SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Attachment 2 to the Governing Board Resolution for: Final Program Environmental Impact Report for the 2016 Air Quality Management Plan (AQMP)

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

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FINDINGS, STATEMENT OF OVERRIDING CONSIDERATIONS, AND MITIGATION MONITORING AND REPORTINGPLAN

1.0 INTRODUCTION

The California Environmental Quality Act (CEQA), Public Resources Code §21000 et seq., requires that the potential environmental impacts of proposed projects be evaluated and that feasible methods to reduce or avoid identified significant adverse environmental impacts of these projects be identified. To fulfill the purpose and intent of CEQA, the SCAQMD has prepared a Program Environmental Impact Report (EIR) to address the potential environmental impacts associated with the proposed 2016 Air Quality Management Plan (AQMP). The South Coast Air Quality Management District (SCAQMD) is the lead agency for the proposed project and, therefore, has prepared a Final Program EIR pursuant to CEQA. The purpose of the Final Program EIR is to describe the proposed project and to identify, analyze, and evaluate any potentially significant adverse environmental impacts that may result from adopting and implementing the proposed 2016 AQMP. A Draft Program EIR was circulated to the public for a 60-day review and comment period from September 16, 2016 to November 15, 2016. The SCAQMD received 11 comment letters during the 60-day public review and comment period. Responses to all comments were prepared and comments and responses are included in Appendix E of the Final Program EIR.

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

The Lewis Air Quality Act (now known as the Lewis-Presley Air Quality Management Act) requires that the SCAQMD prepare an AQMP consistent with federal planning requirements. In 1977, amendments to the federal Clean Air Act (CAA) included requirements for submitting State Implementation Plans (SIPs) for non-attainment areas that fail to meet all federal ambient air quality standards (Health and Safety Code §40462). The federal CAA was amended in 1990 to specify attainment dates and SIP requirements for ozone, carbon monoxide (CO), nitrogen dioxide (NO2) and particulate matter less than 10 microns in diameter (PM10). The California Clean Air Act (CCAA), adopted in 1988, requires the SCAQMD to endeavor to achieve and maintain state ambient air quality standards for ozone, CO, sulfur dioxide (SO2), and NO2 by the earliest practicable date (Health and Safety Code §40910), and establishing requirements to update the plan periodically. The first AQMP was prepared and approved by the SCAQMD in 1979 and has been updated and revised a number of times. The CCAA requires a three-year plan review and update to the AQMP.

The Air Quality Management Plan (AQMP) is the planning document that sets forth policies and measures to achieve federal and state air quality standards in the region. The proposed 2016 AQMP is considered a "project" as defined by the California Environmental Quality Act (CEQA) in California Public Resources Code section 21000 et seq., which requires the evaluation of the potential environmental impacts of proposed projects and the identification of feasible methods to

reduce or avoid identified significant adverse environmental impact from implementing these projects.

2.0 CERTIFICATION OF THE FINAL PROGRAM EIR

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

2.1 ENVIRONMENTAL REVIEW PROCESS

To fulfill the purpose and intent of CEQA, the SCAQMD, as Lead Agency for the proposed project, prepared a Notice of Preparation/Initial Study (NOP/IS) which identified environmental topics to be analyzed in a Draft Program Environmental Impact Report (EIR). The NOP/IS was distributed to responsible agencies and interested parties for a 30-day review and comment period from July 5, 2016 to August 4, 2016. The NOP/IS formed the basis for, and focus of, the technical analyses in the Draft Program EIR. The NOP/IS identified the following environmental topic areas as having potentially significant adverse impacts and were further analyzed in the Draft Program EIR: air quality and greenhouse gas (GHG) emissions; energy; hazards and hazardous materials; hydrology and water quality; noise; solid and hazardous waste; and transportation and traffic. The NOP/IS concluded that there would be no significant adverse impacts on aesthetics, agricultural and forestry resources, biological resources, cultural resources, geology and soils, land use and planning, mineral resources, population and housing, public services, and recreation. The NOP/IS was circulated to local jurisdictions and public agencies, 2016 AQMP stakeholders, and interested individuals in order to solicit input on the scope of the environmental analysis to be included in the Draft Program EIR. Ten comment letters were received regarding the preliminary analysis in the NOP/IS. Comments and responses to comments received on the NOP/IS are included in Appendix B of the Final Program EIR. Based on comments received, the topic of aesthetics was identified as a potentially significant impact area; as such, the topic of aesthetics was added to the list of topics to be analyzed in the Draft Program EIR.

Since the proposed project was determined to have statewide, regional or areawide significance, a CEQA scoping was required pursuant to Public Resources Code section 21083.9(a)(2). Two CEQA scoping meetings were held on each of the following dates (for a total of six scoping meetings) at various locations throughout the District: July 14, 2016, July 20, 2016, and July 21, 2016. No CEQA comments were raised at any of the CEQA scoping meetings (Appendix D of the Final Program EIR).

The Draft Program EIR was released for a 60-day public review and comment period from September 16, 2016 to November 15, 2016. The Draft Program EIR was circulated for public review and comment to local jurisdictions and public agencies, 2016 AQMP stakeholders, and interested individuals. The environmental topics that were determined to have potentially significant impacts were further analyzed in the Draft Program EIR and included the following topics: aesthetics, air quality and GHG emissions, energy, hazards and hazardous materials, hydrology and water quality, noise, solid and hazardous waste, and transportation and traffic.

The Draft Program EIR concluded that implementation of the 2016 AQMP has the potential to generate significant adverse environmental impacts for the following environmental topic areas: aesthetics; construction air quality and GHG emissions; energy (due to increased electricity demand); hazards and hazardous materials; water demand; construction noise and vibration; solid waste; and transportation and traffic. Mitigation measures were identified to mitigate to the maximum extent feasible the potentially significant adverse impacts to all of the aforementioned environmental topic areas. Even after all feasible mitigation measures are implemented, impacts to all of the environmental topic areas would remain significant. In addition, the Draft Program EIR included analyses of potentially significant adverse cumulative environmental impacts and identified and evaluated the relative merits of four project alternatives, including a No Project Alternative (Alternative 1), and compared the impacts from the project alternatives to the potential impacts from the 2016 AQMP.

Eleven comment letters were received during the public comment period on the Draft Program EIR and responses to all comments received were prepared and comments and responses are included in Appendix E of the Final Program EIR. In addition, some modifications have been made to the Draft Program EIR to make it a Final Program EIR, including addressing changes to the 2016 AQMP made after the release of the Draft Program EIR in the Revised Draft AQMP and the Draft Final AQMP. However, none of the modifications alter any of the conclusions reached in the Draft Program EIR or provide new information of substantial importance relative to the draft document that would require recirculation of the Draft Program EIR pursuant to CEQA Guidelines section 15088.5. Because the 2016 AQMP has the potential to generate significant adverse environmental impacts that cannot be mitigated to less than significance, Findings and a Statement of Overriding Considerations are required and have been prepared pursuant to CEQA Guidelines sections 15091 and 15093, respectively.

The Final Program EIR has been prepared pursuant to CEQA Guidelines section 15132 and consists of an executive summary, project description, environmental setting, environmental impacts and mitigation measures, cumulative impacts, project alternatives, the NOP/IS (Appendix A of the Final Program EIR), comments and responses to comments on the NOP/IS (Appendix B of the Final Program EIR), air quality construction – assumptions and calculations (Appendix C of the Final Program EIR), scoping meeting comments (Appendix D of the Final Program EIR), and comments and responses to comments on the Draft Program EIR (Appendix E of the Final Program EIR). All documents comprising the Final Program EIR for the proposed project are available at SCAQMD headquarters, 21865 Copley Drive, Diamond Bar, California, 91765. The Final Program EIR was made available to the public on January 25, 2017, and can be obtained by contacting the SCAQMD's Public Information Center at (909) 396-2039 or by accessing the

SCAQMD's CEQA webpage at: http://www.aqmd.gov/home/library/documents-support-material/lead-agency-scaqmd-projects.

2.2 SUMMARY OF THE PROPOSED PROJECT

Implementation of the 2016 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; certain non-road engines; and off-shore oil development. 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 SCAQMD is responsible for regulating stationary sources and some mobile sources. In addition, SCAQMD has lead responsibility for the development of the 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).

The overall control strategy for the 2016 AQMP is designed to meet applicable federal and state requirements. The 2016 AQMP focuses on achieving NOx reductions to attain ozone and PM2.5 standards, both at the federal and state levels. In addition, the 2016 AQMP also discusses the recently adopted federal 8-hour ozone standard (70 ppb). The proposed control measures in the 2016 AQMP are based on implementing all feasible control measures through the accelerated deployment of available cleaner technologies, best management practices, co-benefits from existing programs, and incentive measures. Public and private funding will help to further the development and deployment of advanced technologies. Similar to the approaches taken in previous AQMPs, the state implementation plan (SIP) commitment includes an adoption and implementation schedule for each control measure. Many of the same technologies will address both air quality and climate needs, such as increased energy efficiency. To ultimately achieve the ozone ambient air quality standards and demonstrate attainment, significant NOx emissions reductions will be necessary, not only from non-vehicular sources under the jurisdiction of SCAQMD, but substantial reductions will be necessary from sources primarily under the jurisdiction of CARB (e.g., on-road motor vehicles, off-road equipment, and consumer products) and U.S. EPA (e.g., aircraft, ships, trains, and pre-empted off-road equipment). Without an adequate and fair-share level of reductions from all sources, the emissions reduction burden would be unfairly shifted to stationary sources that are already stringently regulated. SCAQMD will continue to work closely with CARB to further control mobile source emissions where federal or state actions do not meet regional needs.

Implementation of the 2016 AQMP will be based on a series of control measures and strategies that vary by source type (i.e., mobile or stationary) as well as by the pollutant that is being addressed. Control measures were developed from a number of sources, including the AQMP Advisory Group, AQMP Control Strategy Symposium, Reasonably Available Control Technology (RACT) / Reasonable Available Control Measures Analysis (RACM), Best Available Control

Technology (BACT) / Best Available Control Measures (BACM) analysis, SCAQMD staff and public input, and previous AQMPs.

The 2016 AQMP control measures consist of three main components: 1) the SCAQMD's Stationary and Mobile Source Control Measures; 2) suggested State and Federal Source Control Measures; and 3) RTP/SCS Transportation Control Measures provided by SCAG. These measures rely on not only the traditional command-and-control approach, but also public incentive programs, as well as advanced technologies expected to be developed and deployed in the next several years.

2.3 ABSENCE OF NEW INFORMATION

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

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

Updated Information: As described in the Preface to the Final Program EIR, modifications to the proposed project were made between the release of the Draft 2016 AQMP (released to the public on June 30, 2016) and the Revised Draft 2016 AQMP (released to the public on October 7, 2016). The specific changes are documented in the following online overview: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016air-quality-management-plan/revised-draft-aqmp-plan/overview.pdf. Several additional modifications to the proposed project were made between the release of the Revised Draft 2016 AQMP and the Draft Final AQMP (released to the public on December 2, 2016), including the addition of prioritized funding distribution to benefit disadvantaged communities, the addition of the latest emission reductions based on the latest attainment modeling, updates to Chapter 2 to reflect public health comments received on Appendix I, additional consideration of "life cycle" emissions analysis, clarification of engine inventory and acknowledgement of the need for reliable emergency power in certain circumstances (CMB-01), highlighting of the small wastewater treatment inventory among non-refinery flare facilities (CMB-03), an expanded discussion of RECLAIM re-assessment (CMB-05), clarification of the review of NPDES permits to avoid conflicting requirements (BCM-03), and the addition of the incentive funding shortfall procedure in Appendix IV-B.

The SCAQMD Governing Board finds that these changes to the 2016 AQMP do not cause any new or more severe environmental impacts. Therefore, in accordance with CEQA Guidelines

Section 15088.5, no recirculation of the Final Program EIR is necessary based on the changes to the 2016 AQMP.

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

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

Based on the foregoing reasons, and having reviewed the information contained in the Final Program EIR and in the record of SCAQMD's proceedings, including the comments on the Draft Program EIR and the responses thereto, and the above-described information, the SCAQMD Governing Board hereby finds that no significant new information has been added to the Final Program EIR since public notice was given of the availability of the Draft Program EIR that would require recirculation of the Draft Program EIR.

