



South Coast Air Quality Management District

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SENT VIA E-MAIL AND USPS:

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Mitigated Negative Declaration (MND) for the Proposed City of Pico Rivera Regional Bikeways Project

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final MND.

South Coast AQMD Staff's Summary of Project Description

The Lead Agency proposes to construct a bikeway and associated road improvements to Mines Avenue, a bicycle/pedestrian bridge over the San Gabriel River, and reconstruct a bikeway along Dunlap Crossing Road (Proposed Project). The Proposed Project is located along a 1.5-mile segment of Mines Avenue and Dunlap Crossing Road in the City of Pico Rivera. Construction is anticipated to take place over an eight-month period, beginning in 2020¹ and will be broken up into three phases. The three phases include Phase 1 – Mines Avenue Bikeway, Phase 2 – Mines Avenue Bridge, and Phase 3 – Dunlap Crossing Road Bikeways². Upon review of the MND and aerial photographs, South Coast AQMD staff found that sensitive receptors are adjacent to the Proposed Project³.

South Coast AQMD Staff's Summary of the Air Quality Analysis

In the Air Quality Analysis Section, the Lead Agency quantified the Proposed Project's construction and operational emissions and compared those emissions to South Coast AQMD's recommended regional and localized air quality CEQA significance thresholds. Based on the analyses, the Lead Agency found that the Proposed Project's regional and localized air quality impacts would be less than significant during construction and operation⁴. No mitigation measures were proposed.

South Coast AQMD Staff's Comments

The anticipated construction scenario in the main body of the MND appeared to suggest that Phases 1 and 3 would *each* require 5,180 cubic yards of soil import and 375 daily truck haul trips⁵, resulting in a total of 10,360 cubic yards of soil imports and 750 daily truck haul trips for *both* phases (*emphasis added*). However, in Appendix A: *Air Quality/Greenhouse Gas Study*, the Lead Agency quantified the Proposed Project's construction emissions based on a modeling assumption that only one phase would require 5,180 cubic yards of soil import and 375 daily truck haul trips⁶, not both phases. This makes the air quality analysis difficult to follow and understand. Therefore, South Coast AQMD staff recommends that the Lead Agency provide additional information in the Final MND to clarify the Proposed Project's construction scenario in terms of the total amount of soil import and number of daily truck haul trips that

¹ MND. Section 4.9 Greenhouse Gases. Page 74.

² MND. Section 2 Project Description. Pages 10 through 19.

³ MND. Section 4.3 Air Quality Page 31.

⁴ *Ibid.* Pages 26 through 33.

⁵ MND. Section 2 Project Description. Pages 10 through 19.

⁶ *Ibid.*

would be required for Phases 1 and 3 consistent throughout the Final MND, air quality technical appendix, and modeling files.

In the event that the construction scenario would require more than what was modeled in CalEEMod, South Coast AQMD staff recommends that the Lead Agency revise the modeling assumptions in CalEEMod to accurately quantify the Proposed Project's construction emissions, and compare those emissions to South Coast AQMD's CEQA air quality regional and localized significance thresholds to determine the level of significance for the Proposed Project's construction air quality impacts. Should the Lead Agency find, upon revisions to the Air Quality Analysis based on this comment, that the Proposed Project would result in significant adverse air quality impacts from construction, mitigation would be required (CEQA Guidelines Section 15126.4.). South Coast AQMD staff has compiled a list of recommended mitigation measures as suggested resources and guidance to the Lead Agency to assist in the identification of feasible mitigation measures for incorporation in the Final MND.

Mitigation Measures for Construction Air Quality Impacts

- Use off-road diesel-powered construction equipment that meets or exceeds the California Air Resources Board (CARB) and U.S. Environmental Protection Agency (USEPA) Tier 4 off-road emissions standards for equipment rated at 50 horsepower or greater during construction. Such equipment should be outfitted with Best Available Control Technology (BACT) devices including, but not limited to, a CARB certified Level 3 Diesel Particulate Filters (DPF). Level 3 DPFs are capable of achieving at least an 85 percent reduction in particulate matter emissions⁷. A list of CARB verified DPFs are available on the CARB website⁸. Additionally, the Lead Agency should include this requirement in applicable bid documents, and that successful contractor(s) must demonstrate the ability to supply compliant equipment prior to the commencement of any construction activities. A copy of each unit's certified tier specification and CARB or South Coast AQMD operating permit (if applicable) should be available upon request at the time of mobilization of each applicable unit of equipment. Additionally, the Lead Agency should require periodic reporting and provision of written documentation by contractors to ensure compliance, and conduct regular inspections to the maximum extent feasible to ensure compliance. In the event that the Lead Agency finds that Tier 4 construction equipment is not feasible pursuant to CEQA Guidelines Section 15364, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the Lead Agency before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, limiting the number of daily construction haul truck trips to and from the Proposed Project, and/or limiting the number of individual construction project phases occurring simultaneously, if applicable.
- Maintain vehicle and equipment maintenance records for the construction portion of the Proposed Project. All construction equipment and vehicles must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each vehicle and equipment and their construction contractor(s) should be made available for inspection and remain on-site for a period of at least two years from completion of construction.
- Enter into a contract that notifies all construction vendors and contractors that vehicle idling time will be limited to no longer than five minutes or another time-frame as allowed by the California Code of

⁷ California Air Resources Board. November 16-17, 2004. *Diesel Off-Road Equipment Measure – Workshop*. Page 17. Accessed at: https://www.arb.ca.gov/msprog/ordiesel/presentations/nov16-04_workshop.pdf.

⁸ *Ibid*. Page 18.

Regulations, Title 13 section 2485 - CARB's Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. For any vehicle delivery that is expected to take longer than five minutes, each project applicant, project sponsor, or public agency will require the vehicle's operator to shut off the engine. Notify the vendors of these idling requirements at the time that the purchase order is issued and again when vehicles enter the gates of the facility. To further ensure that drivers and operators understand the idling requirement, post signs at the entry of the construction site and throughout the Proposed Project site stating that idling longer than five minutes is not permitted.

- Encourage construction contractors to apply for South Coast AQMD "SOON" funds. The "SOON" program provides funds to applicable fleets for the purchase of commercially-available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles. More information on this program can be found at South Coast AQMD's website: <http://www.aqmd.gov/home/programs/business/business-detail?title=off-road-diesel-engines>.

Conclusion

Pursuant to CEQA Guidelines Section 15074, prior to approving the Proposed Project, the Lead Agency shall consider the MND for adoption together with any comments received during the public review process. Please provide South Coast AQMD with written responses to all comments contained herein prior to the adoption of the Final MND. When responding to issues raised in the comments, responses should provide sufficient details giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision makers and the public who are interested in the Proposed Project. Further, if the Lead Agency makes a finding that additional recommended mitigation measures are not feasible, the Lead Agency should describe the specific reasons for rejecting or substituting these mitigation measures in the Final MND (CEQA Guidelines Section 15074.1).

South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Alina Mullins, Assistant Air Quality Specialist, at amullins@aqmd.gov or (909) 396-2402, should you have any questions.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS:AM

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