing their electric mower from an extensive list of manufacturer-authorized retailers or dealers including hardware and home improvement stores. Once the online application, including proof of dismantling the old mower, and the purchase verification is submitted to the SCAQMD, a rebate check will be issued for every gasoline-powered lawn mower exchanged for a cordless zero emission electric lawn mower.

The eligible rebate amounts are based on the purchase price of the battery-electric lawn mower and does not include costs such as taxes, fees, accessories and delivery charges. The proposed rebate amounts are:

- \$150 for a purchase price of \$250 or less;
- \$200 for a purchase price of \$251 to \$400; and
- \$250 for a purchase price of more than \$400.

The SCAQMD will also partner with several dismantlers in the Basin for implementation of the Program, and staff will post a list of both eligible electric lawn mower manufacturers and participating dismantlers on SCAQMD's website.

This action is to approve the implementation of the year-round Electric Lawn Mower Rebate Program on a first-come, first-served basis from the Rule 2202 Air Quality Investment Fund (27). This Program will continue until all funds are exhausted, after which staff may return to the Board to seek approval for additional funds.

**Benefits to SCAQMD**

The Electric Lawn Mower Rebate Program reduces exposure to harmful emissions from the use of zero emission electric lawn mowers within the South Coast Air Basin. Since replacement of gasoline-powered lawn mowers are not currently required, their replacement with zero emission electric lawn mowers will achieve surplus emission reductions of carbon monoxide, nitrous oxides, hydrocarbons and particulate matter. The year-round program will also significantly reduce staff resources, enabling staff to focus on other incentive activities.

**Resource Impact**

The total cost of the proposed program will not exceed \$250,000 from the Rule 2202 Air Quality Investment Fund (27).

**AGENDA ITEM #2:**

**In-Use Emission Measurements of Heavy-Duty Trucks**

# In-Use Emission Measurements of Heavy-Duty Trucks

South Coast Air Quality Management District  
Mobile Source Committee Meeting  
February 17<sup>th</sup> 2017

Presented By:

**Dr. Kent Johnson**

[kjohnson@cert.ucr.edu](mailto:kjohnson@cert.ucr.edu)

Co-Authors: Dr. Wayne Miller, and Dr. Thomas Durbin  
[www.cert.ucr.edu](http://www.cert.ucr.edu)  
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University of California, Riverside  
Center for Environmental Research and Technology  
(CE-CERT)

[www.cert.ucr.edu](http://www.cert.ucr.edu)