2.4 SCAQMD GOVERNING BOARD REVIEW

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

3.0 FINDINGS

Public Resources Code §21081 and CEQA Guidelines section 15091(a) state that no public agency shall approve or carry out a project for which a CEQA document has been completed which identifies one or more significant adverse environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. Additionally, the findings must be supported by substantial evidence in the record (CEQA Guidelines § 15091(b)). As identified in the Final Program EIR and summarized in this document, the 2016 AQMP has the potential to create significant adverse impacts for the following topics: aesthetics; construction air quality and GHG emissions; energy (due to increased electricity demand); hazards and hazardous materials; water demand; construction noise and vibration; solid waste; and, transportation and traffic. The SCAQMD Governing Board, therefore, makes the following findings regarding the 2016 AQMP. The findings are supported by substantial evidence in the record as explained in each finding. The 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 SCAQMD Governing Board are based on the following significant adverse impacts identified in the Final Program EIR.

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

1. **Project-specific and cumulative aesthetics impacts were concluded to be significant and would remain significant following mitigation.**

   Finding and Explanation:
   Implementation of some of the 2016 AQMP control measures could: 1) change the existing visual character or quality of any site on which certain types of technologies may be installed and its surroundings; and 2) result in glare. For example, during construction associated with the installation of catenary lines, the equipment staging and laydown areas could be in close proximity to each affected site and as such, could cause a temporary, but potentially significant degradation of the existing visual character of the each affected site. Similarly, during operation, the use of bonnet technology on vessels at the Ports may also cause a potentially significant degradation of the existing visual character or quality of a site and its surroundings. In addition, the installation of solar panels and cool roof technology could significantly increase the amount of glare generated relative to the existing setting.

   SCAG's TCMs and related strategies, measures and recommendations included in the 2016 RTP/SCS are also included in the 2016 AQMP. Because the TCMs are included in the 2016 AQMP and because the TCMs and other projects in the 2016 RTP/SCS have the potential to generate related or similar impacts compared to the 2016 AQMP, the 2016 RTP/SCS is considered to be a cumulatively related project. Feasible mitigation measures to reduce significant adverse cumulative aesthetics impacts were identified in the Program EIR for the 2016 RTP/SCS.

Five aesthetics mitigation measures are identified in the Mitigation Monitoring and Reporting Plan section of this document (e.g., AE-1 through AE-5). However, because the SCAQMD cannot predict how a lead agency might choose to mitigate a particular significant aesthetics impact for future project(s) located in areas with project-specific features and issues, the potential exists for impacts from future projects to have significant adverse project-specific aesthetics impacts even after feasible mitigation measures are identified and imposed. While these aesthetics mitigation measures may reduce aesthetics impacts to the maximum extent feasible, none will avoid the significant impacts or reduce the aesthetics impacts to less than significant. Further, no other feasible mitigation measures have been identified to reduce project-specific or cumulative aesthetics impacts to a level of insignificance. Therefore, the 2016 AQMP is considered to have significant adverse unavoidable project-specific and cumulative aesthetics impacts and these impacts are expected to remain significant after mitigation.

The Governing Board finds that mitigation measures have been identified, but they would not reduce to insignificance the significant adverse project-specific or cumulative impacts to aesthetics. No other feasible mitigation measures have been identified. 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, social, and technological factors."

The Governing Board further finds that the Final Program EIR considered alternatives pursuant to CEQA Guidelines section 15126.6, but there is no alternative to the project, other than the No Project Alternative (Alternative 1), that would reduce to insignificant levels the significant project-specific or cumulative aesthetics impacts that were identified for the proposed project. However, the No Project Alternative (Alternative 1) was rejected due to infeasibility. Specifically, the No Project Alternative (Alternative 1) was determined to not be a legally viable alternative because the SCAQMD is required to submit to U.S. EPA an ozone and PM2.5 AQMP that demonstrates attainment of the applicable ozone and PM2.5 NAAQS by the applicable dates and continued implementation of the 2012 AQMP without adopting additional reduction measures would violate this requirement.

2. Project-specific and cumulative criteria air pollutant and GHG emissions during construction were concluded to be significant and would remain significant following mitigation.

Finding and Explanation:
Implementation of the 2016 AQMP is expected to result in direct air quality benefits because emission reductions are anticipated to occur as a result of implementing the various control measures. However, indirect air quality impacts resulting in potential increases in air pollutants could also occur from intended efforts or equipment employed to improve air quality. In particular, some of the control measures could: 1) generate emissions during the construction phases needed to implement the proposed control measures; 2) generate additional emissions from power plants that would need to expand in order to produce the additional electricity needed to operate zero and near-zero technologies; 3) generate

additional TACs such as from the increased use of ammonia for operating air pollution control equipment and the manufacture and use of reformulated products; 4) generate additional emissions from refineries to produce reformulated or alternative fuels; and 5) generate additional trips to transport materials. Analysis of these air quality impacts concluded that only the emissions generated during construction activities would exceed the air quality and GHG significance thresholds for construction.

SCAG's TCMs and related strategies, measures and recommendations included in the 2016 RTP/SCS are also included in the 2016 AQMP. Because the TCMs are included in the 2016 AQMP and because the TCMs and other projects in the 2016 RTP/SCS have the potential to generate related or similar impacts compared to the 2016 AQMP, the 2016 RTP/SCS is considered to be a cumulatively related project. Feasible mitigation measures to reduce significant adverse cumulative air quality and GHG impacts were identified in the Program EIR for the 2016 RTP/SCS.

Air quality mitigation measures for project-specific impacts are identified in the Mitigation Monitoring and Reporting Plan section of this document (e.g., AQ-1 through AQ-23). While implementation of these air quality mitigation measures would reduce construction emissions to the maximum extent feasible, none will reduce the construction-related air quality and GHG impacts to less than significant levels. No other feasible mitigation measures have been identified to reduce project-specific or cumulative construction air quality and GHG emissions to a level of insignificance. Therefore, the 2016 AQMP is considered to have significant adverse unavoidable project-specific and cumulative air quality and GHG impacts during construction. As improved emission reduction technologies become available and as specific control measures are developed and projects proposed, additional construction mitigation measures will be updated and implemented.

The Governing Board finds that mitigation measures have been identified, but they would not reduce to insignificance the significant adverse project-specific or cumulative impacts to air quality and GHG during construction. No other feasible mitigation measures have been identified. 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, social, and technological factors."

The Governing Board further finds that the Final Program EIR considered alternatives pursuant to CEQA Guidelines section 15126.6, but there is no alternative to the project, other than the No Project Alternative (Alternative 1), that would reduce to insignificant levels the significant project-specific or cumulative air quality and GHG impacts during construction that were identified for the proposed project. However, the No Project Alternative (Alternative 1) was rejected due to infeasibility. Specifically, the No Project Alternative (Alternative 1) was determined to not be a legally viable alternative because the SCAQMD is required to submit to U.S. EPA an ozone and PM2.5 AQMP that demonstrates attainment of the applicable ozone and PM2.5 NAAQS by the applicable dates and continued implementation of the 2012 AQMP without adopting additional reduction measures would violate this requirement.

3. Project-specific and cumulative energy impacts due to increased electricity demand were concluded to be significant and would remain significant following mitigation.

Finding and Explanation:
Implementation of some of the 2016 AQMP control measures could increase the electricity demand from 7.8 to 12.7 percent by year 2024 due to an increased penetration of near-zero and zero emission technologies combined with operating new 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.

SCAG's TCMs and related strategies, measures and recommendations included in the 2016 RTP/SCS are also included in the 2016 AQMP. Because the TCMs are included in the 2016 AQMP and because the TCMs and other projects in the 2016 RTP/SCS have the potential to generate related or similar impacts compared to the 2016 AQMP, the 2016 RTP/SCS is considered to be a cumulatively related project. Feasible mitigation measures to reduce significant adverse cumulative energy impacts were identified in the Program EIR for the 2016 RTP/SCS.

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). However, while implementation of mitigation measures E-1 to E-7 would reduce the 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 electricity demand impacts to a level of insignificance. Therefore, the proposed project is considered to have significant adverse unavoidable project-specific and cumulative energy impacts.

The Governing Board finds that mitigation measures have been identified, but they would not reduce to insignificance the significant adverse project-specific or cumulative impacts to energy. No other feasible mitigation measures have been identified. 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, social, and technological factors."

The Governing Board further finds that the Final Program EIR considered alternatives pursuant to CEQA Guidelines section 15126.6, but there is no alternative to the project, other than the No Project Alternative (Alternative 1), that would reduce to insignificant levels the significant project-specific or cumulative energy impacts that were identified for the proposed project. However, the No Project Alternative (Alternative 1) was rejected due to infeasibility. Specifically, the No Project Alternative (Alternative 1) was determined to not be a legally viable alternative because the SCAQMD is required to submit to U.S. EPA an ozone and PM2.5 AQMP that demonstrates attainment of the applicable ozone and PM2.5 NAAQS by the applicable dates and continued implementation of the 2012 AQMP without adopting additional reduction measures would violate this requirement.

4. Project-specific and cumulative hazards and hazardous materials impacts were concluded to be significant and would remain significant following mitigation.

Finding and Explanation:
Implementation of some of the 2016 AQMP control measures could cause significant hazards and hazardous materials impacts related to: 1) to the use of reformulated coatings, solvents, and consumer products; 2) the use of LNG, an alternative fuel, and the use of ammonia to operate air pollution control equipment; and 3) implementing the proposed project at the affected facilities located within in close proximity to sensitive receptors or within one-quarter mile of existing or proposed school sites.

SCAG's TCMs and related strategies, measures and recommendations included in the 2016 RTP/SCS are also included in the 2016 AQMP. Because the TCMs are included in the 2016 AQMP and because the TCMs and other projects in the 2016 RTP/SCS have the potential to generate related or similar impacts compared to the 2016 AQMP, the 2016 RTP/SCS is considered to be a cumulatively related project. All feasible mitigation measures to reduce significant cumulative adverse hazard and hazardous materials impacts were identified in the Program EIR for the 2016 RTP/SCS.

Two mitigation measures are identified in the Mitigation Monitoring and Reporting Plan section of this document (e.g., HZ-1 and HZ-2), which were crafted to inform consumers about any potential fire hazards that may be associated with using reformulated products that may have increased flammability. While the promotion of consumer awareness may be helpful for safety reasons, these mitigation measures do not physically reduce any fire hazards in the reformulated products themselves. Three mitigation measures are identified in the Mitigation Monitoring and Reporting Plan section of this document (e.g., HZ-3 through HZ-6) to address the transportation and storage impacts associated with LNG and ammonia. Three mitigation measures are identified in the Mitigation Monitoring and Reporting Plan section of this document (e.g., HZ-16 through HZ-18) to address the hazards impacts near sensitive receptors and schools. None of these mitigation measures will reduce all the significant hazard and hazardous materials impacts to less than significant levels. No other feasible mitigation measures have been identified that would reduce all the project-specific or cumulative hazard and hazardous materials impacts to a level of insignificance. Therefore, even after implementation of mitigation measures HZ-1 through HZ-18, the significant adverse unavoidable project-specific and cumulative hazard and hazardous materials impacts of the proposed project are expected to remain significant and unavoidable.

The Governing Board finds that mitigation measures have been identified, but none of the mitigation measures would reduce impacts to less than significant. Thus, not all of the mitigation measures would reduce to insignificance all of the significant adverse project-specific or cumulative impacts to hazards and hazardous materials. No other feasible mitigation measures have been identified. 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, social, and technological factors."

The Governing Board further finds that the Final Program EIR considered alternatives pursuant to CEQA Guidelines section 15126.6, but there is no alternative to the project, other than the No Project Alternative (Alternative 1), that would reduce to insignificant levels the significant project-specific or cumulative hazards and hazardous materials impacts that were identified for the proposed project. However, the No Project Alternative (Alternative 1) was rejected due to infeasibility. Specifically, the No Project Alternative (Alternative 1) was determined to not be a legally viable alternative because the SCAQMD is required to submit to U.S. EPA an ozone and PM2.5 AQMP that demonstrates attainment of the applicable ozone and PM2.5 NAAQS by the applicable dates and continued implementation of the 2012 AQMP without adopting additional reduction measures would violate this requirement.

5. Project-specific and cumulative water demand impacts were concluded to be significant and would remain significant following mitigation.

Finding and Explanation:
The projected amount water demand associated with operating certain air pollution control technologies as well as the use of waterborne coatings could exceed the significance threshold of 262,820 gallons per day for potable water demand and five million gallons per day of total water demand, as a result of implementing the 2016 AQMP.

