



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178

(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL:

Safouh.Sayed@dtsc.ca.gov

October 11, 2013

Mr. Safouh Sayed, Project Manager
Department of Toxic Substances Control
5796 Corporate Avenue
Cypress, CA 90630-4732

Proposed Cleanup Plan (Remedial Action Plan - RAP) and Draft Environmental Impact Report (Draft EIR) for the Proposed at the Ascon Landfill Site in Huntington Beach

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final CEQA document. This letter is written in our role as both a commenting agency and as a responsible agency with jurisdiction over portions of the project that require permitting with SCAQMD.

The preferred cleanup plan (Alternative 4) includes partial removal of landfill material and the construction of a protective cap. Those activities involve excavation of approximately 32,250 bank cubic yards (BCY) of contaminated materials, transportation of this landfill material to disposal sites outside of the basin, and installation of a protective cap requiring approximately 206,000 cubic yards of clean fill. 100 daily truck trips are estimated for the export of contaminated material and approximately 200 daily truck trips would be needed for importing clean soil to build the cap and for non-capped areas in order to achieve the final grade configuration. The project will occur in ten phases, of which some phases will overlap. The cleanup plan would begin in 2015 and take approximately 11 months to complete.

The SCAQMD staff appreciates that the lead agency will use a closed system in treating potential odors and volatile organic emissions during the soil excavation handling process and subsequent export to off-site disposal facilities. The lead agency will need pre-construction permit/plan approval from the SCAQMD for certain equipment/activities associated with the project. In addition to this permitted activity, emissions from activities that don't require SCAQMD permits have the potential to significantly affect sensitive receptors near the project site and along truck routes during construction. Projected construction impacts substantially exceed SCAQMD recommended regional and localized significance thresholds. Details regarding these comments are included in the attachment.

Mr. Safouh Sayed,
Project Manager

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Pursuant to Public Resources Code Section 21092.5, please provide the SCAQMD staff with written responses to all comments contained herein prior to the adoption of the Final Environmental Impact Report. The SCAQMD staff is available to work with the Lead Agency to address these issues and any other air quality questions that may arise. Please contact Gordon Mize, Air Quality Specialist – CEQA Section, at (909) 396-3302, if you have any questions regarding these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Ian N. MacMillan". The signature is fluid and cursive, with the first name "Ian" being particularly prominent.

Ian MacMillan
Program Supervisor, Inter-Governmental Review
Planning, Rule Development & Area Sources

Attachment

IM:CT:GM

ORC130903-07
Control Number

Permit Requirements

1. Based on the project description in the Draft EIR and proposed Project Design Features (PDFs) starting on page 4.2-6, the following equipment/activities would require SCAQMD permit applications and pre-construction approval associated with the proposed project. Questions concerning SCAQMD permit/site plan requirements should be directed to Engineering and Compliance staff at (909) 396-2684.

Gas Collection and Treatment System:

PDF 2-5 A protective cap, inclusive of a gas collection and treatment system, would be installed to collect and treat landfill gas and other emissions generated by the Site.

Rule 1150/1166 Excavation Management (Site Specific) Plan:

PDF 2-6 The Project would comply with applicable SCAQMD rules that govern the control of air pollutant emissions from the Site, including: SCAQMD Rule 1150 – Excavation of Landfill Site, and SCAQMD Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil.

Air Pollution Control System:

PDF 2-7 During excavation of Pit F, a temporary structure (e.g., Sprung or similar) would be installed to capture potential odors and volatile emissions resulting from soil handling. Exhaust from Pit F will be treated using granular activated carbon (GAC) units which will be maintained according to manufacturer specifications. Off-road equipment operating under the Pit F temporary structure will be snorkeled (exhausted) directly outside of the structure for worker safety reasons. The temporary structure and GAC would capture and control at least 95 percent of VOC emissions. Materials excavated from Pit F would be placed in sealed or covered bins that would be loaded onto trucks for transport offsite, resulting in lower volatile emissions. Maintenance logs for the GAC system, including dates activated carbon is changed, will be maintained on-site.