UNIVERSITY OF CALIFORNIA, RIVERSIDE UCRIVERSIDE UNIVERSITY OF CALIFORNIA

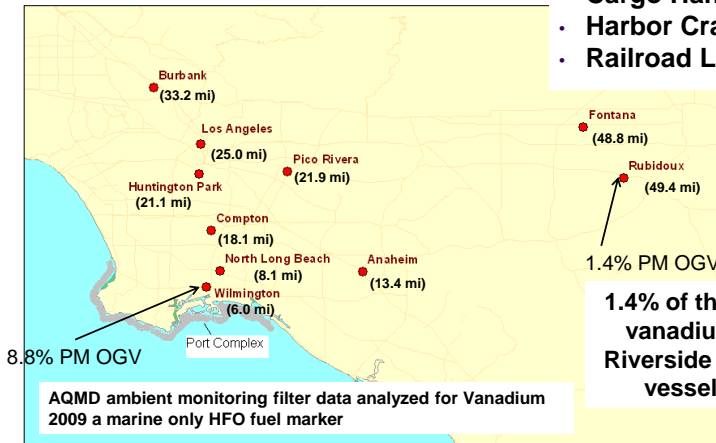
## Outline

- ❑ Background
- ❑ Diesel Emissions
- ❑ NG NZ Emissions natural gas.
- ❑ Summary

2015/11/13  
Powered By Clean Natural Gas  
2

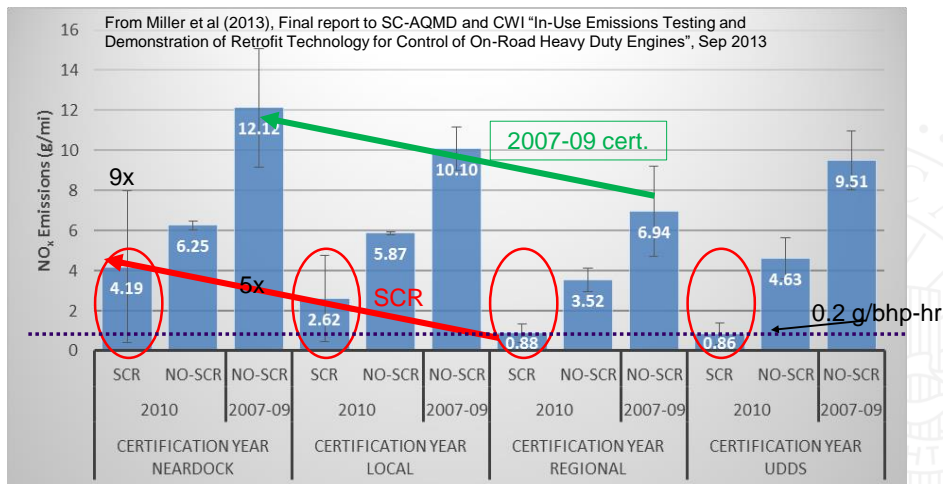
## Freight Emissions Impact Urban Regions

- Ocean-going Vessels (OGV)
- Heavy-Duty Trucks
- Cargo Handling Equipment
- Harbor Craft
- Railroad Locomotives



Source Agrawal et al "Primary Particulate Matter from Ocean-Going Engines..." 2009 Env. Sci. and Tech

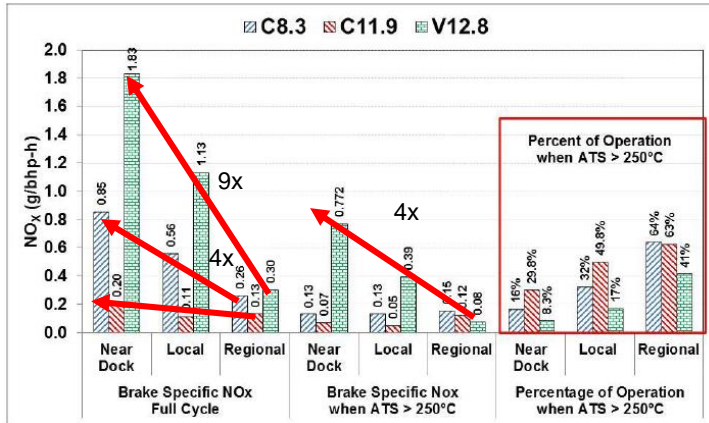
## Diesel Trucks Emit More NO<sub>x</sub> During non-Certification Like Operation





## Current State-of-the-Art Diesel Aftertreatment Performs Poorly Under Low Power Operation

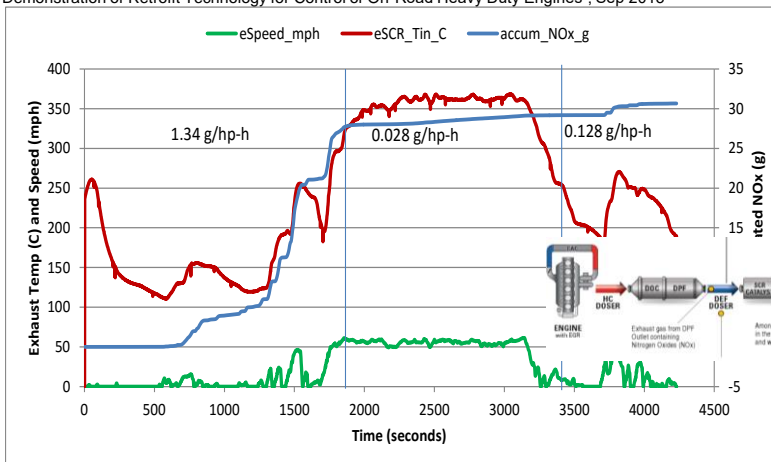
From Miller et al (2013), Final report to SC-AQMD and CWI "In-Use Emissions Testing and Demonstration of Retrofit Technology for Control of On-Road Heavy Duty Engines", Sep 2013