SCAG's TCMs and related strategies, measures and recommendations included in the 2016 RTP/SCS are also included in the 2016 AQMP. Because the TCMs are included in the 2016 AQMP and because the TCMs and other projects in the 2016 RTP/SCS have the potential to generate related or similar impacts compared to the 2016 AQMP, the 2016 RTP/SCS is considered to be a cumulatively related project. Feasible mitigation measures to reduce significant adverse cumulative and project-specific water demand impacts were identified in the Program EIR for the 2016 RTP/SCS.

Four mitigation measures are identified in the Mitigation Monitoring and Reporting Plan section of this document (e.g., WQ-1 through WQ-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 significant water demand impacts, which could impact groundwater depletion, or reduce these impacts to less than significant levels. No other feasible mitigation measures have been identified that would avoid or reduce the project-specific or cumulative water demand and groundwater depletion impacts to a level of insignificance. Therefore, even after implementation of mitigation measures WQ-1 through WQ-4, the 2016 AQMP is considered to have significant adverse unavoidable project-specific and cumulative water demand and groundwater depletion impacts.

The Governing Board finds that mitigation measures have been identified, but they would not reduce to insignificance the significant adverse project-specific or cumulative impacts to water demand. No other feasible mitigation measures have been identified. 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, social, and technological factors."

The Governing Board further finds that the Final Program EIR considered alternatives pursuant to CEQA Guidelines section 15126.6, but there is no alternative to the project, other than the No Project Alternative (Alternative 1) and Alternative 2 – Mobile Source Reduction Only, that would reduce to insignificant levels the significant project-specific or cumulative water demand impacts that were identified for the proposed project. However, the No Project Alternative (Alternative 1) was rejected due to infeasibility. Specifically, the No Project Alternative (Alternative 1) was determined to not be a legally viable alternative because the SCAQMD is required to submit to U.S. EPA an ozone and PM2.5 AQMP that demonstrates attainment of the applicable ozone and PM2.5 NAAQS by the applicable dates and continued implementation of the 2012 AQMP without adopting additional reduction measures would violate this requirement. In addition, while the water demand impacts under Alternative 2 would be less than the proposed project, Alternative 2 would also achieve fewer overall benefits than the proposed project.

6. Project-specific and cumulative noise and vibration impacts during construction were concluded to be significant and would remain significant following mitigation.

Finding and Explanation:
If the 2016 AQMP's control measures pertaining to the installation of new roadway infrastructure are implemented, construction noise and vibration impacts would be potentially significant because transportation-related construction activities can occur during the evening/nighttime hours to minimize traffic impacts during the more heavy traffic periods.

SCAG's TCMs and related strategies, measures and recommendations included in the 2016 RTP/SCS are also included in the 2016 AQMP. Because the TCMs are included in the 2016 AQMP and because the TCMs and other projects in the 2016 RTP/SCS have the potential to generate related or similar impacts compared to the 2016 AQMP, the 2016 RTP/SCS is considered to be a cumulatively related project. Feasible mitigation measures to reduce significant adverse cumulative and project-specific noise impacts were identified in the Program EIR for the 2016 RTP/SCS.

Seventeen mitigation measures are identified in the Mitigation Monitoring and Reporting Plan section of this document (e.g., NS-1 through NS-17) to address the project-specific construction noise impacts. While these mitigation measures could minimize some of the noise and vibration impacts from construction, the SCAQMD cannot predict how a lead agency or responsible agency might choose to mitigate the significant construction noise and vibration impacts for a future project. However, none of these mitigation measures will avoid the significant 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 a level of insignificance. Therefore, even after implementation of mitigation measures NS-1 through NS-17, the 2016 AQMP is considered to have significant adverse unavoidable project-specific and cumulative noise and vibration impacts during construction.

The Governing Board finds that mitigation measures have been identified, but they would not reduce to insignificance the significant adverse project-specific or cumulative impacts to noise during construction. No other feasible mitigation measures have been identified. 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, social, and technological factors."

The Governing Board further finds that the Final Program EIR considered alternatives pursuant to CEQA Guidelines section 15126.6, but there is no alternative to the project, other than the No Project Alternative (Alternative 1) and Alternative 3 – CARB/SCAQMD Regulation Only, that would reduce to insignificant levels the significant project-specific or cumulative construction noise impacts that were identified for the proposed project. However, the No Project Alternative (Alternative 1) was rejected due to infeasibility. Specifically, the No Project Alternative (Alternative 1) was determined to not be a legally viable alternative because the SCAQMD is required to submit to U.S. EPA an ozone and PM2.5 AQMP that demonstrates attainment of the applicable ozone and PM2.5 NAAQS by the applicable dates and continued implementation of the 2012 AQMP without adopting additional reduction measures would violate this requirement. In addition, while the construction noise and vibration impacts under Alternative 3 would be less than the proposed project, Alternative 3 would also achieve fewer overall benefits than the proposed project because it would not achieve an important objective to eliminate reliance on future technologies (federal Clean Air Act (CAA) § 182(e)(5)) measures to the extent feasible.

7. Project-specific and cumulative solid waste impacts were concluded to be significant and would remain significant following mitigation.

Finding and Explanation:
Because the extent and timing of construction needed to implement the 2016 AQMP is not known at this time, the potential to exceed landfill capacities in the short-term was found to be significant. Additionally, the high volume of non-recyclable waste that may be generated from scrapping or retiring a large number of vehicles and equipment over a short timeframe could result in amounts that have the potential to exceed landfill capacities. Thus, construction and vehicle and equipment scrapping activities have the potential to create significant adverse solid waste impacts.

SCAG's TCMs and related strategies, measures and recommendations included in the 2016 RTP/SCS are also included in the 2016 AQMP. Because the TCMs are included in the 2016 AQMP and because the TCMs and other projects in the 2016 RTP/SCS have the potential to generate related or similar impacts compared to the 2016 AQMP, the 2016

RTP/SCS is considered to be a cumulatively related project. Feasible mitigation measures to reduce significant adverse cumulative solid waste impacts were identified in the Program EIR for the 2016 RTP/SCS.

Because of the potentially significant increase in solid waste generation from construction and vehicle and equipment scrapping, mitigation measures are required. However, no feasible project-specific mitigation measures were identified that would avoid the significant solid waste 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 solid waste impacts to a level of insignificance. Therefore, the 2016 AQMP is considered to have significant adverse unavoidable project-specific and cumulative solid waste impacts from construction and vehicle and equipment scrapping.

The Governing Board finds that no feasible mitigation measures have been identified that would reduce to insignificance the significant adverse project-specific or cumulative impacts to solid waste. 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, social, and technological factors."

The Governing Board further finds that the Final Program EIR considered alternatives pursuant to CEQA Guidelines section 15126.6, but there is no alternative to the project, other than the No Project Alternative (Alternative 1), that would reduce to insignificant levels the significant project-specific or cumulative solid waste impacts that were identified for the proposed project. However, the No Project Alternative (Alternative 1) was rejected due to infeasibility. Specifically, the No Project Alternative (Alternative 1) was determined to not be a legally viable alternative because the SCAQMD is required to submit to U.S. EPA an ozone and PM2.5 AQMP that demonstrates attainment of the applicable ozone and PM2.5 NAAQS by the applicable dates and continued implementation of the 2012 AQMP without adopting additional reduction measures would violate this requirement.

8. Project-specific and cumulative transportation and traffic impacts were concluded to be significant and would remain significant following mitigation.

Finding and Explanation:
Construction activities that would be necessary to implement various control measures in the 2016 AQMP could create significant, albeit temporary, transportation and traffic impacts that could cause a reduction of LOS at local intersections, result in partial or temporary road or lane closures, result in additional traffic congestion, and potentially impact roadways within each affected local agency's congestion management plan. In addition, other potentially significant increases in operational traffic will be generated due to the need to transport: 1) increased waste for disposal (e.g., construction debris, waste from scrapping of old equipment/vehicles, and waste from air pollution control equipment, such as filters); 2) increased waste for recycling (e.g., catalysts, metals); 3) increased use of products and supplies such as ammonia, SBS, fresh catalyst, etc.); and 4) increased agricultural materials generated by chipping, grinding and composting facilities. Further,

transportation infrastructure improvements pertaining to overhead catenary electrical lines could require the dedication of an existing lane exclusive to vehicles using the overhead catenary electrical lines or fixed guideway systems. The dedication of an existing lane would mean that other vehicles would have reduced access to available driving lanes, thus significantly adversely affecting traffic and increasing congestion for all other vehicles on the road. Finally, if the barge-based bonnet technology is used to reduce emissions from ocean-going vessels, the increased movement of barges within the harbors could create significant congestion and traffic impacts.

SCAG's TCMs and related strategies, measures and recommendations included in the 2016 RTP/SCS are also included in the 2016 AQMP. Because the TCMs are included in the 2016 AQMP and because the TCMs and other projects in the 2016 RTP/SCS have the potential to generate related or similar impacts compared to the 2016 AQMP, the 2016 RTP/SCS is considered to be a cumulatively related project. Feasible mitigation measures to reduce significant adverse cumulative and project-specific transportation and traffic impacts were identified in the Program EIR for the 2016 RTP/SCS.

One mitigation measure is identified in the Mitigation Monitoring and Reporting Plan section of this document (e.g., TR-1) to address the project-specific transportation and traffic impacts. While this mitigation measure could help minimize some of the significant construction impacts, the SCAQMD cannot predict how a lead agency or responsible agency might choose to mitigate a particular significant traffic and transportation impact for a future project. Thus, this mitigation measure will not avoid the significant traffic and transportation 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 traffic and transportation impacts to a level of insignificance. Therefore, even after implementation of mitigation measure TR-1, the 2016 AQMP is considered to have significant adverse unavoidable project-specific and cumulative traffic and transportation impacts.

The Governing Board finds that mitigation measures have been identified, but they would not reduce to insignificance the significant adverse project-specific or cumulative impacts to transportation and traffic during construction and operation. No other feasible mitigation measures have been identified. 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, social, and technological factors."

The Governing Board further finds that the Final Program EIR considered alternatives pursuant to CEQA Guidelines section 15126.6, but there is no alternative to the project, other than the No Project Alternative (Alternative 1) and Alternative 3 – CARB/SCAQMD Regulation Only, that would reduce to insignificant levels the significant project-specific or cumulative transportation and traffic impacts that were identified for the proposed project. However, the No Project Alternative (Alternative 1) was rejected due to infeasibility. Specifically, the No Project Alternative (Alternative 1) was determined to not be a legally viable alternative because the SCAQMD is required to submit to U.S. EPA an ozone and PM2.5 AQMP that demonstrates attainment of the applicable ozone and

PM2.5 NAAQS by the applicable dates and continued implementation of the 2012 AQMP without adopting additional reduction measures would violate this requirement. In addition, while the transportation and traffic impacts under Alternative 3 would be less than the proposed project, Alternative 3 would also achieve fewer overall benefits than the proposed project because it would not achieve an important objective to eliminate reliance on future technologies (CAA § 182(e)(5)) measures to the extent feasible.

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

Implementation of some of the 2016 AQMP control measures could cause significant hazards and hazardous materials impacts related to implementing the proposed project at the affected facilities and sites included on lists pursuant to Government Code section 65962.5 during construction.

Nine mitigation measures are identified in the Mitigation Monitoring and Reporting Plan section of this document (e.g., HZ-7 through HZ-15) to address the hazards impacts for these affected facilities and sites. The analysis in the Draft Program EIR concluded that if the operators of the affected facilities and sites comply with mitigation measures HZ-7 through HZ-15, then the hazards impacts associated with implementing the 2016 AQMP at the affected facilities and sites would be reduced to less than significant levels.

Conclusion of Findings

The Governing Board finds that feasible mitigation measures have been identified to help minimize the potentially significant adverse impacts to the following topics: aesthetics; construction air quality and GHG emissions; energy (due to increased electricity demand); hazards and hazardous materials; water demand; construction noise and vibration; and transportation and traffic. The Governing Board also finds that no feasible mitigation measures have been identified to help minimize the potentially significant adverse impacts to these topic areas. CEQA defines "feasible" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors" (Public Resources Code section 21061.1).

The Governing Board further finds that the Final Program EIR considered alternatives pursuant to CEQA Guidelines section 15126.6, but there is no alternative to the project, other than the No Project Alternative (Alternative 1), that would reduce to insignificant levels the significant impacts to all of the aforementioned environmental topic areas. However, the No Project Alternative was rejected due to infeasibility. Specifically, the No Project Alternative (Alternative 1) was determined to not be a legally viable alternative because the SCAQMD is required to submit to U.S. EPA an ozone and PM2.5 AQMP that demonstrates attainment of the applicable ozone and PM2.5 NAAQS by the applicable dates and continued implementation of the 2012 AQMP without adopting additional reduction measures would violate this requirement.

