



South Coast Air Quality Management District

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SENT VIA E-MAIL AND USPS:

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Draft Environmental Impact Report (Draft PEIR) for the Proposed Division 20 Portal Widening and Turnback Facility Project (SCH No.: 2017101034)

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 EIR.

SCAQMD Staff's Summary of Project Description

The Lead Agency proposes to construct new tracks and switches to provide faster Metro train service times at the Union Station, widen the heavy rail tunnel south of the U.S. Highway 101 (US-101) freeway to accommodate additional special trackwork and high-speed train movements, install traction power substation and emergency backup power generator, reconfigure existing tracks and access roads, and modify the 1st Street Bridge on 45 acres (Proposed Project). To accommodate the implementation of the Proposed Project, approximately 306,875 square feet of existing buildings will be demolished and a 22,651-square-foot existing building will be rehabilitated. As shown in Figure 2.2, the closest sensitive receptors are 450 residential dwelling units located along the west boundary of the Proposed Project¹. Construction of the Proposed Project is expected to take less than four years, beginning in early Spring 2019 and ending in Fall 2023².

SCAQMD Staff's Air Quality Analysis

The Lead Agency quantified the Proposed Project's construction emissions and compared them to SCAQMD's regional and localized air quality CEQA significance thresholds. Pursuant to the Lead Agency's adopted Green Construction Policy (Policy), off-road construction equipment shall meet Tier 4 off-road emission standards where feasible or be outfitted with Best Available Control Technology (BACT) devices certified by CARB³. The Policy also requires "on-road heavy-duty diesel trucks or equipment with a gross vehicle weight rating of 19,500 pounds or greater to comply with USEPA 2007 on-road emission standards for PM and NO_x [...]"⁴. The Lead Agency found that the Proposed Project's construction emissions would be less significant.

The Lead Agency also found that the Proposed Project would result in less than significant impacts during operation. While "implementation of the Proposed Project would increase the number of trains stored in the Division 20 Rail Yard from 104 to 282, the trains are powered by electric propulsion [...]"⁵. Additionally, while the Proposed Project would generate 107 new employees, daily operational emissions

¹ Draft EIR. Figure 2.2. Page 3.2-16 and 17.

² Draft EIR. Page 3.2-21.

³ Draft EIR. Page 3.2-13.

⁴ *Ibid.*

⁵ Draft EIR. Page 3.2-23.

from employees trips and would not exceed SCAQMD air quality CEQA significance thresholds for operation⁶.

General Comments

SCAQMD staff has comments on the air quality analysis in the Draft EIR. Please see the attachment for more information. The attachment also includes a recommendation to conduct a health risk assessment. Finally, the attachment includes information of SCAQMD permit and rule.

Conclusion

Pursuant to California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(b), SCAQMD staff requests that the Lead Agency provide SCAQMD staff with written responses to all comments contained herein prior to the certification of the Final EIR. In addition, issues raised in the comments should be addressed in detail giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice (CEQA Guidelines Section 15088(c)). Conclusory statements do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful or useful to decision makers and to the public who are interested in the Proposed Project.

SCAQMD staff is available to work with the Lead Agency to address these issues and any other questions that may arise. Please contact me at lsun@aqmd.gov if you have any questions regarding the enclosed comments.

Sincerely,



Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

Attachment
LS
LAC180313-02
Control Number

⁶ Draft EIR, Page 3.2-24.

ATTACHMENT

Air Quality Analysis – Operational Impact Analysis

1. One of the Proposed Project components is construction of storage tracks. “Trains will be stored on the storage tracks. Most vehicle movements would occur on a regular basis late at night and in early morning hours. Some minor work involving the light cleaning or light duty repairs of interior spaces of vehicles may occur in the storage track area⁷.” According to Figure 2.2 in the Draft EIR, the storage tracks will be located along the west boundary of the Proposed Project next to the sensitive receptors (e.g., 450 residential dwelling units)⁸.

As stated above, the Lead Agency found that operation of the Proposed Project would be less than significant. However, it appears that this finding was solely based on the quantification of mobile source emissions contributed by daily commute trips by 107 additional employees. SCAQMD staff recommends that the Lead Agency clarify how trains will be moved to the storage tracks in the Final EIR. If the movements have the potential to generate any emissions of criteria pollutants and air toxics, the emissions should be quantified and disclosed in the Final EIR. Similarly, should any cleaning or repairs to interior spaces of vehicles generate any emissions of criteria pollutants (e.g., VOCs) and air toxics, the Air Quality Analysis should be revised to include these emissions for determining the level of significance.