Recent SCR tests (5 HDT) on 2013 - 2015 HDT show similar trends

## Aftertreatment After Warm Up Can Still Cool Off

From Miller et al (2013), Final report to SC-AQMD and CWI "In-Use Emissions Testing and Demonstration of Retrofit Technology for Control of On-Road Heavy Duty Engines", Sep 2013



## Advanced Natural Gas Engines are a Success

- EPA/CARB 2007 NO<sub>x</sub> Standard
- California Optional Standards: 0.02 g/bhp-hr
- SCAQMD-managed \$5M program to develop a 0.02 g/bhp-hr engine
- Cummins-Westport ISL G NZ 8.9L Engine:



- Success Story:
  - Emissions Testing Results show they meet the voluntary 0.02 standard for both certification and non-certification cycles
  - Incentives being provided for future deployments

7

## How Do You Measure 0.02 g/bhp-hr

Cycle averaged raw, dilute, and ambient measured concentrations (ppm) statistics

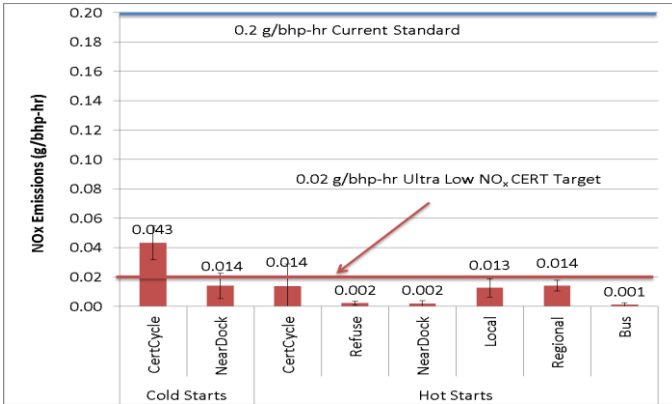
Percentile	Amb	Dilute <sup>1</sup>	Raw <sup>1</sup>	C <sub>a_cor</sub> /Dil %
10th	0.234	0.632	6.533	105%
50th	0.070	0.168	0.554	54%
90th	0.021	0.033	0.070	10%

- Making 0.02 g/bhp-hr NO<sub>x</sub> measurements is difficult
- PEMS will not be able to quantify well (4-5 ppm drift)

From Johnson et al (2016), Final report to Cummins West Port via SC-AQMD funding "In-Use Ultra-Low NO<sub>x</sub> Natural Gas Vehicle Evaluation ISL G NZ 8.9", Feb 2016.

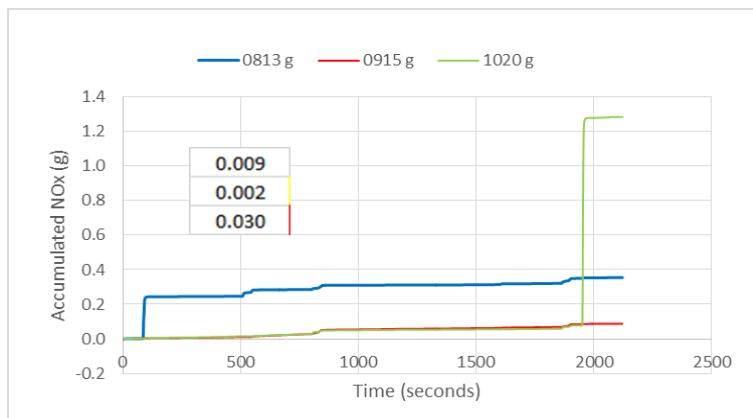
8

## ISL G NZ Engine Meets 0.02 on Cert. Cycle Even Lower On Lower Power Duty Cycles



From Johnson et al (2016), Final report to Cummins West Port via SC-AQMD funding "In-Use Ultra-Low NOx Natural Gas Vehicle Evaluation ISL G NZ 8.9", Feb 2016.