The Governing Board further finds that a Mitigation Monitoring and Reporting Plan (pursuant to Public Resources Code section 21081.6) needs to be prepared and is included herein because feasible mitigation measures were identified for the topics of: aesthetics; construction air quality

and GHG emissions; energy (due to increased electricity demand); hazards and hazardous materials; water demand; construction noise and vibration; and transportation and traffic.

The Governing Board further finds that the findings required by CEQA Guidelines section 15091(a) are supported by substantial evidence in the record. Further, to comply with CEQA Guidelines section 15091(e), the SCAQMD specifies the Deputy Executive Officer of Planning, Rule Development, and Area Sources as the custodian of the 2016 AQMP and associated documents which constitute the record of proceedings upon which the adoption and approval of the proposed project is based, and which are located at the SCAQMD headquarters, 21865 Copley Drive, Diamond Bar, California 91765.

4.0 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 § 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 § 15093(a)]. Accordingly, a Statement of Overriding Considerations regarding potentially significant adverse impacts to aesthetics; construction air quality and GHG emissions; energy (due to increased electricity demand); hazards and hazardous materials; water demand; construction noise and vibration; solid waste; and transportation and traffic 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 § 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 2016 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 aesthetics; construction air quality and GHG emissions; energy (due to increased electricity demand); hazards and hazardous materials; water demand; construction noise and vibration; solid waste; and transportation and traffic, the SCAQMD finds that the following legal requirements and benefits of the 2016 AQMP outweigh the potentially significant unavoidable adverse impacts for the following reasons:

1. Failure to submit a plan, comply with required plan provisions, or implement an approved plan 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 federal standard could result in stationary sources paying a fee as a penalty for the failure pursuant to the 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 PM2.5 nonattainment pollutants and their precursors on an expeditious implementation schedule.
5. The proposed project would demonstrate attainment of the 24-hour PM2.5 national ambient air quality standard by the year 2019, as required by the federal CAA.
6. The proposed project would reduce population exposure to PM2.5 by achieving the 24-hour PM2.5 national ambient air quality standard by 2019, as required by the federal CAA.
7. The proposed project will meet the 1997 8-hour ozone standard by attainment year 2023 and the 2008 8-hour ozone standard by attainment year 2031 with proposed NOx/VOC control measures.
8. The proposed project's 8-hour ozone strategy will assist in meeting the 1-hour ozone standard by 2022.
9. The proposed project's NOx control strategy will assist in reducing PM2.5 and attainment could be as early as 2023 with implementation of the ozone strategy.
10. The proposed project would reduce population exposure to ozone through continued progress towards attaining the federal one-hour (revoked) and eight-hour ozone standards by 2023 and 2031, respectively.
11. The proposed project would include all feasible measures and an expeditious adoption schedule.
12. The proposed project will demonstrate compliance with the federal CAA requirements such as RACM/BACM demonstration, the RFP and milestone years, general conformity and transportation conformity budget, and VMT offset requirements.
13. The proposed project would update planning assumptions and the best available information such as SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and CARB's 2014 Emissions Factors Model (EMFAC2014) for the on-road mobile source emissions inventory.
14. The proposed project would update emission inventories using 2012 as the base year and incorporate emission reductions achieved from all applicable rules and regulations and the latest demographic forecasts.
15. The proposed project would update any remaining control measures from the 2007 AQMP and 2012 AQMP incorporated into the 2016 AQMP, as appropriate.
16. The proposed project would demonstrate compliance with federal contingency measure requirements.
17. Implementing Mitigation Measures AE-1 through AE-5 would reduce significant adverse aesthetics impacts to the maximum extent feasible, but not to less than significant.

18. Implementing Mitigation Measures AQ-1 through AQ-23 would reduce significant adverse construction air quality impacts to the maximum extent feasible, but not to less than significant, while also providing construction emission reduction co-benefits because using Tier 4 construction engines would additionally provide PM and hydrocarbon emission reduction benefits.
19. Implementing Mitigation Measures E-1 through E-7 would reduce significant adverse energy impacts to the maximum extent feasible, but not to less than significant.
20. Implementing Mitigation Measures HZ-1 through HZ-6 and HZ-16 through HZ-18 would reduce significant adverse hazards and hazardous materials impacts to the maximum extent feasible, but not to less than significant.
21. Implementing Mitigation Measures WQ-1 through WQ-4 would reduce significant adverse hydrology and water quality impacts to the maximum extent feasible, but not to less than significant.
22. Implementing Mitigation Measures NS-1 through NO-17 would reduce significant adverse noise impacts to the maximum extent feasible, but not to less than significant.
23. Implementing Mitigation Measure TR-1 would reduce significant adverse transportation and traffic impacts to the maximum extent feasible, but not to less than significant.

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

5.0 MITIGATION MONITORING AND REPORTING PLAN

Pursuant to CEQA Guidelines section 15097 and Public Resources Code (PRC) 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. PRC section 21081.6 states in part that when making the findings required by PRC 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 having jurisdiction by law over natural resources affected by the 2016 AQMP requested changes or mitigation measures relative to potentially

significant adverse environmental impacts be incorporated into the 2016 AQMP. Further, it should be noted that the SCAQMD does not construct or operate projects that may result from implementing 2016 AQMP control measures as rules or regulations. As a single purpose public agency responsible for adopting and enforcing air quality rules and regulations, where applicable and within the jurisdiction of the SCAQMD, enforcement of implementing mitigation measures, monitoring, and reporting requirements described in this Mitigation Monitoring and Reporting Plan (MMRP) is the responsibility of the SCAQMD as the lead agency under CEQA. However, as noted in discussions under Findings, some of the mitigation measures identified in the Final Program EIR for the 2016 AQMP may not be within the jurisdiction of the SCAQMD, but are within the jurisdiction of local land use agencies, project sponsors, public agencies having jurisdiction by law over natural resources affected by the project, or other CEQA lead agencies.

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

Finally, the responsibility for mitigation monitoring and reporting described in this MMRP will vary depending on the location and jurisdiction of individual projects because the individual projects resulting from implementing 2016 AQMP control measures as rules or regulations may affect a wide variety of commercial, institutional, industrial, and even residential emission sources located throughout the district. It is expected that additional and more specific mitigation measures and monitoring requirements may be developed as specific rules are promulgated. Similarly, additional and more specific mitigation measures and monitoring requirements may be required for individual projects required to comply with any future rules or regulations that must also undergo an environmental analysis pursuant to CEQA.

To fulfill the requirements of Public Resources Code section 21081.6 and CEQA Guidelines section 15097, the SCAQMD has developed this MMRP for anticipated impacts resulting from implementing the 2016 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.

1. Aesthetics Impacts

Impacts Summary: Implementation of some of the 2016 AQMP control measures could: 1) change the existing visual character or quality of any site on which certain types of technologies may be installed and its surroundings; and 2) result in glare. For example, during construction associated with the installation of catenary lines, the equipment staging and laydown areas could be in close proximity to each affected site and as such, could cause a temporary, but potentially significant degradation of the existing visual character of the each affected site. Similarly, during operation, the use of bonnet technology on vessels at the Ports may also cause a potentially significant degradation of the existing visual character or quality of a site and its surroundings. In addition, the installation of solar panels and cool roof technology could significantly increase the amount of glare

generated relative to the existing setting. 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 emissions to a level of insignificance.

Mitigation Measures: The following aesthetics mitigation measures are required during construction associated with the installation of catenary lines and during operation when bonnet technology is used on vessels at the Ports. SCAQMD staff will conduct a CEQA evaluation of each facility-specific project proposed in response to the proposed project and determine if the project is covered by the analysis in the 2016 AQMP Final Program EIR. In addition, these mitigation measures will be included in a Mitigation Monitoring and Reporting Plan as part of issuing SCAQMD permits to construct as applicable. The mitigation measures will be enforceable by SCAQMD personnel.

AE-1 To the extent feasible, the sites selected for use as construction staging and laydown areas would be areas that are already disturbed and/or are in locations of low visual sensitivity. Where feasible, construction staging and laydown areas for equipment, personal vehicles, and material storage would be sited to take advantage of natural screening opportunities provided by existing structures, topography, and/or vegetation. Temporary visual screens would be used where helpful, if existing landscape features did not screen views of the areas.

AE-2 All construction, operation, and maintenance areas would be kept clean and tidy, including the re-vegetation of disturbed soil and storage of construction materials and equipment would be screened from view and/or are generally not visible to the public, where feasible.

AE-3 Siting projects and their associated elements next to important scenic landscape features or in a setting for observation from State scenic highways, national historic sites, national trails, and cultural resources should be avoided to the greatest extent feasible.

AE-4 Apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and color, landscaping, site grading, and so forth in accordance with general plans, master plans, and adopted design guidelines, where applicable.

AE-5 To reduce glare, provide structural and/or vegetative screening from light-sensitive uses, where feasible.

Implementing Parties: Because the 2016 AQMP is a regional plan that can be characterized as an ongoing regulatory program, some of the 2016 AQMP aesthetics mitigation measures in this MMRP may be described as general policies, although some refer to specific actions. The SCAQMD finds that the party or parties responsible for implementing aesthetics mitigation measures from the Final Program EIR for the 2016 AQMP for future projects that have the potential to generate aesthetics impacts from

complying with 2016 AQMP control measures promulgated as rules or regulations would be project applicants, project sponsors, or public agencies within the District.

To the extent that the SCAQMD is the lead agency for future projects that must comply with 2016 AQMP control measures promulgated as rules or regulations, it can enforce implementation of 2016 AQMP aesthetics mitigation measures through its authority to impose binding permit conditions on permit applicants at the time permit applications are processed and approved. Similarly, if the SCAQMD is a responsible agency for such future projects, it would still have the ability to enforce 2016 AQMP mitigation measures through its authority to impose permit conditions on permit applicants at the time permit applications are processed and approved. If the SCAQMD has no approval authority over future projects that have the potential to generate construction air quality impacts from complying with 2016 AQMP control measures promulgated as rules or regulations, then the public agency with primary approval authority over these future projects can and should impose 2016 AQMP Final Program EIR mitigation measures through its authority to impose permit conditions on permit applicants at the time permit applications are processed and approved or through other legally binding instruments.

Monitoring Agency: Because future projects to implement 2016 AQMP control measures promulgated as rules or regulations could be undertaken by project applicants, project sponsors, or public agencies throughout the district, the monitoring agency is expected to vary and may include a variety of public agencies performing the role of lead agency. The SCAQMD cannot predict how a lead agency might choose to mitigate a particular significant aesthetics impact for future project(s) located in areas with project-specific features and issues. If these mitigation measures are determined to be feasible by the Lead Agency, once future project specific details are known, the Lead Agency will ensure compliance with mitigation measures AE-1 through AE-5. Mitigation monitoring (MM) will be accomplished as follows:

MMAE-1: A project applicant, project sponsor, or public agency shall select sites for use as construction staging and laydown areas for equipment, personal vehicles, and material storage that are located in areas that are already disturbed and/or are in locations of low visual sensitivity and where feasible, to take advantage of natural screening opportunities provided by existing structures, topography, and/or vegetation. A project applicant, project sponsor, or public agency may employ temporary visual screens if existing landscape features do not screen views of the construction staging and laydown areas.

MMAE-2: A project applicant, project sponsor, or public agency shall maintain all construction, operation, and maintenance areas in a clean and tidy manner and screen from public view the storage of construction materials and equipment, where feasible. A project applicant, project sponsor, or public agency shall also re-vegetate disturbed soil after construction is completed.

MMAE-3: A project applicant, project sponsor, or public agency shall avoid siting projects and their associated elements next to important scenic landscape features or in a setting for observation from State scenic highways, national historic sites, national trails, and cultural resources, to the greatest extent feasible.

MMAE-4: A project applicant, project sponsor, or public agency shall work with the construction contractor to assure compliance with development standards and guidelines in adopted general plans, master plans, and adopted design guidelines in order to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and color, landscaping, site grading, where applicable.

MMAE-5: A project applicant, project sponsor, or public agency shall provide structural and/or vegetative screening from light-sensitive uses to reduce glare, where feasible.

2. Air Quality and GHG Impacts During Construction

Impacts Summary: Project-specific and cumulative construction-related emissions of criteria air pollutants and GHG emissions, based on a "worst-case" analysis, would exceed the SCAQMD'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 and GHG impacts to a level of insignificance.