Mitigation Measures – Construction

2. Since the lead agency has determined in the DSEIR air quality analysis that construction air quality impacts exceed the recognized air quality significance levels for NOx, PM10 and PM2.5, the SCAQMD staff recommends the following changes and additional mitigation measures in the Draft EIR pursuant to CEQA Guidelines Section 15126.4 to reduce the project's significant air quality impacts in addition to the Project Design Features and measures included starting on page 4.2-26. The

following measures have been determined to be feasible and applicable to past projects within other jurisdictions.¹

Recommended Changes:

~~PDF 2-1 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. All off-road diesel construction equipment remaining on-site for more than 15 work days shall meet USEPA Tier 3 off-road emission standards, if commercially available locally. Use of Tier 3 engines results in a substantial reduction of NOx emissions compared to similar Tier 2 or lower engines, and has been shown to increase fuel economy over similar Tier 2 engines. Documentation of all off-road diesel construction equipment on-site including Tier 3 certification shall be maintained and made available by DTSC for inspection up[on request.~~

Post-January 1, 2015: 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.

~~PDF 2-2 All on-road waste haul trucks exporting soil to the appropriate receiver facility shall be model year 2007 or newer or retrofitted to comply with USEPA Year 2007 on-road emission standards. Documentation of all on-road trucks exporting soil shall be maintained and made available to DTSC for inspection upon request.~~

Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export), and if the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained, the lead agency shall use trucks that meet EPA 2007 model year NOx and PM emissions requirements.

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.

¹ For example see the Metro Green Construction Policy at:
http://www.metro.net/projects_studies/sustainability/images/Green_Construction_Policy.pdf

Recommended Additions:

NO_x

- Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- Provide dedicated turn lanes for movement of construction trucks and equipment on-and off-site.
- Reroute construction trucks away from congested streets or sensitive receptor areas.
- Require the use of electricity from power poles rather than temporary diesel or gasoline power generators.
- Encourage construction contractors to apply for SCAQMD “SOON” funds. Incentives could be provided for those construction contractors who apply for SCAQMD “SOON” funds. The “SOON” program provides funds to accelerate 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> .

Fugitive Dust

- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM₁₀ generation.
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour
- Require frequent street sweeping surrounding the project site to minimize fugitive dust emissions from track-out. All street sweeping shall use alternatively fueled sweepers that are equivalent to those specified in SCAQMD Rules 1186 and 1186.1.

For additional measures to reduce off-road construction equipment emissions, refer to the mitigation measure tables located at the following website:

www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html .

Air Quality Analysis

3. Table 4.2-5 (Unmitigated Regional Maximum Short-Term Emissions) on page 4.2-37 in the Air Quality Section of the Draft EIR shows a maximum regional emissions figure from the Sixth Month of project activities. Upon review of portions in the Air Quality Assessment Files, it is unclear from this table if emissions from overlapping phases (for example, Phases 3,5, and 6 mentioned in the project description on page 2-35) are accounted for in the table.
4. From the Scheduled and Truck Trips Summary (Detailed Schedule, Equipment and Truck List), the Source Summary Description pages, and other portions in the Air

Quality Assessment Files, it is not clear how Table 4.2-5 accounts for the total project emissions sources (on- and off-site equipment). It is unclear if the tables show the total daily emissions reported for each month or whether the daily totals reported for each month include all of the potential on- and off-site emission impacts, especially during the periods of overlap mentioned in the project description on page 2-35.

During the overlapping phases 3, 5 and 6, for example, the daily on- and off-site emissions sources include trucks exporting landfill material, trucks importing soil and supplies, and soil disturbance and related equipment used to re-establish the site. This would include up to 225 off-site daily truck trips to export of landfill materials and to haul concrete debris and rubble. Up to 174 on-site daily truck trips would also take place for watering, hauling odor-retardant and foam, concrete, and moving imported soil for final placement to complete the grade. Finally, grading equipment is used during soil disturbance, soil loading, etc. Because Table 4.2-5 shows emissions by individual months, it is not clear how all of the on- and off-site emission sources including the periods of overlapping phases are included in the presumed worst-case daily estimates for each month shown in the table. In the Final EIR, the lead agency should demonstrate or otherwise clarify the maximum daily emissions estimated in Table 4.2-5 by emission source in order to demonstrate that all construction emissions are accounted for.