## Why Was There Variability?



- Spikes show most of the emission increases
- Variability is not measurement uncertainty

From Johnson et al (2016), Final report to Cummins West Port via SC-AQMD funding "In-Use Ultra-Low NOx Natural Gas Vehicle Evaluation ISL G NZ 8.9", Feb 2016.

## New Technologies: Hybrid Heavy Duty

- **On-road diesel electric hybrid: emission reduction mixed, GHGs -10%**
  - Beverage, parcel, Linen
  - Drayage, YT, and on-road
  - Excavator, bulldozer
- **On-road natural gas electric hybrids: benefit limited GHG 15%**
  - Limited testing
- **Marine diesel electric hybrid**
  - Technology benefit **both 10-15%**
  - **Logistic benefits: emissions 70% and GHG 27%**

Source varies and each were separate projects and final reports. Contact Kent Johnson At [kjohnson@cert.ucr.edu](mailto:kjohnson@cert.ucr.edu) for more information.

## Improved Logistics Caused the Large Hybrid Tugboat GHG and Emission Benefit



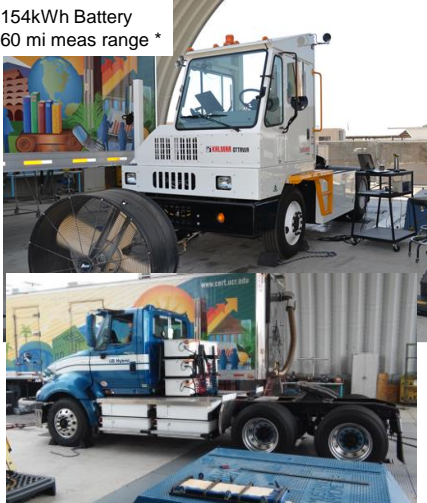
- › **Reductions**
  - › 73% for PM<sub>2.5</sub>
  - › 51% for NO<sub>x</sub>
  - › 27% for GHG, Fuel, CO<sub>2</sub>



Jayaram, V., Khan, M.Y., Welch, Johnson K., Miller, "Emiss. Control Sci. Technol. (2016) 2: 89. doi:10.1007/s40825-015-0032-9.

## New Technologies: Battery Electric Heavy Duty

154kWh Battery  
60 mi meas range \*



\*Usable capacity implies about 20% reserve on batteries

172 kWh Battery  
75 mi meas range \*

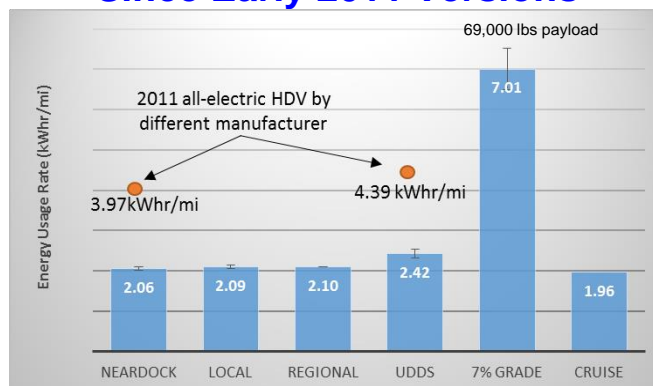


80 kWh Battery



Source varies and each were separate projects and final reports. Contact Kent Johnson At [kjohnson@cert.ucr.edu](mailto:kjohnson@cert.ucr.edu) for more information.

## Heavy Duty Truck Energy Usage Have Improved Since Early 2011 Versions



From Johnson et al (2015), Final report to TransPower via SC-AQMD funding "Performance Evaluation of TransPower All-Electric Class 8 On-Road Truck", April 2015.