Mitigation Measures: The construction air quality mitigation measures identified in the following paragraphs are intended to reduce potential construction emissions associated with construction-related emission sources to the maximum extent feasible. The timing of implementing the construction air quality mitigation measures would be ongoing over the life of the 2016 AQMP and includes the following mitigation measures:

AQ-1 During construction, require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export). If the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall instead requires the use of trucks that meet EPA 2007 model year NOx emissions requirements.

AQ-2 Require all on-site construction equipment to meet the following:

- All off road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with 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.

- A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.
- Encourage construction contractors to apply for SCAQMD "SOON" funding incentives. The "SOON" program provides funds to accelerate the clean-up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: http://www.aqmd.gov/tao/Implementation/SOONProgram.htm.

AQ-3 Prohibit vehicles and construction equipment from idling longer than five minutes at the construction site by including these restrictions in the construction company contract(s) and by posting signs on-site, unless the exceptions in the CARB regulations which pertain to idling requirements are applicable.

AQ-4 All on-road heavy-duty diesel trucks or equipment with a gross vehicle weight rating (GVWR) of 19,500 pounds or greater shall comply with EPA 2007 on-road emission standards for PM and NOx (0.01 gram per brake horsepower - hour (g/bhp-hr) and at least 0.2 g/bhp-hr, respectively).

AQ-5 Maintain construction equipment tuned up and with two to four-degree retard diesel engine timing or tuned to manufacturer's recommended specifications that optimize emissions without nullifying engine warranties.

AQ-6 The project proponent shall survey and document the proposed project's construction areas and identify all construction areas that are served by electricity. Onsite electricity, rather than temporary power generators, shall be used in all construction areas that are demonstrated to be served by electricity.

AQ-7 Provide temporary traffic controls such as a flag person, during all phases of significant construction activity to maintain smooth traffic flow.

AQ-8 Provide dedicated turn lanes for the movement of construction trucks and equipment on- and off-site.

AQ-9 Re-route construction trucks away from congested streets or sensitive receptor areas.

AQ-10 Improve traffic flow by signal synchronization.

AQ-11 Reduce traffic speeds on all unpaved roads to 15 mph or less.

AQ-12 Prohibit truck idling in excess of five minutes, on- and off-site.

AQ-13 Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable.

AQ-14 Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph.

AQ-15 Suspend all construction activities that generate air pollutant emissions during first stage smog alerts.

AQ-16 Configure construction parking to minimize traffic interference.

AQ-17 Use alternative clean fueled off-road equipment or give extra points in the bidding process for contractors committing to use such equipment.

AQ-18 Require covering of all trucks hauling dirt, sand, soil, or other loose materials.

AQ-19 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-20 Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).

AQ-21 Replace ground cover in disturbed areas as quickly as possible to minimize dust.

AQ-22 Pave road and road shoulders.

AQ-23 Sweep streets at the end of the day with SCAQMD Rule 1186 and 1186.1 compliant sweepers if visible soil is carried onto adjacent public paved roads (recommend water sweepers with 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 2016 AQMP is a regional plan that can be characterized as an ongoing regulatory program, some of the 2016 AQMP construction air quality mitigation measures in this MMRP may be described as general policies, although some refer to specific actions. The SCAQMD finds that the party or parties responsible for implementing construction air quality mitigation measures from the Final Program EIR for the 2016 AQMP for future projects that have the potential to generate construction air quality and GHG impacts from complying with 2016 AQMP control measures promulgated as rules or regulations would be project applicants, project sponsors, or public agencies within the District.

To the extent that the SCAQMD is the lead agency for future projects that must comply with 2016 AQMP control measures promulgated as rules or regulations, it can enforce implementation of 2016 AQMP air quality and GHG mitigation measures through its authority to impose binding permit conditions on permit applicants at the time permit applications are processed and approved. Similarly, if the SCAQMD is a responsible agency for such future projects, it would still have the ability to enforce 2016 AQMP

mitigation measures through its authority to impose permit conditions on permit applicants at the time permit applications are processed and approved. If the SCAQMD has no approval authority over future projects that have the potential to generate construction air quality and GHG impacts from complying with 2016 AQMP control measures promulgated as rules or regulations, then the public agency with primary approval authority over these future projects can and should impose 2016 AQMP Final Program EIR mitigation measures through its authority to impose permit conditions on permit applicants at the time permit applications are processed and approved or through other legally binding instruments.

Monitoring Agency: Because future projects to implement 2016 AQMP control measures promulgated as rules or regulations could be undertaken by project applicants, project sponsors, or public agencies throughout the District, the monitoring agency is expected to vary and may include a variety of public agencies performing the role of lead agency. Monitoring would be accomplished as follows:

MMAQ-1: A project applicant, project sponsor, or public agency shall include in all construction contracts the requirement to use 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export). In the event that that 2010 model year or newer diesel trucks cannot be obtained, the project proponent shall provide documentation as information becomes available and shall instead use trucks that meet EPA 2007 model year NOx emissions requirements.

MMAQ-2: 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 provide a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit at the time of mobilization of each applicable unit of equipment.

A project applicant, project sponsor, or public agency shall also encourage construction contractors to apply for SCAQMD "SOON" funding

incentives to help accelerate the clean-up of off-road diesel vehicles, such as heavy duty construction equipment.

MMAQ-3: A project applicant, project sponsor, or public agency shall enter into a contract that notifies all vendors and construction contractors that vehicle and construction equipment 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 §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. 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 vehicles enter the gates of the facility. To further ensure that drivers understand the vehicle and construction equipment 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-4: A project applicant, project sponsor, or public agency shall require the construction contractor to employ on-road heavy-duty diesel trucks or equipment with a gross vehicle weight rating (GVWR) of 19,500 pounds or greater that complies with EPA 2007 on-road emission standards for PM and NOx (0.01 gram per brake horsepower - hour (g/bhp-hr) and at least 0.2 g/bhp-hr, respectively).

MMAQ-5: 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-6: 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-7: 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-8: 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.

MMAQ-9: A project applicant, project sponsor, or public agency shall re-route construction trucks away from congested streets or sensitive receptor areas.

MMAQ-10: 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.

MMAQ-11: 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-12: 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 §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-13: 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-14: 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-15: 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-16: A project applicant, project sponsor, or public agency shall coordinate with the construction contractor to site parking areas to minimize interference with roadway traffic.

MMAQ-17: A project applicant, project sponsor, or public agency and/or their construction contractor(s) shall evaluate the use of alternate fuels 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 alternate-fueled construction equipment. Priority should be given during the bidding process for contractors committing to use alternate-fueled construction equipment.

MMAQ-18: 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-19: A project applicant, project sponsor, or public agency shall require the construction contractor to install and use 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 to prevent drag-out.

MMAQ-20: 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-21: 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.

MMAQ-22: A project applicant, project sponsor, or public agency shall require the construction contractor to pave road and road shoulders.

MMAQ-23: A project applicant, project sponsor, or public agency shall require the construction contractor to sweep streets at the end of the day using SCAQMD Rule 1186 and 1186.1 compliant sweepers 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.

3. Energy Impacts Due to Increased Electricity Demand

Impacts Summary: An increase in electricity demand of 7.8 to 12.7 percent by year 2024 due to an increased penetration of near-zero and zero emission technologies combined with operating new control equipment as a result of the 2016 AQMP. 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 such that mitigation measures are required. The following mitigation measures are intended to minimize the emissions associated with these activities. No feasible mitigation measures have been identified to reduce energy impacts to a level of insignificance.

Mitigation Measures: The energy mitigation measures identified in the following paragraphs are intended reduce electricity demand impacts to the maximum extent feasible. The timing of implementing the energy mitigation measures would be ongoing over the life of the 2016 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.

E-2 Utilities should increase the 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 (e.g., CEQA document) 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 the charging of electrical vehicles and other mobile sources during off-peak hours.

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

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

Implementing Parties: Because the 2016 AQMP is a regional plan that can be characterized as an ongoing regulatory program, some of the electricity demand mitigation measures in this MMRP may be described as general policies, although some refer to specific actions. The SCAQMD finds that the party or parties responsible for implementing electricity mitigation measures in the Final Program EIR for the 2016 AQMP for future projects that have the potential to generate electricity demand impacts from complying with 2016 AQMP control measures promulgated as rules or regulations would be project applicants, project sponsors, and public agencies, including cities or counties, within the District.

To the extent that the SCAQMD is the lead agency for future projects that must comply with 2016 AQMP control measures promulgated as rules or regulations, the SCAQMD may be able to enforce implementation of some 2016 AQMP electricity demand mitigation measures through its authority to impose binding permit conditions on permit applicants at the time permit applications are processed and approved. If the SCAQMD is a responsible agency or has no approval authority over future projects that have the potential to generate electricity demand impacts from complying with 2016 AQMP control measures promulgated as rules or regulations, then the public agency with primary approval authority over these future projects can and should impose 2016 AQMP Final Program EIR mitigation measures through its authority to impose permit conditions on permit applicants at the time permit applications are processed and approved or through other legally binding instruments. Similarly, to the extent allowed by state and federal regulations, electricity generating utilities located within the District as the entities that provide electricity to users may be responsible for implementing some of the 2016 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 2016 AQMP control measures promulgated as rules or regulations could be undertaken by project applicants, project sponsors, or public agencies throughout the District, the monitoring agency is expected to

vary and may include a variety of public agencies performing the role of lead agency. Monitoring would be accomplished as follows:

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.

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

MME-3 The project applicant, project sponsor, or public agency 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.

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).

6. 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 SCAQMD 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. Further, the hazard impacts would be significant during construction for facilities and sites that are included on lists pursuant to Government Code §65962.5 even though operators of these affected facilities and sites would also be required to comply with federal, state, and local regulations for the handling and disposal of hazards and hazardous materials. Finally, implementation of the 2016 AQMP control measures could result in potentially significant hazard impacts at or near sensitive receptors and school sites because it is unknown which facilities may use hazardous materials and which of those facilities may be in close proximity to sensitive receptors or located within one-quarter mile of existing or proposed school sites. The following mitigation measures are intended to minimize the emissions associated with these activities. No feasible mitigation measures have been identified to reduce hazards and hazardous materials impacts to a level of insignificance.

Mitigation Measures: The mitigation measures identified in the following paragraphs are intended reduce hazards and hazardous materials impacts to the maximum extent feasible. The timing of implementing the hazards and hazardous materials mitigation measures would be ongoing over the life of the 2016 AQMP and includes the following mitigation measures:

HZ-1 Add consumer warning requirements for all reformulated products that are flammable and extremely flammable.

HZ-2 Add requirements to conduct a public education and outreach program in joint cooperation with local fire departments regarding reformulated products that are flammable and extremely flammable, especially for reformulated consumer paint thinners and multi-purpose solvents.

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

HZ-4 Install valves that fail shut.

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

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

HZ-7 Conduct a Phase I Environmental Site Assessment prior to construction. If known contamination is discovered, a Phase II environmental Site Assessment should be

conducted and provided to the Lead Agency. The recommendations in the Environmental Site Assessments should be implemented.

HZ-8 Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.

HZ-9 Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to: notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority.

HZ-10 Use best management practices (BMPs) regarding potential soil and groundwater hazards.

HZ-11 Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies.

HZ-12 Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.

HZ-13 Prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site.

HZ-14 Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable

level and to prevent any further environmental contamination as a result of construction.

HZ-15 Where a project site is determined to contain materials classified as hazardous waste by state or federal law, submit written confirmation to appropriate local agency that all state and federal laws and regulations will be followed when profiling, handling, treating, transporting, and/or disposing of such materials.

HZ-16 The temporary storage and handling of potentially hazardous materials/wastes should be in areas away from sensitive receptors such as schools or residential areas. These areas should be secured with chain-link fencing or similar barrier with controlled access to restrict casual contact from non-project personnel. All project personnel that may come into contact with potentially hazardous materials/wastes will have the appropriate health and safety training commensurate with the anticipated level of exposure.

HZ-17 Where the construction or operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible.

HZ-18 Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notification of the anticipated schedule of transport of such materials.

Implementing Parties: Because the 2016 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 SCAQMD finds that the party or parties responsible for implementing hazards and hazardous materials mitigation measures in the Final Program EIR for the 2016 AQMP for future projects that have the potential to generate hazards and hazardous materials impacts from complying with 2016 AQMP control measures promulgated as rules or regulations would be project applicants, project sponsors, and public agencies, including cities or counties, within the District.