Air Quality Analysis – Consistency with Construction Emissions Modeling Assumption

2. The Lead Agency is committed to implementing the adopted Green Construction Policy (Policy) by requiring off-road construction equipment to meet Tier 4 off-road emission standards *where feasible or be outfitted with Best Available Control Technology (BACT) devices certified by CARB. (Emphasis added)*. The emphasized portion contemplates a situation when Tier 4 off-road construction equipment is not feasible, and then, CARB-certified BACT devices other than Tier 4 off-road construction equipment can be used. However, based on a review of the CalEEMod modeling output in Appendix B, *Air Quality and Greenhouse Gas Technical Memorandum*, SCAQMD staff found that “Tier 4 Final” for all construction equipment was used to calculate construction emissions. This modeling assumption demonstrated a commitment to using Tier 4 off-road construction equipment only and did not account for use of any other devices (e.g., Tier 3 off-road construction equipment or BACT devices). To be consistent with the air quality modeling assumption, SCAQMD staff recommends that the Lead Agency go beyond what is required by the Policy to include a Project Design Feature. The Project Design Feature should require all off-road construction equipment to meet Tier 4 off-road emission standards. Otherwise, the Lead Agency should not take credits for construction emissions reductions from Tier 4 off-road construction equipment in the modeling.

Health Risk Assessment (HRA) Analysis

3. The Lead Agency should include a discussion on potential health risks to sensitive receptors from operation of the Proposed Project. Sensitive receptors are people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptors include schools, parks and playgrounds, daycare centers, nursing homes, elderly care facilities, hospitals, and residential dwelling units. As stated above, residential uses are located along the west boundary of the Proposed Project next to the proposed storage tracks. Because of the close proximity to the Proposed Project, existing residents may be exposed to diesel particulate matter (DPM), which is a toxic air contaminant and is also determined to be carcinogenic by CARB. Therefore, SCAQMD staff

⁷ Draft EIR. Page 2-8.

⁸ Draft EIR. Page 3.2-17.

recommends that the Lead Agency conduct a mobile source health risk assessment (HRA)⁹ in the Final EIR to disclose the potential health risks from operation of the Proposed Project, or provide justification for not conducting a HRA analysis.

Recommendation on Using 2010 Model Year or Newer Diesel Haul Trucks

4. Consistent with the Policy, the Lead Agency will require all on-road heavy-duty diesel trucks or equipment with a gross vehicle weight rating of 19,500 pounds or greater to comply with USEPA 2007 on-road emission standards for PM and NOx¹⁰. SCAQMD staff recommends that the Lead Agency go beyond what is required by the Policy and require the use of 2010 model year diesel haul trucks that conform to 2010 USEPA truck standards or newer diesel haul trucks (e.g., material delivery trucks and soil import/export) during construction. In the event that the Lead Agency determines that 2010 model year or newer diesel haul trucks are not feasible, the Lead Agency shall use trucks that meet USEPA 2007 model year NOx emissions requirements, at a minimum. Include this requirement as a bid or contract specification with contractors. Require periodic reporting and provision of written documents by contractors to prove and ensure compliance.

Compliance with SCAQMD Rule 1403

5. Since the Proposed Project will include demolition of 306,875 square feet of existing buildings, asbestos may be encountered during demolition. As such, SCAQMD staff recommends that the Lead Agency include a discussion to demonstrate compliance with SCAQMD Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities¹¹ in the Air Quality Section of the Final EIR.

Permits

6. The Proposed Project, among others, will include installation of a new TPSS and emergency backup power generator. In the event that the Proposed Project requires a permit from SCAQMD, SCAQMD should be identified as a Responsible Agency for the Proposed Project in the Final EIR. For more information on permits, please visit the SCAQMD webpage at: <http://www.aqmd.gov/home/permits>. Questions on permits can be directed to the SCAQMD's Engineering and Permitting staff at (909) 396-3385.

⁹ South Coast Air Quality Management District. "Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis." Accessed at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>.

¹⁰ Draft EIR. Page 3.2-13.

¹¹ South Coast Air Quality Management. Rule 1403. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1403.pdf>.