- Yard Tractors show similar energy usage (YT cycles)
  - 26,000 lb = 1.7 kWhr/mi
  - 72,000 lb = 2.8 kWhr/mi

## Battery HD Electric Vehicle Summary and New Projects

- **UCR experience with electric heavy duty vehicles**
  - TransPower, US Hybrid, Balcon, and Smith Electric Tested
  - 10-15 hr charge times
  - < 100 mi practical range
  - 2 to 2.5 kWhr/mi (up to 7 kWhr/mi with grade)
- **New funding for Battery HD Vehicles**
  - BYD is offering HD solution *324kWhr battery at > 150 mi range*
  - UPS Awarded DOE Funding \$1mil (up to \$10 mil) *Fast charging development (non contact charging/storage)*
  - The Mercedes-Benz Urban eTruck, Vision Van and Future Bus eTruck *designed for 124 miles*

15

## Summary Thoughts

- **Pre-2010 HD diesel trucks operating on urban cycles are emitting higher NO<sub>x</sub> than 1.25 NO<sub>x</sub> certification (up to 3 times)**
- **New 2010 HD diesel trucks show lower NO<sub>x</sub>, but are up to 9 times higher than 0.02 g/bhp-hr standard at the port. Trends lower, but still high for 2013 - 2015**
- **NG ISL G NZ vehicle show very low NO<sub>x</sub> especially for urban operation (~0.002 g/bhp-hr); 100x lower: Std.**

16

## Summary Thoughts

- **ISLG NZ Emissions**
  - **PM emissions are very low (at method detection). Possibly lower than reported.**
  - **NZ PN emissions are low**
  - **Global warming impact is low relative to diesel**
  
- **Can emission standards vary (Geo Fencing)**
  - **long haul (0.2 g/bhp-hr)**
  - **urban areas (0.02 g/bhp-hr)**
  - **This will promote Urban technology where it is needed.**

**AGENDA ITEM #3:**

**Rule 2202 Summary Status Report**





# 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, 2017 to January 31, 2017

Employee Commute Reduction Program (ECRP)	
# of Submittals:	20

Emission Reduction Strategies (ERS)	
# of Submittals:	38

Air Quality Investment Program (AQIP) Exclusively		
County	# of Facilities	\$ Amount
Los Angeles	2	\$ 14,159
Orange	1	\$ 13,365
Riverside	0	\$ 0
San Bernardino	2	\$ 9,206
<b>TOTAL:</b>	<b>5</b>	<b>\$ 36,730</b>

ECRP w/AQIP Combination		
County	# of Facilities	\$ Amount
Los Angeles	1	\$ 6,028
Orange	0	\$ 0
Riverside	0	\$ 0
San Bernardino	1	\$ 6,682
<b>TOTAL:</b>	<b>2</b>	<b>\$ 12,711</b>

### Total Active Sites as of January 31, 2017

ECRP (AVR Surveys)			TOTAL Submittals w/Surveys	AQIP	ERS	TOTAL
ECRP <sup>1</sup>	AQIP <sup>2</sup>	ERS <sup>3</sup>				
497	31	15	543	122	690	1,356
36.65%	2.29%	1.11%	40.04%	9%	50.96%	100% <sup>4</sup>

### Total Peak Window Employees as of January 31, 2017

ECRP (AVR Surveys)			TOTAL Submittals w/Surveys	AQIP	ERS	TOTAL
ECRP <sup>1</sup>	AQIP <sup>2</sup>	ERS <sup>3</sup>				
339,679	10,726	11,332	361,737	18,642	340,316	720,695
47.13%	1.49%	1.57%	50.19%	2.59%	47.22%	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.

**ITEM 4:**

**Monthly Report on Environmental Justice Initiatives –  
CEQA Document Commenting Update**

BOARD MEETING DATE: March 3, 2017

AGENDA NO.

REPORT: Lead Agency Projects and Environmental Documents Received By SCAQMD

SYNOPSIS: This report provides, for the Board's consideration, a listing of CEQA documents received by the SCAQMD between January 1, 2017 and January 31, 2017, and those projects for which the SCAQMD is acting as lead agency pursuant to CEQA.

COMMITTEE: Mobile Source, February 17, 2017, Reviewed

RECOMMENDED ACTION:  
Receive and file.