To the extent that the SCAQMD is the lead agency for future projects that must comply with 2016 AQMP control measures promulgated as rules or regulations, the SCAQMD may be able to enforce implementation of some 2016 AQMP hazards and hazardous materials mitigation measures through its authority to impose binding permit conditions on permit applicants at the time permit applications are processed and approved. If the SCAQMD is a responsible agency or has no approval authority over future projects that have the potential to generate hazards and hazardous materials impacts from complying with 2016 AQMP control measures promulgated as rules or regulations, then the public agency with primary approval authority over these future projects can and should impose 2016 AQMP Final Program EIR mitigation measures through its authority to impose permit conditions on permit applicants at the time permit applications are processed and approved or through other legally binding instruments.

Monitoring Agency: Because future projects to implement 2016 AQMP control measures promulgated as rules or regulations could be undertaken by project applicants, project sponsors, or public agencies throughout the District, the monitoring agency is expected to vary and may include a variety of public agencies performing the role of lead agency. Monitoring would be accomplished as follows:

MMHZ-1 The project applicant, project sponsor, or public agency shall add consumer warning requirements for all flammable and extremely flammable products.

MMHZ-2 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.

MMHZ-3 The project applicant, project sponsor, or public agency shall ensure the installation of secondary containment (e.g., berms) for LNG tanks.

MMHZ-4 The project applicant, project sponsor, or public agency shall ensure the installation of valves that fail shut on LNG tanks.

MMHZ-5 The project applicant, project sponsor, or public agency shall install emergency release valves and barriers around LNG storage tanks to prevent the physical damage to storage tanks or limit the release of LNG from storage tanks.

MMHZ-6 The project applicant, project sponsor, or public agency shall perform integrity testing of LNG storage tanks to assist in preventing failure occurring from structural problems. Additionally, a containment system to be used for deliveries during off-loading operations shall be constructed.

MMHZ-7 The project applicant, project sponsor, or public agency shall conduct a Phase I Environmental Site Assessment prior to construction. If known contamination is discovered, a Phase II environmental Site Assessment should be conducted and provided to the Lead Agency. The recommendations in the Environmental Site Assessments should be implemented.

MMHZ-8 The project applicant, project sponsor, or public agency shall consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.

MMHZ-9 The project applicant, project sponsor, or public agency shall cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. The area shall be secured as necessary and all appropriate measures should be taken to protect human health and the environment, including but not limited to: notification of regulatory agencies and identification of the nature and extent of contamination. Work shall be stopped in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority.

MMHZ-10 The project applicant, project sponsor, or public agency shall use best management practices (BMPs) regarding potential soil and groundwater hazards.

MMHZ-11 The project applicant, project sponsor, or public agency shall ensure that soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. It shall also complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies.

MMHZ-12 The project applicant, project sponsor, or public agency shall ensure that groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. It shall also utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.

MMHZ-13 Prior to issuance of any demolition, grading, or building permit, the project applicant, project sponsor, or public agency shall submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site.

MMHZ-14 The project applicant, project sponsor, or public agency shall develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level

and to prevent any further environmental contamination as a result of construction.

MMHZ-15 Where a project site is determined to contain materials classified as hazardous waste by state or federal law, the project applicant, project sponsor, or public agency shall submit written confirmation to appropriate local agency that all state and federal laws and regulations will be followed when profiling, handling, treating, transporting, and/or disposing of such materials.

MMHZ-16 The project applicant, project sponsor, or public agency shall ensure that the temporary storage and handling of potentially hazardous materials/wastes should be in areas away from sensitive receptors such as schools or residential areas. These areas shall be secured with chain-link fencing or similar barrier with controlled access to restrict casual contact from non-project personnel. All project personnel that may come into contact with potentially hazardous materials/wastes shall have the appropriate health and safety training commensurate with the anticipated level of exposure.

MMHZ-17 The project applicant, project sponsor, or public agency shall ensure that where the construction or operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible.

MMHZ-18 The project applicant, project sponsor, or public agency shall ensure that where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notification of the anticipated schedule of transport of such materials.

7. Water Demand Impacts

Impacts Summary: The projected amount of water demand associated with operating certain air pollution control technologies as well as the use of waterborne coatings could exceed the significance threshold of 262,820 gallons per day for potable water demand and five million gallons per day of total water demand. Total water can be supplied by 100 percent of potable, groundwater or recycled water, or a combination of these water types. While the source of water supplied to meet the projected water demand will vary from jurisdiction to jurisdiction, potable, groundwater and recycled water may all be used to satisfy the water demand. In the event that groundwater is relied upon to supply water, ground water basins used for water supply are managed to minimize and prevent overdraft conditions and groundwater pumping rights restrict that amount of water that can be pumped. Nonetheless, the amount of groundwater eligible to be pumped could contribute to the exceedance of the total water demand significance threshold. The following mitigation measures are intended to minimize the emissions associated with water demand. No feasible mitigation measures have been identified to reduce water demand impacts to a level of insignificance.

Mitigation Measures: The mitigation measures identified in the following paragraphs are intended reduce water demand impacts to the maximum extent feasible. The timing of implementing the water demand mitigation measures would be ongoing over the life of the 2016 AQMP and includes the following mitigation measures:

WQ-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.

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

WQ-3 Project sponsors should implement water conservation measures and prioritize the use recycled water over potable or groundwater whenever available and appropriate for end uses.

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

Implementing Parties: Because the 2016 AQMP is a regional plan that can be characterized as an ongoing regulatory program, some of the water demand mitigation measures in this MMRP may be described as general policies, although some refer to specific actions. The SCAQMD finds that the party or parties responsible for implementing mitigation measures for future projects that have the potential to generate hydrology and water quality impacts from complying with 2016 AQMP control measures promulgated as rules or regulations would be project applicants, project sponsors, public agencies, and water provider utilities within the District.

To the extent that water demand results from complying with SCAQMD rules that have been promulgated from the 2016 AQMP control measures, the SCAQMD can impose permit conditions on permit applicants at the time permit applications are processed and approved. If the SCAQMD is a responsible agency or has no approval authority over future projects that have the potential to generate water demand impacts from complying with 2016 AQMP control measures promulgated as rules or regulations, then the public agency with primary approval authority over these future projects can and should impose 2016 AQMP mitigation measures through its authority to impose permit conditions on permit applicants at the time permit applications are processed and approved or through other legally binding instruments. Similarly, to the extent allowed by state and federal

regulations, water provider utilities within the District as the entities that provide water to users may be responsible for implementing some of the 2016 AQMP Final Program EIR mitigation measures.

Monitoring Agency: Because future projects to implement 2016 AQMP control measures promulgated as rules or regulations could be undertaken by project applicants, project sponsors, public agencies, water provider utilities throughout the District, the monitoring agency is expected to vary and may include a variety of public agencies performing the role of lead agency. Monitoring would be accomplished as follows:

MMWQ-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.

MMWQ-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.

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

MMWQ-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 consumptions.

8. Noise and Vibration Impacts During Construction

Impacts Summary: If the control measures pertaining to the installation of new roadway infrastructure are implemented, construction noise and vibration impacts would be potentially significant because transportation-related construction activities can occur during the evening/nighttime hours to minimize traffic impacts during the more heavy traffic periods. For example, construction activities related to constructing catenary overhead lines may need to occur during the evening/nighttime hours in order to minimize traffic conflicts since construction would occur along existing roadways and transportation corridors. 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 a level of insignificance.

Mitigation Measures: The mitigation measures identified in the following paragraphs are intended reduce construction noise 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 2016 AQMP and includes the following mitigation measures:

NS-1 Install temporary noise barriers during construction.

NS-2 Use noise barriers to protect sensitive receptors from excessive noise levels during construction.

NS-3 Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance. 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) 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, notify affected sensitive noise receptors and all parties who will experience noise levels in access 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.

NS-4 Limit speed and/or hours of operation of rail and transit systems during the selected periods of time to reduce duration and frequency of conflict with adopted limits on noise levels.

NS-5 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-6 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-7 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.

NS-8 Designate an on-site construction complaint and enforcement manager for the project.

NS-9 Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.

NS-10 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 can and should be used. External jackets on the tools themselves can and should be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures can and should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.

NS-11 Ensure that construction equipment is not idling for an extended time in the vicinity of noise-sensitive receptors.

NS-12 Locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors.

NS-13 Consider using flashing lights instead of audible back-up alarms on mobile equipment.

NS-14 For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations.

NS-15 For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds.

NS-16 For projects where pile driving would be necessary for construction 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-17 For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as the use of more than one pile driver to shorten the total pile driving duration.

Implementing Parties: Because the 2016 AQMP is a regional plan that can be characterized as an ongoing regulatory program, some of the construction noise mitigation measures in this MMRP may be described as general policies, although some refer to

specific actions. The SCAQMD finds that the party or parties responsible for implementing mitigation measures for future projects that have the potential to generate construction noise and vibration impacts from complying with 2016 AQMP control measures promulgated as rules or regulations would be project applicants, project sponsors, and public agencies within the District.

To the extent that construction noise and vibration results from complying with SCAQMD rules that have been promulgated from the 2016 AQMP control measures, the SCAQMD can impose permit conditions on permit applicants at the time permit applications are processed and approved. If the SCAQMD is a responsible agency or has no approval authority over future projects that have the potential to generate construction noise impacts from complying with 2016 AQMP control measures promulgated as rules or regulations, then the public agency with primary approval authority over these future projects can and should impose 2016 AQMP mitigation measures through its authority to impose permit conditions on permit applicants at the time permit applications are processed and approved or through other legally binding instruments. Similarly, to the extent allowed by state and federal regulations, cities or counties within the District as the entities that regulate noise sources through ordinances or general plan noise elements, may be responsible for implementing some of the 2016 AQMP Final Program EIR mitigation measures.

Monitoring Agency: Because future projects to implement 2016 AQMP control measures promulgated as rules or regulations could be undertaken by project applicants, project sponsors, or public agencies throughout the District, the monitoring agency is expected to vary and may include a variety of public agencies performing the role of lead agency. Monitoring would be accomplished as follows:

MMNS-1 The project applicant, project sponsor, or public agency shall install temporary noise barriers during construction.

MMNS-2 The project applicant, project sponsor, or public agency shall use noise barriers to protect sensitive receptors from excessive noise levels during construction.

MMNS-3 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 access 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-4 The project applicant, project sponsor, or public agency shall limit speed and/or hours of operation of rail and transit systems during the selected periods of time to reduce duration and frequency of conflict with adopted limits on noise levels.

MMNS-5 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-6 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-7 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, etc.) are completed.

MMNS-8 The project applicant, project sponsor, or public agency shall designate an on-site construction complaint and enforcement manager for the project.

MMNS-9 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-10 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-11 The project applicant, project sponsor, or public agency shall ensure that construction equipment is not idling for an extended time in the vicinity of noise-sensitive receptors.

MMNS-12 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-13 The project applicant, project sponsor, or public agency shall consider using flashing lights instead of audible back-up alarms on mobile equipment.

MMNS-14 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 determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations.

MMNS-15 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 determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds.

MMNS-16 For projects where pile driving would be necessary for construction 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-17 For projects where pile driving would be necessary for construction due to geological conditions, the project applicant, project sponsor, or public agency shall utilize quiet pile driving techniques such as the use of more than one pile driver to shorten the total pile driving duration.

9. Transportation and Traffic

Impacts Summary: The construction activities necessary to modify existing rail and truck routes/corridors would vary depending on the location. Thus, the specific traffic impacts that would be associated with modifying existing rail and truck routes/corridors are unknown at this time and would require a project-specific impact analysis in a separate CEQA evaluation. However, all other traffic impacts during construction, although temporary in nature, could be significant and result in a reduction of level of service (LOS) at local intersections, result in partial or temporary road or lane closures, result in additional traffic congestion, and potentially impact roadways within each affected local agency's congestion management plan. In addition, other increases in traffic will be generated due to the need to transport: 1) increased waste for disposal (e.g., construction debris, waste from scrapping of old equipment/vehicles, and waste from air pollution control equipment, such as filters); 2) increased waste for recycling (e.g., catalysts, metals); 3) increased use of products and supplies such as ammonia, SBS, fresh catalyst, etc.); and, 4) increased

agricultural materials generated by chipping, grinding and composting facilities. Further, transportation infrastructure improvements pertaining to overhead catenary electrical lines could require the dedication of an existing lane exclusive to vehicles using the overhead catenary electrical lines or fixed guideway systems. The dedication of an existing lane would mean that other vehicles would have reduced access to available driving lanes. Thus, a reduction in the number of available lanes on a roadway to accommodate vehicles using the overhead catenary electrical lines may occur which could significantly adversely affect traffic and increase congestion for all other vehicles on the road. Finally, if the barge-based bonnet technology is used to reduce emissions from ocean-going vessels, the increased movement of barges within the harbors could create significant congestion and traffic impacts. The following mitigation measure is intended to minimize the transportation and traffic impacts. No feasible mitigation measures have been identified to reduce transportation and traffic impacts to a level of insignificance.