Wayne Nastri  
Executive Officer

PF:SN:JW:LS:LW

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**CEQA Document Receipt and Review Logs (Attachments A and B)** – Each month, the SCAQMD receives numerous CEQA documents from other public agencies on projects that could adversely affect air quality. A listing of all documents received and reviewed during the reporting period January 1, 2017 through January 31, 2017 is included in Attachment A. A list of active projects from previous reporting periods for which SCAQMD staff is continuing to evaluate or has prepared comments is included in Attachment B. A total of 72 CEQA documents were received during this reporting period and 39 comment letters were sent. Notable projects in this report are Port of Long Beach's Pier B On-Dock Rail Support Facility Project and San Geronio Crossings Warehouse Project.

The Intergovernmental Review function, which consists of reviewing and commenting on the adequacy of the air quality analysis in CEQA documents prepared by other lead agencies, is consistent with the Board's 1997 Environmental Justice Guiding Principles and Environmental Justice Initiative #4. Furthermore, as required by the Environmental Justice Program Enhancements for FY 2002-03 approved by the Board in October 2002, each of the attachments notes those proposed projects where the SCAQMD has been contacted regarding potential air quality-related environmental justice concerns. The

SCAQMD has established an internal central contact to receive information on projects with potential air quality-related environmental justice concerns. The public may contact the SCAQMD about projects of concern by the following means: in writing via fax, email, or standard letters; through telephone communication; as part of oral comments at SCAQMD meetings or other meetings where SCAQMD staff is present; or by submitting newspaper articles. The attachments also identify for each project the dates of the public comment period and the public hearing date, if applicable, as reported at the time the CEQA document is received by the SCAQMD. Interested parties should rely on the lead agencies themselves for definitive information regarding public comment periods and hearings as these dates are occasionally modified by the lead agency.

At the January 6, 2006 Board meeting, the Board approved the Workplan for the Chairman's Clean Port Initiatives. One action item of the Chairman's Initiatives was to prepare a monthly report describing CEQA documents for projects related to goods movement and to make full use of the process to ensure the air quality impacts of such projects are thoroughly mitigated. In response to describing goods movement, CEQA documents (Attachments A and B) are organized to group projects of interest into the following categories: goods movement projects; schools; landfills and wastewater projects; airports; and general land use projects, etc. In response to the mitigation component, guidance information on mitigation measures were compiled into a series of tables relative to: off-road engines; on-road engines; harbor craft; ocean-going vessels; locomotives; fugitive dust; and greenhouse gases. These mitigation measure tables are on the CEQA webpages portion of the SCAQMD's website. Staff will continue compiling tables of mitigation measures for other emission sources, including airport ground support equipment, etc.

As resources permit, staff focuses on reviewing and preparing comments for projects: where the SCAQMD is a responsible agency; that may have significant adverse regional air quality impacts (e.g., special event centers, landfills, goods movement, etc.); that may have localized or toxic air quality impacts (e.g., warehouse and distribution centers); where environmental justice concerns have been raised; and those projects for which a lead or responsible agency has specifically requested SCAQMD review. If the SCAQMD staff provided written comments to the lead agency as noted in the column "Comment Status," there is a link to the "SCAQMD Letter" under the Project Description. In addition, if the SCAQMD staff testified at a hearing for the proposed project, a notation is provided under the "Comment Status." If there is no notation, then SCAQMD staff did not provide testimony at a hearing for the proposed project.

During the period January 1, 2017 through January 31, 2017, the SCAQMD received 72 CEQA documents. Of the total of 90 documents\* listed in Attachments A and B:

- 39 comment letters were sent;
- 16 documents were reviewed, but no comments were made;
- 26 documents are currently under review;
- 1 documents did not require comments (e.g., public notices, plot plans, Final Environmental Impact Reports);
- 0 documents were not reviewed; and
- 8 documents were screened without additional review.

\* These statistics are from January 1, 2017 to January 31, 2017 and may not include the most recent “Comment Status” updates in Attachments A and B.

Copies of all comment letters sent to lead agencies can be found on the SCAQMD’s CEQA webpage at the following internet address:  
<http://www.aqmd.gov/home/regulations/ceqa/commenting-agency>.

**SCAQMD Lead Agency Projects (Attachment C)** – Pursuant to CEQA, the SCAQMD periodically acts as lead agency for stationary source permit projects. Under CEQA, the lead agency is responsible for determining the type of CEQA document to be prepared if the proposal is considered to be a “project” as defined by CEQA. For example, an Environmental Impact Report (EIR) is prepared when the SCAQMD, as lead agency, finds substantial evidence that the proposed project may have significant adverse effects on the environment. Similarly, a Negative Declaration (ND) or Mitigated Negative Declaration (MND) may be prepared if the SCAQMD determines that the proposed project will not generate significant adverse environmental impacts, or the impacts can be mitigated to less than significance. The ND and MND are written statements describing the reasons why proposed projects will not have a significant adverse effect on the environment and, therefore, do not require the preparation of an EIR.

Attachment C to this report summarizes the active projects for which the SCAQMD is lead agency and is currently preparing or has prepared environmental documentation. As noted in Attachment C, the SCAQMD continued working on the CEQA documents for five active projects during January.

### **Attachments**

- A. Incoming CEQA Documents Log
- B. Ongoing Active Projects for Which SCAQMD Has or Will Conduct a CEQA Review
- C. Active SCAQMD Lead Agency Projects



















































**ATTACHMENT C  
ACTIVE SCAQMD LEAD AGENCY PROJECTS  
THROUGH JANUARY 31, 2017**

PROJECT DESCRIPTION	PROPONENT	TYPE OF DOCUMENT	STATUS	CONSULTANT
Tesoro Refinery proposes to integrate the Tesoro Wilmington Operations with the Tesoro Carson Operations (former BP Refinery). The proposed project also includes modifications of storage tanks at both facilities, new interconnecting pipelines, and new electrical connections. In addition, Carson's Liquid Gas Rail Unloading facilities will be modified. The proposed project will be designed to comply with the federally mandated Tier 3 gasoline specifications and with State and local regulations mandating emission reductions.	Tesoro Refining and Marketing Company Los Angeles Refinery	Environmental Impact Report (EIR)	The comment period for the Draft EIR closed on June 10, 2016. Responses to comments are being prepared.	Environmental Audit, Inc.
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 is under review by SCAQMD staff.	Trinity Consultants

A shaded row indicates a new project.

**ATTACHMENT C  
ACTIVE SCAQMD LEAD AGENCY PROJECTS  
THROUGH JANUARY 31, 2017**

PROJECT DESCRIPTION	PROPONENT	TYPE OF DOCUMENT	STATUS	CONSULTANT
<p>Southern California Edison (SCE) is proposing to modify the air pollution control system for the Grapeland Peaker unit (formerly referred to as the Etiwanda 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 increase the overall area of catalyst beds in the selective catalytic reduction (SCR) unit; 3) replace the ammonia injection grid to improve the deliverability of ammonia to the catalyst; and, 4) increase the concentration of the aqueous ammonia that is delivered to the facility, stored on-site, and injected into the SCR unit from 19 percent (%) 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), while continuing to meet the emission limits in the current permit.</p>	Southern California Edison	Addendum to the March 2007 Final Mitigated Negative Declaration for the Southern California Edison Grapeland (formerly Etiwanda) Peaker Project in Rancho Cucamonga	The Addendum was approved by the Executive Officer on January 27, 2017.	Yorke Engineering, LLC
<p>Southern California Edison (SCE) is proposing to modify the air pollution control system for the Center 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 increase the overall area of catalyst beds in the Selective Catalytic Reduction (SCR) unit; 3) replace the ammonia injection grid to improve the deliverability of ammonia to the catalyst; and, 4) increase the concentration of the aqueous ammonia that is delivered to the facility, stored on-site, and injected into the SCR unit from 19 percent (%) 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), while continuing to meet the emission limits in the current permit.</p>	Southern California Edison	Addendum to the April 2007 Final Mitigated Negative Declaration for the Southern California Edison Center Peaker Project in Norwalk	A draft Addendum has been prepared by the consultant and is under review by SCAQMD staff.	Yorke Engineering, LLC

A shaded row indicates a new project.