Mitigation Measures: The mitigation measure identified in the following paragraph is intended reduce transportation and traffic impacts to the maximum extent feasible. The timing of implementing the transportation and traffic mitigation measure would be ongoing over the life of the 2016 AQMP and includes the following mitigation measure:

TR-1 Develop a construction management plan that includes at least the following items and requirements, if determined to be feasible by the Lead Agency:

- A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes;
- Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur;
- Location of construction staging areas for materials, equipment, and vehicles at an approved location;
- A process for responding to and tracking complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. The Lead Agency shall be informed who the Manager is prior to the issuance of the first permit;
- Provision for accommodation of pedestrian flow;
- As necessary, provision for parking management and spaces for all construction workers to ensure that construction workers do not park in street spaces;
- Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the project sponsor's expense, within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat

to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the Lead Agency (or other appropriate government agency) and/or photo documentation, at the sponsor's expense, before the issuance of a Certificate of Occupancy;

- Any heavy equipment brought to the construction site shall be transported by truck, where feasible;
- No materials or equipment shall be stored on the traveled roadway at any time;
- Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion;
- All equipment shall be equipped with mufflers;
- Prior to the end of each work-day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors; and
- Promote "least polluting" ways to connect people and goods to their destinations.

Implementing Parties: Because the 2016 AQMP is a regional plan that can be characterized as an ongoing regulatory program, some elements of the transportation and traffic mitigation measure in this MMRP may be described as general policies, although some refer to specific actions. The SCAQMD finds that the party or parties responsible for implementing mitigation measures for future projects that have the potential to generate transportation and traffic impacts from complying with 2016 AQMP control measures promulgated as rules or regulations would be project applicants, project sponsors, and public agencies within the District.

To the extent that traffic impacts during construction result from complying with SCAQMD rules that have been promulgated from 2016 AQMP control measures, the SCAQMD can impose permit conditions on permit applicants at the time permit applications are processed and approved. If the SCAQMD is a responsible agency or has no approval authority over future projects that have the potential to generate significant adverse construction traffic impacts from complying with 2016 AQMP control measures promulgated as rules or regulations, then the public agency with primary approval authority over these future projects can and should impose 2016 AQMP mitigation measures through its authority to impose permit conditions on permit applicants at the time permit applications are processed and approved or through other legally binding instruments. Similarly, to the extent allowed by state and federal regulations, CalTrans or local transportation agencies within the District as the entities that may have approval authority over roadway projects and also responsible for implementing the 2016 AQMP Final Program EIR transportation and traffic mitigation measure.

Monitoring Agency: Because future projects to implement 2016 AQMP control measures promulgated as rules or regulations could be undertaken by project applicants, project sponsors, public agencies, local transportation agencies, or CalTrans throughout the

District, the monitoring agency is expected to vary and may include a variety of public agencies performing the role of lead agency. Monitoring would be accomplished as follows:

MMTT-1 The project applicant, project sponsor, or public agency shall develop a construction management plan that includes at least the following items and requirements, if determined to be feasible by the Lead Agency:

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

- Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion;
- All equipment shall be equipped with mufflers;
- Prior to the end of each work-day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors; and
- Promote "least polluting" ways to connect people and goods to their destinations.

6.0 CONCLUSION

To the extent that the SCAQMD is the lead agency with primary approval authority over projects implementing 2016 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 SCAQMD inspectors upon request by the project proponent. The project proponent may be required to submit quarterly (or some other specified time duration) reports to the SCAQMD 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. SCAQMD staff and the project proponent will evaluate the effectiveness of this monitoring program during the construction period. It is expected that, as part of the CEQA document for any future projects implementing 2016 AQMP control measures, mitigation measures identified in this MMRP would be required as necessary, along with any additional mitigation measures identified at that time by the SCAQMD or other responsible agencies.

Table A - Mitigation, Monitoring and Reporting Plan for 2016 Air Quality Management Plan

Mitigation Measure/Implementation Requirement	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Aesthetics			
MMAE-1: A project applicant, project sponsor, or public agency shall select sites for use as construction staging and laydown areas for equipment, personal vehicles, and material storage that are located in areas that are already disturbed and/or are in locations of low visual sensitivity and where feasible, to take advantage of natural screening opportunities provided by existing structures, topography, and/or vegetation. A project applicant, project sponsor, or public agency may employ temporary visual screens if existing landscape features do not screen views of the construction staging and laydown areas.	Project Applicant / Project Sponsor / Public Agency	Prior to the start of construction, the lead agency shall review and approve of the location of the construction laydown areas and the use of temporary visual screens.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Prior to the start of construction.
MMAE-2: A project applicant, project sponsor, or public agency shall maintain all construction, operation, and maintenance areas in a clean and tidy manner and screen from public view the storage of construction materials and equipment, where feasible. A project applicant, project sponsor, or public agency shall also re-vegetate disturbed soil after construction is completed.	Project Applicant / Project Sponsor / Public Agency	During construction, maintain a log documenting daily inspections of construction areas. After construction, the lead agency shall inspect the re-vegetated disturbed soil areas of the site.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Daily during construction. Re-vegetate after construction.
MMAE-3: A project applicant, project sponsor, or public agency shall avoid siting projects and their associated elements next to important scenic landscape features or in a setting for observation from State scenic highways, national historic sites, national trails, and cultural resources, to the greatest extent feasible.	Project Applicant / Project Sponsor / Public Agency	Prior to the start of construction, the lead agency shall review and approve the location of the project to ensure that important scenic landscape features, State scenic highways, national historic sites, national trails, and cultural resources have been protected.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and before the start of construction.
MMAE-4: A project applicant, project sponsor, or public agency shall work with the construction contractor to assure compliance with development standards and guidelines in adopted general plans, master plans, and adopted design guidelines in order to maintain compatibility with surrounding natural areas, including	Project Applicant / Project Sponsor / Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction management plan to assure compliance with development standards and guidelines in adopted general plans,	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies

site coverage, building height and massing, building materials and color, landscaping, site grading, where applicable.		master plans, and adopted design guidelines	3. During the environmental review process and before the start of construction.
MMAE-5: A project applicant, project sponsor, or public agency shall provide structural and/or vegetative screening from light-sensitive uses to reduce glare, 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 to assure that applicable structural and/or vegetative screening from light-sensitive uses to reduce glare are included.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process.
Air Quality			
MMAQ-1: A project applicant, project sponsor, or public agency shall include in all construction contracts the requirement to use 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export). In the event that that 2010 model year or newer diesel trucks cannot be obtained, the project proponent shall provide documentation as information becomes available and shall instead use trucks that meet EPA 2007 model year NOx emissions requirements.	Project Applicant / Project Sponsor / Public Agency	During construction, maintain a log documenting daily equipment usage including the model year. The log will be made available on-site and be provided upon request to the appropriate agency inspector/monitor.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Daily during construction.
MMAQ-2: 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 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 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 be provided upon request to the appropriate agency inspector/monitor. The lead agency shall be provided with documentation of SCAQMD "SOON" funding incentive program application.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Daily during construction.

project sponsor, or public agency shall provide a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit at the time of mobilization of each applicable unit of equipment. A project applicant, project sponsor, or public agency shall also encourage construction contractors to apply for SCAQMD "SOON" funding incentives to help accelerate the clean-up of off-road diesel vehicles, such as heavy duty construction equipment.			
MMAQ-3: A project applicant, project sponsor, or public agency shall enter into a contract that notifies all vendors and construction contractors that vehicle and construction equipment 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 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. 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 vehicles enter the gates of the facility. To further ensure that drivers understand the vehicle and construction equipment 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 management plan to assure compliance with idling requirements. The lead agency shall inspect site to ensure proper signage is posted.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before the start of construction and daily during construction.
MMAQ-4: A project applicant, project sponsor, or public agency shall require the construction contractor to employ on-road heavy-duty diesel trucks or equipment with a gross vehicle weight rating (GVWR) of 19,500 pounds or greater that complies with EPA 2007 on-road emission standards for PM and NOx (0.01 gram per brake horsepower - hour (g/bhp-hr) and at least 0.2 g/bhp-hr, respectively).	Project Applicant / Project Sponsor / Public Agency	During construction, maintain a log documenting daily equipment usage including the model year. The log will be made available on-site and be provided upon request to the appropriate agency inspector/monitor.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Daily during construction.

MMAQ-5: 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 the model year. The log will be made available on-site and be provided upon request to the appropriate agency inspector/monitor.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Daily during construction.
MMAQ-6: 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	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 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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before the start of construction and daily during construction.

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-7: 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 management plan to ensure that proper traffic management controls have been included. During construction, maintain a log detailing the usage of traffic controls. The log will be made available on-site and be provided upon request to the appropriate agency inspector/monitor.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before the start of construction and daily during construction.
MMAQ-8: 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.	Project Applicant / Project Sponsor / Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction management plan to ensure that proper traffic management controls have been included. During construction, maintain a log detailing the usage of traffic controls. The log will be made available on-site and be provided upon request to the appropriate agency inspector/monitor.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before the start of construction and daily during construction.
MMAQ-9: A project applicant, project sponsor, or public agency shall re-route construction trucks away from congested streets or sensitive receptor areas.	Project Applicant / Project Sponsor / Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction management plan to ensure that proper traffic management controls have been included. During construction, maintain a log detailing the usage of traffic controls. The log will be made available on-site and be provided upon request to the appropriate agency inspector/monitor.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before the start of construction and daily during construction.
MMAQ-10: 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.	Project Applicant / Project Sponsor / Public Agency	Prior to the start of construction, the lead agency shall review and approve a construction management plan to ensure	1. SCAQMD/Other Lead Agencies

		that proper traffic management controls have been included. During construction, maintain a log detailing the usage of traffic controls. The log will be made available on-site and be provided upon request to the appropriate agency inspector/monitor.	2. SCAQMD/Other Lead Agencies 3. Before the start of construction and daily during construction.
MMAQ-11: 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 management plan to assure compliance with speed limit requirements. The lead agency shall inspect site to ensure proper signage is posted.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before the start of construction and daily during construction.
MMAQ-12: 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 management plan to assure compliance with idling requirements. The lead agency shall inspect site to ensure proper signage is posted.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before the start of construction and daily during construction.
MMAQ-13: 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 management plan to ensure that proper traffic management controls, including the scheduling of construction	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies

		activities that affect traffic flow during off-peak hours, have been included. During construction, maintain a log detailing the usage of traffic controls. The log will be made available on-site and be provided upon request to the appropriate agency inspector/monitor.	3. Before the start of construction and daily during construction.
MMAQ-14: 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 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 be provided upon request to the appropriate agency inspector/monitor.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before the start of construction and daily during construction.
MMAQ-15: 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 management plan to ensure that applicable construction suspension scenarios are included. During construction, maintain a log detailing any suspension of construction activities. The log will be made available on-site and be provided upon request to the appropriate agency inspector/monitor.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before the start of construction and daily during construction.
MMAQ-16: A project applicant, project sponsor, or public agency shall coordinate with the construction contractor to site parking areas to minimize interference with roadway traffic.	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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before the start of construction.

MMAQ-17: A project applicant, project sponsor, or public agency and/or their construction contractor(s) shall evaluate the use of alternate fuels 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 alternate-fueled construction equipment. Priority should be given during the bidding process for contractors committing to use alternate-fueled construction equipment.	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 where on-site mobile construction equipment using alternative fuels is applicable.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and before the start of construction.
MMAQ-18: 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 management plan that details truck covering requirements. During construction, maintain a log detailing the import or export of dirt, sand, soil, or other loose materials. The log will be made available on-site and be provided upon request to the appropriate agency inspector/monitor.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before the start of construction and daily during construction.
MMAQ-19: A project applicant, project sponsor, or public agency shall require the construction contractor to install and use 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 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 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 be provided upon request to the appropriate agency inspector/monitor.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before the start of construction and daily during construction.
MMAQ-20: 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 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 be	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before the start of construction and daily during construction.

		provided upon request to the appropriate agency inspector/monitor.	
MMAQ-21: 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.	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 ground covering requirements. After construction, the lead agency shall inspect the re-vegetated disturbed soil areas of the site.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before the start of construction and after construction.
MMAQ-22: A project applicant, project sponsor, or public agency shall require the construction contractor to pave road and road shoulders.	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 paving requirements. After construction, the lead agency shall inspect the re-vegetated disturbed soil areas of the site.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before the start of construction and after construction.
MMAQ-23: A project applicant, project sponsor, or public agency shall require the construction contractor to sweep streets at the end of the day using SCAQMD Rule 1186 and 1186.1 compliant sweepers 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 management plan that details sweeping requirements. 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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before the start of construction and daily during construction.
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.	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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and throughout implementation of the 2016 AQMP.

MME-2: To the extent allowed by state and federal law, electricity generating utilities within the District can and should increase capacity of existing transmission lines to meet forecast electricity demand that supports sustainable growth, where feasible and appropriate in coordination with local planning agencies.	Electric Utilities	Local planning agencies shall maintain communications with electricity generating utilities to accurately forecast future electricity demand.	1. Electricity Utilities 2. SCAQMD/Other Lead Agencies/ Electricity Utilities 3. During the environmental review process and before the start of construction.
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 shall be completed according to the specifications of the electricity provider.	Project Applicant / Project Sponsor / Public Agency	When forecasting future electricity demand and/or infrastructure improvements, electricity utilities should consider the effects of local projects on future energy demand.	1. SCAQMD/Other Lead Agencies/Electricity Utilities 2. SCAQMD/Other Lead Agencies/ 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.	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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process.
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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process.

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).	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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process.
Hazards and Hazardous Materials			
MMHZ-1: 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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and before operation.
MMHZ-2: 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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and before operation begins.
MMHZ03: The project applicant, project sponsor, or public agency shall ensure the installation of secondary containment (e.g., berms) for LNG tanks.	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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before operation begins.
MMHZ-4: The project applicant, project sponsor, or public agency shall ensure the installation of valves that fail shut on LNG tanks.	Project Applicant / Project Sponsor / Public Agency	The lead agency shall coordinate with local fire departments to ensure that fail shut valves have been installed before giving final approval of the project.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before operation begins.
MMHZ-5: The project applicant, project sponsor, or public agency shall install emergency release valves and barriers around LNG storage tanks to prevent the physical damage to storage tanks or limit the release of LNG from storage tanks.	Project Applicant / Project Sponsor / Public Agency	The lead agency shall coordinate with local fire departments to ensure that emergency release valves and barriers around LNG storage tanks have been installed before giving final approval of the project.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before operation begins.

MMHZ-6: The project applicant, project sponsor, or public agency shall perform integrity testing of LNG storage tanks to assist in preventing failure occurring from structural problems. Additionally, a containment system to be used for deliveries during off-loading operations shall be constructed.	Project Applicant / Project Sponsor / Public Agency	The lead agency shall coordinate with local fire departments to ensure that integrity testing of LNG storage tanks has been performed and containment systems to be used for deliveries during off-loading operations have been installed before giving final approval of the project.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before operation begins.
MMHZ-7: The project applicant, project sponsor, or public agency shall conduct a Phase I Environmental Site Assessment prior to construction. If known contamination is discovered, a Phase II environmental Site Assessment shall be conducted and provided to the Lead Agency. The recommendations in the Environmental Site Assessments shall be implemented.	Project Applicant / Project Sponsor / Public Agency	The lead agency shall coordinate with project proponent that a Phase I Environmental Site Assessment was conducted prior to construction. If known contamination is discovered, a Phase II Environmental Site Assessment shall be conducted and provided to the Lead Agency prior to construction.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and before construction begins.
MMHZ-8: The project applicant, project sponsor, or public agency shall consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.	Project Applicant / Project Sponsor / Public Agency	The lead agency shall coordinate with project proponent that the appropriate local, state, and federal environmental regulatory agencies were consulted with to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and before and after construction.
MMHZ-9: The project applicant, project sponsor, or public agency shall cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. The area shall be secured as necessary and all appropriate measures shall be taken to protect human health and the environment, including but not limited to: notification of regulatory agencies and identification of the nature and extent of contamination. Work shall be stopped in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority.	Project Applicant / Project Sponsor / Public Agency	The lead agency shall coordinate with project proponent that work will cease if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities. All appropriate measures to protect human health and the environment shall be taken. Maintain a log to document any suspected contamination encountered during construction activities. The log will be made available on-site and be provided upon request to the appropriate agency inspector/monitor.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During construction.

MMHZ-10: The project applicant, project sponsor, or public agency shall use best management practices (BMPs) regarding potential soil and groundwater hazards.	Project Applicant / Project Sponsor / Public Agency	The lead agency shall coordinate with project proponent to ensure best management practices (BMPs) regarding potential soil and groundwater hazards are utilized.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During construction and operation.
MMHZ-11: The project applicant, project sponsor, or public agency shall ensure that soil generated by construction activities shall be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies.	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 stockpile management and profiling procedures. During construction, maintain a log detailing soil exporting activities. The log will be made available on-site and be provided upon request to the appropriate agency inspector/monitor.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before the start of construction and during construction.
MMHZ-12: The project applicant, project sponsor, or public agency shall ensure that groundwater pumped from the subsurface shall be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.	Project Applicant / Project Sponsor / Public Agency	The lead agency shall coordinate with project proponent to ensure that any groundwater pumped from the subsurface shall be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During construction and operation.
MMHZ-13: Prior to issuance of any demolition, grading, or building permit, the project applicant, project sponsor, or public agency shall submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site.	Project Applicant / Project Sponsor / Public Agency	The lead agency shall coordinate with project proponent to ensure that prior to issuance of any demolition, grading, or building permit, the project proponent submitted for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Prior to construction.

		conditions have been met for previous contamination at the site.	
MMHZ-14: The project applicant, project sponsor, or public agency shall develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.	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 develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Prior to construction.
MMHZ-15: Where a project site is determined to contain materials classified as hazardous waste by state or federal law, the project applicant, project sponsor, or public agency shall submit written confirmation to appropriate local agency that all state and federal laws and regulations will be followed when profiling, handling, treating, transporting, and/or disposing of such materials.	Project Applicant / Project Sponsor / Public Agency	The lead agency shall coordinate with project proponent, where a project site is determined to contain materials classified as hazardous waste by state or federal law, that written confirmation to appropriate local agency that all state and federal laws has been submitted and regulations will be followed when profiling, handling, treating, transporting, and/or disposing of such materials. These procedures shall be reflected in the construction management plan.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Prior to construction.
MMHZ-16: The project applicant, project sponsor, or public agency shall ensure that the temporary storage and handling of potentially hazardous materials/wastes shall be in areas away from sensitive receptors such as schools or residential areas. These areas shall be secured with chain-link fencing or similar barrier with controlled access to restrict casual contact from non-project personnel. All project personnel that may come into contact with potentially hazardous materials/wastes will have the appropriate health and safety training commensurate with the anticipated level of exposure.	Project Applicant / Project Sponsor / Public Agency	The lead agency shall coordinate with project proponent that the temporary storage and handling of potentially hazardous materials/wastes shall be in areas away from sensitive receptors such as schools or residential areas. Temporary storage and handling of potentially hazardous materials/wastes procedures shall also be included in the construction management plan.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During construction and operation.
MMHZ-17: The project applicant, project sponsor, or public agency shall ensure that where the construction or operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-	Project Applicant / Project Sponsor / Public Agency	The lead agency shall coordinate with project proponent that where the construction or operation of projects involves the transport of hazardous materials, avoid transport of such materials	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies

quarter mile of schools, when school is in session, wherever feasible.		within one-quarter mile of schools, when school is in session, wherever feasible. Proper protocols and procedures for any construction activities that include the transport of hazardous materials shall be included in the construction management plan.	3. During construction and operation.
MMHZ-18: The project applicant, project sponsor, or public agency shall ensure that where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notification of the anticipated schedule of transport of such materials.	Project Applicant / Project Sponsor / Public Agency	The lead agency shall coordinate with project proponent that where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, proper notification of the anticipated schedule of transport of such materials has been provided.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During construction and operation.
Hydrology and Water Quality			
MMWQ-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 the District 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 2016 AQMP.
MMWQ-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 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.	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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and before the start of construction.

MMWQ-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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and before the start of construction.
MMWQ-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 consumptions.	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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and before the start of construction.
Noise			
MMNS-1: The project applicant, project sponsor, or public agency shall install temporary noise barriers during construction.	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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and before the start of construction.
MMNS-2: The project applicant, project sponsor, or public agency shall use noise barriers to protect sensitive receptors from excessive noise levels during construction.	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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and before the start of construction.
MMNS-3: 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	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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Before the start of construction.

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 access 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-4: The project applicant, project sponsor, or public agency shall limit speed and/or hours of operation of rail and transit systems during the selected periods of time to reduce duration and frequency of conflict with adopted limits on noise levels.	Project Applicant / Project Sponsor / Public Agency	The lead agency shall approve measures to limit speed and/or hours of operation of rail and transit systems during the selected periods of time to reduce duration and frequency of conflict with adopted limits on noise levels.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During the environmental review process and operation.
MMNS-5: 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 posting requirements at the site. The lead agency shall inspect the site to ensure posting requirements have been met.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Daily during construction.
MMNS-6: 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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Prior to construction.
MMNS-7: 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, etc.) are completed.	Project Applicant / Project Sponsor / Public Agency	The lead 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,	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Prior to construction.

		neighborhood notification, posted signs, etc.) are completed.	
MMNS-8: The project applicant, project sponsor, or public agency shall designate an on-site construction complaint 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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Prior to construction.
MMNS-9: 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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Prior to construction.
MMNS-10: 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.	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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Prior to and during construction.
MMNS-11: The project applicant, project sponsor, or public agency shall ensure that construction equipment is not idling for an extended time in the vicinity of 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 to assure compliance with idling and noise suppression requirements.	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Prior to and during construction.
MMNS-12: The project applicant, project sponsor, or public agency shall locate fixed/stationary equipment (such as generators, compressors, rock crushers, and	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	1. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies

cement mixers) as far as possible from noise-sensitive receptors.		the location of fixed/stationary equipment at the site.	3. Prior to and during construction.
MMNS-13: The project applicant, project sponsor, or public agency shall consider using flashing lights instead of audible back-up alarms on mobile equipment.	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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. During construction.
MMNS-14: 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 determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations.	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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Prior to and during construction.
MMNS-15: 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 determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds.	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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Prior to and during construction.
MMNS-16: For projects where pile driving would be necessary for construction 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.	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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies 3. Prior to and during construction.
MMNS-17: For projects where pile driving would be necessary for construction due to geological conditions, the project applicant, project sponsor, or public agency shall utilize quiet pile driving techniques such as the use	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. SCAQMD/Other Lead Agencies 2. SCAQMD/Other Lead Agencies

of more than one pile driver to shorten the total pile driving duration.			3. Prior to and during construction.
Transportation and Traffic			
MMTR-1: The project applicant, project sponsor, or public agency shall develop a construction management plan that includes at least the following items and requirements, if determined to be feasible by the Lead Agency: • A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes; • Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur; • Location of construction staging areas for materials, equipment, and vehicles at an approved location; • A process for responding to and tracking complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. The Lead Agency shall be informed who the Manager is prior to the issuance of the first permit; • Provision for accommodation of pedestrian flow; • As necessary, provision for parking management and spaces for all construction workers to ensure that construction workers do not park in street spaces; • Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the project sponsor's expense, within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its	Project Applicant / Project Sponsor / Public Agency	Project proponents and construction contractors shall meet with the appropriate lead agency (or other public agency with approval authority over the project) to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. The project sponsor shall develop a construction management plan for review and approval by the lead agency (or other government agency as appropriate).	1. SCAQMD/ Other Lead Agencies 2. SCAQMD/ Other Lead Agencies 3. Before the start of construction.

condition prior to the new construction as established by the Lead Agency (or other appropriate government agency) and/or photo documentation, at the sponsor's expense, before the issuance of a Certificate of Occupancy; • Any heavy equipment brought to the construction site shall be transported by truck, where feasible; • No materials or equipment shall be stored on the traveled roadway at any time; • Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion; • All equipment shall be equipped with mufflers; • Prior to the end of each work-day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors; and • Promote "least polluting" ways to connect people and goods to their destinations.			